

of raw material be taken into consideration. Another factor which has helped to bring about this strong position is the export trade, which has been making uniform growth for some time past. Large shipments have recently been made to Great Britain of both sole and upper leathers and this would have prevented, even if the home demand had been lighter than it actually has been, any accumulation of stocks and consequent weakness in price. Against this, however, there has been visible quite latterly the effect of a falling off in the United States' home demand for the products of their factories and tanneries which has resulted in a considerable influx of such surplus goods into Canada at reduced prices.

SENTIMENT AND POSTAGE.

We cannot congratulate the British Postmaster-General upon the possession of any vast amount of perspicuity. Evidently he is not of that class of capable arguers who, from their very power of seeing the other side of the question, of entering into the views of their opponents, gain new weapons for the demolition of the latter's arguments. Not but what we think that in this question of the reduction of the postal rates on printed matter from Great Britain to the colonies, the more deeply the arguments in favor of such a course are looked into the more desirable does it appear to be. Of course no objection can be taken to the Postmaster's contention as to the financial drawbacks to such a scheme. No doubt there would be considerable loss and that doubtlessly is a strong argument on the *con* side. Even here, however, there are financial considerations of more importance than mere postal revenue, and these work in favor of the plan. Hardly a man engaged in manufacturing or other commercial enterprise will refuse to acknowledge that one very large factor in the constant growth of United States trade with Canada, compared with that of Great Britain, even in spite of the preferential tariff, is the vast predominance of American literature—newspapers, magazines, and above all, trade papers, which, by means of their advertisements, articles and illustrations, are constantly dinning into the ears of the public the superiority of United States goods to those of all other countries in the world. So if we are to be kept from British literature for the sake of a few thousand dollars per year, it is another case of reaching out for the pennies and letting the pounds slide into the clutches of a rival power.

Canadians, however, have real cause for complaint as to the apparently wilful misrepresentation which their views receive at the Postmaster-General's hands in the latter portion of his recent letter on this subject. Or possibly the tone he adopts is due to nothing more than a constitutional inability to see more than one side of a question. He says that "the preference given to printed matter from the United States . . . arises from the deliberate act of the Canadian Government and that he has no reason to suppose that that arrangement could not be terminated." But we do not want to terminate that arrangement. By its means Canadians now have it in their power to become the readers of a mass of high-class periodical literature at a cheap rate, second only in its educative influence to the school system. The only thing is, that thoughtful Canadians,

recognizing what a powerful factor periodical literature is in the moulding of national customs and sentiment, would prefer that instead of this great moulding force being almost exclusively American in its origin and sympathies, it should be counteracted by one equally strong emanating from the Mother Country. As it is already, the geographical proximity of Canada to the United States counts for many points in bringing about a strong similarity of social views, business usages, etc. The practical exclusion of British literature, when many would prefer it if they could get it at a reasonable rate, counts for many more in the same direction. Great Britain surely has as large a stake as Canadians themselves in the development of anything leading to a strengthening of the affinity binding their two countries together. Sentiment and not self-interest has been the root of the continued efforts on the part of far-seeing Canadians to render the British facilities for newspaper transportation equal with those of the United States. Red tape covers a multitude of sins, even a lack of the longer-sighted patriotism; but one would think that even the head of a British governmental department would be able to see the force of the argument for giving the people of the colonies a chance to grow up imbued with British ideals rather than with those of a foreign and generally competing country.

ST. LAWRENCE PILOTAGE.

A recent article is devoted by the London Journal of Commerce to "Canadian Pilots." It is desirable that our Government and people should be made aware what is being said on this subject by such an important journal. We therefore quote:

"The question of the competency of Canadian pilots generally, together with the conditions under which they obtain and retain their positions, has again aroused some little attention in the Dominion, through the stranding of the liner 'Lake Superior' in the harbor of St. John. . . . The practice at St. John, as at practically all ports, is that an inward bound ship shall be compelled to take the first pilot offering, and while this rule gives all the men equal opportunities, and prevents 'undue preference,' it also imposes upon regular lines the promiscuous employment of men, whether fitted or unfitted, by age or other infirmity, to handle valuable property which, if choice rested with them, would not be trusted in the hands of all and sundry. The pilotage throughout is of a questionable character, and there are periodical agitations for betterment in this direction, and not only does it apply to one port, or one river, but to all on the eastern shores of the Dominion of Canada. It is useless for the authorities to attempt to induce trade, and to cry for fast steamship lines, if the pilotage service is a failure, for there is no satisfaction to a shipowner to have capable and careful navigators who take the ships safely to within a few miles of their destination, and then to find all their care nullified by a pilot, over whom they have no control, yet whom they are compelled to pay. . . . We are convinced that the whole system wants remodelling, and the sooner measures are taken with that object in view, the better will it be in the interests of the ship-owners, underwriters, shipmasters, the pilots themselves, and, indeed, the trade of the Dominion."

THE BRITISH COLUMBIA CANNERIES AMALGAMATION.

The initial arrangements of the British Columbia Packers' Association, of which Mr. Aemilius Jarvis, of Toronto, with the assistance of Mr. Henry Doyle, has been the chief organizer, are now about completed. All told, forty-four