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THE SITUATION.

The New York Produce Exchange makes a complaint against alleged combined railway and water discrimination to Europe. The complaint is that the railway companies are giving lower rates to Europe than to American seaboard ports. The railway companies may possibly reply that the lower rates are on the ocean, and those on land uniform. Where there is a combined rate, consisting partly of rail and partly of water freight, it is difficult to say where the lowering of any rate that is less than the average takes place. The Interstate commissioners are asked to interfere, but it is evident that they will find the task very difficult. The New York Produce Exchange, blaming the railroads, assumes that the discrimination is against the home and in favor of the foreign country. But there is another view even of that question. Western-American farmers are pressed with the competition of India and other countries; and low rates to Europe may be their only salvation. If real discrimination be ever allowable, it would be in the long hauls. Without it the United States may find it increasingly difficult to compete against the producers of India wheat: and Canada is, in this respect, in nearly the same position as the neighbouring country.

At last the Dominion government has applied for two injunctions to restrain the Manitoba boundary railway crossing certain Dominion lands. By way of defence, squatter claimants of these lots are likely to be diligently sought for. It is pointed out that this mode of obstruction could be carried oppressively far, even if the veto had not been exercised; and that the Dominion government might, by means of it, prevent the Manitobans so much as digging a drain across government land. This extreme case is supposable, but not in the remotest degree probable. The veto has been exercised, in pursuance of undoubted constitutional authority, however disagreeable the fact may be to Manitoba; and when the province disobeyed the inhibition, it compelled the Dominion to take legal steps to enforce the veto. This action is a matter of course and cannot take any one by surprise. When one party

to a legal contestation refuses to yield to constitutional restraint, it challenges the other party to invoke the aid of the law to insure compliance with constitutional obligations. Whether Manitoba has the right to build the railway to the frontier, as she contends, or not, she has no right to overrule the veto constitutionally exercised, whether wisely or not. The only question is whether the veto power was exercised in a regular way; and there is room for doubt on this point. A call for a conference between the two governments is the most hopeful sign, pointing to a way out of the difficulty, that has yet appeared. The alleged basis of negotiation is a reduction of freights on the Canadian Pacific, together with a pledge of an early abandonment of its secured monopoly by the Canadian Pacific. It will be a grave scandal, if the two governments cannot find some rational means of settling the difficulty.

The seizures of British sealing vessels in Behring's sea are still in a fog. The statement of Sir James Ferguson, in the British House of Commons, that the American government had ordered the discontinuance of seizures of British vessels in Alaskan waters, is said to be met by a denial from Secretary Bayard. Of such order, he declares he knows nothing. The vessels seized this summer, the secretary is reported to have added, are awaiting the action of the courts, which will determine the legality of the seizures. But the main question, the constitutionality of the law under which the seizures are made, can only be decided by the Supreme Court, to which no reference has been made. And even then, it would be a question whether the Supreme Court could take cognizance of that settled and universal practice which goes under the vague name of the law of nations, and under which the maritime jurisdiction of each country is limited to three miles from the shore. When Russia owned Alaska, she made extraordinary claims of maritime rights in these waters, and the question to which it relates is not yet settled. The fishery commission now proposed would seem to be a suitable instrument for finding a means of settlement. From a remark attributed to Secretary Bayard, it would seem as if the United States government is desirous of separating the two fishery questions. But what is necessary is a settlement of all existing grounds of dispute, at the same time.

In these latter days, a side-wind protection has been developed in more than one European country. When France alleged its unhealthy character, as a reason for shutting out American pork, the image of protection directing the movement was too closely veiled to be recognized with absolute certainty. The British farmer, only a few years ago, fancied that he was secure from competition with foreign and colonial cattle, and the British artisan was asking where he was going to get meat. The exportation of cattle across wide seas, has destroyed the security in which the producer of British cattle formerly reposed. The dread of importing infection is a quan-

tity which cannot be easily ascertained: that it sometimes exists is certain, but whether the motive which it furnishes has not been supplemented by a desire to protect British cattle producers, only the framers of the Orders-in-Council can tell. Now the humanitarian plea is raised that cattle are terribly misused in crossing the Atlantic; and the belief is expressed that the humanity has a sinister motive: a false basis it certainly appears to have, for the mortality of exported cattle is extremely low. However the charge is one which ought to be enquired into, and if there should prove to be any truth in it, a correction of the abuse will benefit rather than injure the trade.

Herr Most, the German anarchist, has been refused admission to American citizenship, the first instance of the kind that has occurred. Of course the refusal of the clerk of Common Pleas may be reversed on appeal to the court. Most admitted that he had been in prison for violation of the laws, said he had resisted tyranny in every country, and should continue to do so. At the same time, he declared his belief in the constitution of the United States and the laws passed by proper authority, "if they were good laws," leaving the inference that he would only obey what laws he liked. That the United States will make war on anarchists no one can doubt. She is becoming more and more punctilious about the immigrants she receives. Already she bars out the Chinaman, but most assuredly not because he is an anarchist. Opposition to some other nationalities is not far off. Refusal of citizenship in the case of an anarchist would be perfectly justifiable; for self-preservation is the first law of nations, as well as of individuals.

Mr. Powderly has sketched a new plan for the organization of labor, which will be submitted to the Knights of Labor. This plan would give each trade a national trade assembly, under the jurisdiction of the general assembly. The delegates from the general assembly to be elected from the State, Territorial, or Provincial assembly; but they would be elected merely as Knights of Labor and not as delegates from separate trades. The object of this change is to put an end to the undue prominence now given to the special ideas of each trade. No doubt experience has made the change desirable. This is the best answer that could be found to the contention of a recent writer in favor of an industrial Parliament, in which self-interest should be supreme. Another part of Mr. Powderly's plan is that no local assembly is to be at liberty to order a strike by less than a three-fourths vote, accompanied by an agreement to render assistance in making it successful. This would make strikes difficult, and render them, when resorted to, more likely to be successful than at present.

"The majority of persons, in Nova Scotia, who have money to lend," the *Halifax Morning Chronicle* assures us, "do not regard the government savings' banks as anything else than unalloyed blessings." The reasons given are that "the govern-