

ESTABLISHED 1866.

THE MONETARY TIMES

Trade Review & Insurance Chronicle,

With which has been incorporated the INTERCOLONIAL JOURNAL OF COMMERCE, of Montreal (in 1869), the TRADE REVIEW, of the same city (in 1870), and the TORONTO JOURNAL OF COMMERCE.

ISSUED EVERY FRIDAY MORNING.

SUBSCRIPTION—POST PAID.

CANADIAN SUBSCRIBERS, - \$2.00 PER YEAR.
 BRITISH " - 10S. 6D. STER. PER YEAR
 AMERICAN " - \$2.00 U.S. CURRENCY.
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EDW. TROUT,
 Manager.

TORONTO, CAN. FRIDAY, AUG. 29, 1890

THE SITUATION.

From Point Edward, Ontario, to Port Huron, Michigan, the tunnel under the river St. Clair has been successfully bored. The work was begun simultaneously on each side, and at the point where the two openings met, the lines of the tunnel were found to coincide exactly, so true had been the engineering. To Mr. Joseph Hobson, engineer of the Grand Trunk, the work was intrusted, and to his skill the meed of success is due. Before the tunnel was completed, a second one was projected, so vital is this means of crossing the river to the success of railway enterprise. The C.P.R. trains will still cross by boats, but in this cannot be distant when, in this particular, this company will have to follow the lead of the Grand Trunk. While means of improved international communication are found, it is much to be regretted that the Governments of the two countries are pursuing a policy of mutual restriction in raising their tariffs, on some products, actually if not avowedly to the point of prohibition. The very railway trains which are to cross under the St. Clair river would be excluded from traffic on the western side if rival companies there could get their way. And it is precisely at Port Huron where the elevator companies are shouting most lustily for the exclusion of Canadian railways from American soil. These extreme demands are not likely to be successful, though the tariff policy of the two countries is just now changing for the worse, when it is in fact capable of great improvement.

Still the fraudulent use of the trade-marks on liquor bottles goes on. The honest men among the Montreal liquor dealers, anxious to put an end to the practice, waited on the Minister of Inland Revenue, and asked him to take steps with that view; but it appears that power to do so has not been vested in him by law. The only remedy at present lies with those whose trade-marks are counterfeited. The practice is an old one, and the remedy has not yet come. Perhaps no less than half a century ago Canadian gin was shipped to Holland, and thence shipped back again to

impose on it a false paternity. Gin can be made in Canada as well as elsewhere, and the best way would be to let it go for what it is worth. But it is not easy to fight against the established reputation of Holland gin; it is easier to counterfeit. A good deal of this sort of thing in connection with liquors goes on in several countries. The French are always complaining of the spurious champagne of other European rivals. These rivals retort that France doctors champagne herself, and the confession is made that sugar candy is used as an ingredient in the champagne districts. But this, it is contended, is not adulteration, though the champagne of Germany, it is alleged, is spurious. Much wine is made even in France from raisins, and now, according to alcoholic strength, these artificial wines are to pay the same duty as genuine on importation into that country. In California the servile copying of the names of French wines is common. This is absurd. Why not let the native wines stand on their own bottom? And this would be the best way of treating Canadian liquors.

There is much less communication with the west coast of Greenland than took place under the Dutch more than two centuries ago. Large fishing fleets of small vessels then regularly visited every part of Davis Strait. Henceforth a single vessel is to sail from St. John, N.B., to Toigtut, Greenland, in quest of a mineral known as cryolite, which is used in the manufacture of paint. The "Argenta"—such is the name of the vessel—expects to make two trips a year. By this means the world will in some slight measure renew its acquaintance with the west coast of Greenland. The possibilities of trade in that direction are apparently not numerous, but the trips of this vessel may make an opening to what there is. Enquiry will be awakened, and this enterprise, which is undertaken by a Philadelphia company, may lead to something, though what it will be it would be idle to conjecture.

Two weeks ago the statement was made, and promptly denied, that the Washington authorities had refused to allow the Dominion Cartridge Company to ship cartridges through the United States to Mexico. Now comes a re-affirmation of the complaint. The modified story is that the refusal to allow the bonding privilege extended to empty cartridge shells. The denial from Washington appeared to be absolute. These contradictions arose from the fact that the particulars of the refusal were not at first given. The application, according to the acting Secretary of the United States Treasury, was to ship goods first to New York by rail, thence to Texas by steamer, and thence by rail to Mexico. This was contrary to the transportation laws of the United States, according to which the goods could not be transhipped or pass out of the control of the custom officials. The net result is that a great noise has been made about nothing. The Treaty of Washington has been invoked, but the American Government is specially vested with power by that instrument to make regulations for

carrying it into effect, and the transportation law is in the nature of the regulation contemplated.

From the first, the contention of the discharged men and their friends has been that the New York Central Railway Company decided to get rid of them because they belonged to the Knights of Labor organization. They were dismissed without a specification of the grounds of the dismissal. It is admitted that no contract was violated by the action of the company, and the demand that it should give reasons for what it did is at least unusual. Any one of these men, his contract completed, could leave the service of the company without giving a reason for doing so. Surely the company has the same right and is not bound to give a reason for the discharges any more than the men would be for a voluntary quitting of the company's service. The allegation that the dismissals were made because the men were Knights of Labor is easily put forward; but suppose it was true. The right of the men to join the order is not clearer than the right of the company to have nothing to do with it, and if they were each determined to stand on their extreme rights, it is difficult to see that one would have a right to complain of the action of the other. The men are naturally anxious to get the public on their side, and sympathy is liable to tend that way. But a strike is an extreme measure, and to the strike is due all the inconvenience to which the public has been put. The strike was grounded on a suspicion that the men were discharged because they were Knights of Labor, or the allegation has been made because it was a strong ground to rest their case upon. The public has suffered in the quarrel, but that is no reason why compulsory arbitration should be applied to similar cases. The Powderly investigation is giving only one side of the story.

Speculation is rife as to the cause of the appearance near the British Columbia coast of the American man-of-war "Charleston." There are British men-of-war there, and their presence is not cause of equal conjecture. So far, no British sealers have been captured, and there is no ground for a contention over what has not occurred. The presence of the "Charleston" is probably a case of putting in an appearance, so as to make a show in harmony with Mr. Blaine's contention. But there is nothing extraordinary in the presence of a war vessel in this region, seeing that American territory is found on both sides of British Columbia; it cannot be there to enforce disputed claims, otherwise it would not have gone alone into the presence of a superior British force.

It now depends on the President whether the United States Government shall take power to deal in retaliation towards such countries as, from sanitary reasons, exclude American meat. The Meat Inspection Bill has passed Congress, and awaits the signature of the President. One of its provisions gives the Executive power to exclude the products of nations which