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### MR. HILL ON RECIPROCITY.

The plea of Mr. James J. Hill, president of the Great Northern Railway, for reciprocity, the deputation to Ottawa of several hundreds of Canadian farmers, and the purchase in New York State of an American plant manufacturing agricultural implements by a Toronto corporation producing the same articles, again bring to the forefront the question of our trade relations. Both nations, said Mr. Hill in a letter to the Canadian Club of New York, demand a closer and more definite commercial compact. Canada to-day is the third best customer of the United States, Mr. Hill necessarily speaks with the freight question prominent in his mind. His road, the Great Northern, counts in Western Canada, and will cross the Hope Mountains by way of the Coquahala and help develop British Columbia. Mr. Hill has ideas respecting the development of trade with the Orient, in which the Great Northern will play a prominent role. And if the international boundary line had chanced to be a brick wall, Mr. Hill would have been compelled to build a tunnel. "Our Great Lakes are free from the menace of ships of war," he said. "Our railroads cross the boundary. Only trade is fettered." The lower is the tariff, the heavier will be the freight for the Great Northern and other railroads. No one objects to American railway magnates becoming rich and American railroad shareholders receiving dividends as a result of a regular and frequent freight rate schedule across the border line. But Canada has reached an age at

which it can dictate as to what tax it will place upon that trade in order to protect its own industrial development and its individuality as a nation. When the Dominion can compare in size and development with the United States, the discussion will assume a different basis. At present, free trade between the two countries is obviously an argument for the stronger.

The tariff has brought to us numerous American industries. Instead of employing American capital and American labor in American cities to produce American goods for shipment to Canadians by American railroads, the tariff wall has brought American capital into Canada, established branch plants, employed Canadian labor, and considerably assisted industrial growth. Though railroad statistics sometimes speak of empty cars, it is interesting to know that last year \$73,000,000 worth of merchandise was either imported or exported to or from Canada through United States ports. As things are, free trade means greater commerce for our neighbor's ports, heavier freights for our neighbor's trains, and an overwhelming of Canadian manufacturing and other enterprises. Apparently in anticipation of the reply which the Dominion Government must give politically to a Western deputation, two to three million dollars of Toronto money has been sent to New York State, where it will employ American labor, and, to a large extent, materials. There are business reasons, too, but tariff reasons exist also.

Mr. Hill stated that whenever capital finds it more advantageous to manufacture in one country than an-