

# The Monetary Times AND TRADE REVIEW,

With which has been incorporated the "Intercolonial Journal of Commerce" of Montreal, the "Trade Review" of the same city (in 1870), and "The Toronto Journal of Commerce."

ISSUED EVERY FRIDAY MORNING.

SUBSCRIPTION—POSTAGE PREPAID.

Canadian Subscribers.....\$2 a year.  
British ".....10s. sterling a year.  
American ".....\$2.50 U.S. Currency

BOOK AND JOB PRINTING A SPECIALITY

Office—Nos. 64 & 66 Church St., Toronto, Ont.

EDWD. TROUT, MANAGER.

TORONTO CAN., FRIDAY, FEB. 18 1881

## THE FUTURE OF CANADA.

Sir Alexander Galt recently delivered, before the Canadian Institute, London, a lecture in which he aimed to describe the present and picture the future state of Canada. He repelled the charge that Canada had, in any way, failed in its duty to the Imperial exchequer; and showed that the British tax payer had never been called upon to pay a dollar either of principal or interest of any debt of ours, which the British government had guaranteed. The debt, as given by him, was £36,000,000 stg., on the 30th June last, since which date it has not been increased. This amount, he claimed, was reduced by Sinking Funds and other assets, to £30,000,000 (\$180,000,000), or about £7.10 per head; the average rate of interest paid thereon being 4.51 per cent. "Compared with the revenue," he said, "it represents six years' purchase, and the interest constitutes about one-fourth of the annual income of the country;" meaning by "income," the annual public revenue. The income of the country, is, of course, something very different: it comprises the annual private revenue of all the inhabitants.

It is satisfactory to reflect that the debt does not represent an unproductive expenditure, such as that on devastating wars, the source of so many European debts. The capital has been spent on the following objects:

|  |             |
|--|-------------|
| On Canals .....  | £ 7,500,000 |
| On Railways .....  | 12 500,000  |
| On Lighthouses and Navigation ....                               | 1,000,000   |
| On the acquisition and development of the Great North West ..... | 4,000,000   |
| Government Buildings and Miscellaneous .....                     | 2,000,000   |
| Assumption of Provincial Debts....                               | 4,000,000   |

£31,000,000

The Provincial debts assumed were also incurred, for the most part, for substantial ameliorations. The canals have returned, indirectly, many times their cost. These works have been in a constant state of development, even since they were undertaken.

Commenced at first, on a small scale, they have been enlarged as the increasing wants of the country required. When the enlargement now in progress is completed, as it is expected to be in two years, the locks will have a uniform capacity of 270 by 45 feet, and a depth of 14 feet, and will be capable of passing propellers of 1,500 tons burthen. But the propellers of the Western States are already increasing to still larger dimensions; some being 500 tons above the capacity of the Canadian canal of 1883. Still, this does not alter the fact that vessels of 1,500 tons burthen will, in 1883, be able to go from the Upper lakes to Europe. Whether this through trade will be extensively carried on is doubtful. It is far from being certain that there would be any advantage in it; to say nothing of the liability of sea-going vessels to lose their crews inland, by desertion. Sir Alexander Galt is in error in saying that the vessels will be able to go "from any port on the great lakes;" for there are very few of these ports deep enough to admit vessels drawing so much water. This defect, however, is remediable; and in the principal ports—not by any means in all—it will have to be remedied. The result will be a tendency to concentrate trade in a smaller number of ports, as now happens, from another cause, on Lake Michigan.

Sir Alexander dwelt upon the question of emigration, and showed a strong desire that the British government should aid in directing the stream to Canada rather than letting it drift to foreign shores. Up to this time, he estimates, 4,500,000 emigrants have gone from Great Britain and Ireland to the United States and only 2,500,000 to the British possessions. Emigration is voluntary and must remain so. That part of it which has the power of moving itself, will take its own course; the part which requires to be aided by the State, in one form or another, is capable of direction. What Sir Alexander Galt expects the British government to do he does not say, but confines himself to the use of general terms. What the Canadian government proposes to do, we know from the correspondence between the Canadian and Imperial governments, which has been laid before the Legislature at Ottawa. The plan owes its origin to Sir Alex. Galt. This plan embraces certain preparations for the arrival of emigrants, on the prairies of the West; the building of houses and the breaking up of a certain number of acres, preparing them for the seed, and in case of the emigrants arriving too late, sowing the land. The immigrants for whose arrival provision had thus been made, would find a crop getting ready for them to harvest. It is estimated that a house and eight acres of land made

ready for the seed, would cost £35 or £40 sterling (say \$200). These improvements would form a first charge on the land, to be paid by annual instalments. Each immigrant would get a grant of 160 acres, for which he would pay nothing beyond £2 (say \$10) for the patent; and would have the right of pre-emption to an adjoining 160 acres. The Canadian government would, besides, procure for the emigrants a reduced rate of passage, receive them on their arrival, and send them to Winnipeg without cost.

This plan is intended for Irish emigration, but it is difficult to see why it should be confined to Ireland, if indeed that be the intention. Sir Alexander Galt, in his lecture, assumes that emigration is the only remedy for the Irish troubles. Here we cannot agree with him. The population of Ireland is probably not much more than two-thirds as much as it was in 1845; and yet the discontent is as great as ever. If half the present population were to emigrate, the remainder would never be content without some radical change in the land laws. Whether the plan of providing homesteads for Irish immigrants would be found to work well, on a large scale, it would be hazardous to say without some practical experience. It might be tried, on a small scale at first. It would be necessary to be very careful to see that the improvements, which would be made by contract, were properly made and at the lowest cost. Then there might be some trouble in getting the mortgages, which these improvements would create, paid. It is obvious, that immigration which goes on crutches, would give us the least progressive class of immigrants; men without means, who, if they succeeded at all, would get on very slowly. Persons in this condition would probably do quite as well, or better, as laborers, working for others, at first. But if not started on too ambitious a scale, the plan to which the Canadian government has committed itself, may be tried with some prospect of advantage.

## THE GAME OF MONOPOLY.

The tendency to create gigantic monopolies, in the neighboring States, sometimes raises misgivings as to the possible evils they may inflict on society at large. The great railway kings all aim at monopoly. Even the excessive competition which sometimes brings down rates below a remunerative point, has this object in view. A present sacrifice is made in hope of future gain. The crushing of rivals, or bringing them under subjection, is expected to open the way to monopoly profits. The game of the monopolists is by no means confined to the Railway kings. The last great coup is the amal-