

United States) have less than one half that number to be collared and cuffed. There is not an interest in the land but needs room for expansion. The corners and combinations in almost every department of human activity indicate that production has already exceeded consumption, and that wider areas are absolutely necessary for commercial progress.

Mr. Wiman did not say this for Canadian ears to hear. He said it for the benefit of the annexation sentiment he is working up, or trying to work up in the United States, publicity being given to his views in the *Brooklyn Eagle*. He was showing to his friends the Yankee manufactures what a fine market they are to acquire when they capture Canada. He draws a woeful picture of their congested industries, one alone of which, in one city, produces more than double the quantity of goods necessary for the demands of both that country and this. Mr. Wiman knows that the result of reciprocity in manufactured products would close thousands and thousands of factories and workshops in Canada, throwing tens of thousands of Canadian operatives into hopeless idleness, suffering and distress. But he is willing that this should be so long as he can compass the annexation of Canada. He warily calls it unrestricted reciprocity, but he means annexation. He tells his Yankee friends that "a commercial union such as unrestricted reciprocity would afford, is all that is needed to open up a market (to them) continental in extent for the manufactures of the United States,"—that, "it equally opens up supplies of raw materials more productive of prosperity in the United States than anything else just now needed." This is what commercial union, or unrestricted reciprocity, or annexation—for they are convertible terms meaning the same thing, is expected to accomplish. Canada is to be a slaughter market for the excess of production of Yankee factories and workshops, and the source of supply of raw material for them, "more than anything else just now needed." As the bee upon the flower, so hangs the annexationist upon the honey of Mr. Wiman's eloquent tongue. Canada, however, begs to be excused.

LET the future take care of itself. Here are two people who ought to be friends and fellow traders. On neither side of the line should men wait for annexation. They ought to live peaceably and happily side by side, trading together, making the best use of each other's facilities, ignoring as far as possible all points of difference, suppressing as far as it can be done, all dividing questions. No doubt this is the true philosophy. The Tory journals in Canada have nurtured hate of the United States by representing that people as all anxious to seize our fish, to gobble up our land, to make a purely one-sided trade. Prejudices and hostility have been excited unnecessarily. The true policy unquestionably is to do that which is best for the improvement of all relations, to exchange trade as freely between Canada and the United States as it is now exchanged between two states of the American union, to have one set of coasting laws, to have one set of material interests, leaving to the future to settle all the political issues.

This beautiful specimen of annexation twaddle is from the St. John N.B., *Globe*, and is an editorial comment anent Mr. Wiman's letter in the *Brooklyn New York Eagle*, in reply to something Mr. F. W. Glen had said in favor of unrestricted reciprocity. The *Globe*, in its desire for annexation, is willing to swallow it in any form, and to "let the future take care of itself" in the matter. No need to wait long for annexation, sure enough, if the preliminary step of unrestricted reciprocity be first taken—the waiting would not have to be long. Let

brotherly love prevail, exclaims the *Globe*. Ignore all points of difference—if you are a Canadian, ignore the fact and become a Yankee. If you entertain patriotic emotions, suppress them. If you have hopes and aspirations for Canadian nationality, this is a dividing question which should also be suppressed. This is the *Globe's* "true philosophy." The awful Tory journals nurture hate of the United States when they tell of how that country legislates against Canadian interests. This is not humility, and humility is a good thing—a Christian virtue. Of course we should thankfully accept what our neighbors propose for us, for if we do not we are prejudiced towards them, likewise hostile. The *Globe's* millenium contemplates the obliteration of Ottawa, and of the international boundary. Let the American seaboard tariff extend to the North Pole. Let us adopt Mr. McKinley's sixty or seventy per cent tariff, seeing it is so much better than our poor little tariff of twenty or twenty-five per cent. And then Canada would be saved all the trouble and annoyance of making laws and enforcing them; Washington could do all that for us. All that is necessary to usher in this happy, joyous time is to down with the National Policy and the Old Flag, and up with Mr. McKinley's tariff and the Stars and Stripes. Unrestricted reciprocity is the first step to be taken. This will give us "one set of material interests, and we could safely leave it to the future to settle all outstanding political issues," as the *Globe* suggests. Then the Canadian lamb would quietly lie down with the American lion—the lamb being inside the lion.

THE books of the United States treasury department contain the names of 3,510 vessels, measuring 1,063,063.90 tons, employed in the lake trade. In classification of this fleet the lakes have more steamboats of 1,000 to 2,500 tons than the combined ownership of this class of vessels in all other sections of the United States. The classification is as follows:

Class.	Number.	Tonnage.
Steam vessels	1,527	652,922.25
Sailing vessels	1,272	328,655.96
Canal boats	657	67,574.90
Barges	54	13,910.09
Total	3,510	1,063,063.90

According to the report of the United States commissioner of navigation, 46 per cent. of the new tonnage of that country was built on the lakes during 1889. This is a percentage greater than the work of the Atlantic coast and western rivers combined, and almost equal to the whole work on the Atlantic and Pacific coasts. In 1890 the tonnage built on the lakes was but very little less than that built on the Atlantic and Gulf coasts. Tonnage built on the lakes during the past five years was as follows:

	No. of Boats.	Net Tonnage.
1886	85	20,400.54
1887	152	56,488.32
1888	222	101,102.87
1889	225	107,080.30
1890	218	108,515.00
Total	902	393,597.03

Annual tonnage entries and clearances of the great seaports of the world, for 1889: New York, 11,051,236 tons; all seaports in the United States, 26,983,315 tons; Liverpool, 14,175,200 tons; London, 19,245,417 tons.

Tonnage passing through Detroit river during 234 days of