

# The Commercial

WINNIPEG, DECEMBER 1, 1885.

## HUSH MONEY.

There undoubtedly exists (in the mind of the professional politician of the United States at least) a malady now known as Anglophobia, the symptoms of which sometimes extend to a terror of using any article of British manufacture or production. That an opposition ailment has not made headway in the British Isles is probably due to the fact that politicians in that country have enough at home to engage their attention without crossing the Atlantic to find cause for complaint. But the British colonies are by no means so free from such influences, and in Canada the disease which we might call Yankophobia has been rather prevalent, especially since the introduction of the so called "National Policy." Since then it has spread so widely that there are those who believe that contagion is unavoidable from any article of American production brought into the Dominion, and that every cent allowed to go from the country into the United States, is so much given towards the strengthening of the plague which might at any time cross the boundary line and spread disaster amongst us.

That the existence of this disease in Canada stimulated the building of the Canadian Pacific Railway, some are prepared to admit, and that it was the foundation of the monopoly granted to that road is beyond question. Every branch of our commerce according to the fears of some, was liable to contamination, if United States railways or waterways were made use of in its development. Accordingly the Dominion's commerce had to be forced through purely Canadian channels to calm the fears of those in dread of this terrible disease, and many and ingenious have been the methods adopted to secure this end. The railway rights of provinces have been trampled under foot; the Customs' arrangements of the Dominion have been prostituted and perverted to aid in the work, and to apply the words of Burns to the irrepressible Yank:

"Mony a plan and scheme's been tried  
Tae trap or scaur me."

But the "Doctor Hornbrook" with the unfailing cure has at last come to the rescue in the person of the General Manager of the Canadian Pacific, an individual

quite as versatile in imagination and equally as quickish in his remedies as Burns' Æsculapian prodigy. The great and unfailing remedy he has produced and administered is "hush money." He knows well the nature of the irrepressible Yank, being of that extraction himself, and finding square competition unavailing he has purchased his retirement from the field.

We must say that we feel keenly for that ultra Canadian class of people in connection with the recent arrangement by which the C.P.R. tightens its grasp upon a monopoly of the traffic of the Northwest. It must be anything but pleasant for them to know that to the St. Paul, Minneapolis & Manitoba road, a purely United States railway, a percentage of the earnings of the great road which our Dominion has spent and sacrificed so much for, have to be paid, in order that the latter may continue to hold a monopoly of traffic between the Northwest and the east. The irrepressible Yank has scored his victory, pockets the hush money he has black-mailed, and is perfectly content to let monopoly have its full swing so long as he is well paid for his non-interference.

But to the thoughtful Canadian whose sole aim is the benefit of his country, other views of this "hush money" arrangement must turn up. The question in such minds will arise: Who pays this black-mailed subsidy? and there can only be one answer to this important question, namely, the producers of the Northwest and the consumers of the east. Yes, the struggling pioneer farmers of the Northwest and the thousands in the east who depend upon them for bread have in the long run to pay this hush-money, which has to be given to a foreign corporation for no consideration of any kind, and the paymaster who thus squanders money is a Canadian corporation, which has already swallowed up somewhere in the neighborhood of one hundred million dollars of Dominion money and resources, given to its projectors that the railway they have constructed might be a purely Canadian institution operated in the interests of Canadians only. If any profit to the people of Canada could arise out of such an arrangement, its consummation might be justifiable, and if it could be clearly shown that profit even to stock-holders of the road would be the result it might be pardonable but certainly not justifiable.

But not even its manipulators dare claim that it is the former, and it is impossible to see where it can be the latter. It is simply an arrangement to satisfy the overbearing egotism of a foreign schemer whose sole aim is to grasp and hold power in his own hands.

Assuredly it has taken a large supply of Canadian patriotism of the most gushing stamp to bolster up the different phases of Yankophobia, but at the "hush money" point we believe this kind of patriotism ceases to be commendable, just the same as patience ceases at a certain point to be a virtue.

## THE BRITISH ELECTIONS.

There can be no doubt but the results of the elections in Great Britain are considerable of an astonishment to all but those who make a close study of public feeling in that country. The fact that Mr. Gladstone, who has held power for some years with a tyrant majority at his back, should see that majority being swept away by the public voice, is a matter of no small wonder. But when we add to this his recent extension of the franchise, and find that those who have received a vote for the first time by his legislation, have helped to defeat him ("the people's William" as some of his enthusiastic admirers call him for a pet name), we are apt to think that after all there is much truth in what has been said about the ingratitude of nations.

Yet Mr. Gladstone has only met at the hands of the British elector the same treatment as his predecessor, Lord Beaconsfield. It was almost immediately after his great diplomatic triumph at the Berlin Congress that the great leader of British Conservatism was relegated to the cold shade of Opposition, and Mr. Gladstone and his party elevated to power. So now after his great work of passing a franchise extension bill the latter gentleman loses a large share of the support of those he has enfranchised.

Like the Sultan's of former days the British people seem to have a "bowstring" always ready for any servant whose power has reached a certain point, and it is doubtless well that the nation is possessed of this elasticity of popular opinion. It may seem ungrateful and even cold blooded to the hero worshipper, but it is one of the best safeguards of the liberties of the people and the stability of the nation. A nation gifted with such pru-