

the man who hides his property or makes a false return, in order to escape payment of his debt to the State, and the man who conceals his property from his private creditors. Nor should it," Mr. Harrison believes, "be more difficult to follow the defaulter in the one case than in the other." A man who would cheat the municipality out of taxes due on personalty would scarcely scruple to defraud the customs, if he could.

Paraphrasing Mr. Lincoln's declaration that the United States could not continue half slave and half free, Mr. Harrison contends that "this country cannot continue to exist half taxed and half free. The sense of inequality breathes a fierce and unmeasuring anger, creates classes, intensifies social differences and makes men willing to pay their [dollar] debts in half dollars." If a one-sided system of taxation could be established, it would probably end in a social catastrophe.

BUSINESS IN TORONTO.

In the pregnant address, early in the present year, of Mr. Gurney, retiring president of the Toronto Board of Trade, he stated some things about the inequality of railway freight rates to and from Toronto, with those to and from Montreal, that deserve to be remembered. "We know," he said, "that it costs an Ontario man more to place his goods in a Quebec town than it does a Quebec man to place his goods in an Ontario town at the same distance. We know of some inequitable conditions imposed on Ontario as compared with Quebec," and he added the clear conviction "that something should be done, and that there must be somebody to do it." But at the same time, he was careful to state that "it should be clearly held in mind that our policy should not be one of professional hostility to the railways or other carrying companies." Mr. Gurney reiterated then the warnings which, at a previous annual meeting twelve months before, his predecessor and himself had uttered as to the repellant attitude of the city council of Toronto towards railways, factories and other industrial or commercial projects which desired to expend money in the city. In the matter of imposing heavy taxation or other onerous conditions upon such enterprises instead of welcoming them, the retiring president used this strong expression: "Such efforts, at least, convey the idea to combinations of capital and enterprise that this is a dangerous town in which to do a successful business."

The city council of Toronto has for years shown a disposition rather to harass and perplex enterprise with needless conditions than to encourage it by liberal terms. We do not by this mean the refusal of bonuses, which we regard as artificial and costly modes of cherishing enterprise. But our civic attitude has been such as to convey the impression that novel undertakings or extensions of works already existing should be proud of the privilege of being allowed to settle in Toronto, and that their authors ought to be glad to submit to any terms that our narrow civic pride or greed sought to impose. It is true that Toronto has many advantages to offer any man or set of men who wish to do business within her borders. But in these days of competition and narrow profits it is but too easy to offset these advantages with terms such as spirited or self-respecting merchants will not endure. Apropos of the outcry lately heard as to the need of our cultivating friendly relations with the railways, an evening paper reminded its readers the other day that:—

If the Canadian Pacific Railway management had been allowed to follow the plan mapped out some years ago, two or three million dollars of the company's money would have been spent on the water-

front of this city, and trade would have been brought here that has been diverted to Montreal. Everybody must admit that the railway discriminates against Toronto wherever it can, and they must acknowledge also that the lunatics who drove the company off that portion of the waterfront which was purchased for the erection of the finest station in Canada, discriminated against the C.P.R. to a degree which has given the company excuse, if not justification, for its efforts to build up Montreal at the expense of this city.

Nor is the Canadian Pacific the only road that has been harassed by narrow enactments, demands, lawsuits, and the like, into a condition of lukewarmness, not to say hostility, to Toronto, as compared with other points. The Grand Trunk has had its own battles with our valiant city council, the recollection of which may well form a factor in determining the warmth or coldness of its attitude towards the place in respect of these same inequitable freight conditions to which Mr. Gurney refers.

Nor are the railways or new undertakings of a manufacturing kind the only efforts of capital and enterprise which have been checked and worried by our precious aldermen. The corporation entered upon a prolonged fight with the Gas Company on grounds which have been shown to be futile and inadequate, both expert accountants and the courts having refused to support the city's contention. Next, certain wiseacres at the city hall propose to attack the business of the electric power and light companies by entering into competition with them in order to supply light and power to the city. If Toronto's citizens are paying too much for their supply of electricity—a point which we do not pretend to decide—the corporation can surely find a more economical way of earning the profits supposed to reside in this business than that of using civic money to duplicate light and power plant, and thus create a rivalry that will waste the capital of both parties. Rather than see their capital confiscated by such long-continued wasteful competition, we should think the private companies would sell out to the city, which might then experiment as it chose with power supplied from Lake Simcoe or the Humber.

It is not pleasant, but it may be salutary, to recall what a member of Parliament, formerly president of the Toronto Board of Trade, had to say upon one public occasion: "The sentiment of Toronto seems to be one of suspicion towards all enterprise in her midst. There is plenty of energy to pull down, but none to build up. I myself know of more than one industry that should have been located here, but which has gone elsewhere because, rightly or wrongly, the impression is abroad that Toronto does not treat enterprise in a broad and liberal spirit. . . . We are ready to go into all sorts of civic schemes, voting large sums of money to carry out fads, anything that would cause large amounts of money to be spent, without giving one thought to what would be the result." One step in the direction of curing the illiberality and wrong-headedness of aldermen in relation to industrial enterprises would be to establish intimate and friendly relations between city council and Board of Trade. The broader-minded and more commercial spirit of the latter might well assist in getting our civic fathers to do their business in a business-like way.

DIRECT TRADE WITH MEXICO.

Both by the Atlantic and Pacific routes Canada ought to do a considerable direct trade with Mexico, whose total annual commerce exceeds \$50,000,000. We know that the trifling amounts which appear in the Ottawa Blue Book from time to time do not by any means represent the export of Canadian merchandise to that country, for it reaches the Mexicans at second or third hand via New York or London, and is by them put down as American or Canadian mer-