

from almost every country under the sun, and to pay as promptly and buy as close as their New York rivals can. This, we think, is the real cause why this foreign import trade has fallen off so much of late.

In reference to the confusion of commercial relations between Canada and the States, we would ask our contemporaries to remember that anything of this kind arises entirely from their own selfishness. The history of the commercial relations between these two countries is one long record of a large country trying to come a grab game over a small one. Canadians, however, are an independent people, and the abrogation of the reciprocity treaty and other things of a similar character, and instead of bringing them to their knees and hastening annexation, as was intended, has had the opposite effect of making them more self-reliant, and crushing out whatever leaning there may formerly have been in that direction. Canada is now strong enough to stand upon her rights, and the honest exporters of the United States may rest easy in knowing that their trade with this country will not be interfered with in any way for the benefit of exporters in other foreign countries.

And as we are speaking of customs regulations we may here observe that as compared with those of the United States, the laws of Canada are simplicity itself. Customs entries here take only a few minutes to make, and if goods and invoices are "straight," the former are usually delivered in the merchant's warehouse within twenty-four hours. Of the U. S. regulations we need not speak at length, for time would fail us to tell of the delays and extortions that have to be borne before the goods are finally delivered to the importer; we have had experience of it, and we say without hesitation that we would rather make ten entries in Canada than one in the United States. The Canadian, customs laws are very simple and if American exporters would only remember to comply with them they would save themselves and their customers here a great deal of trouble. Many American importers seem to imagine that Canada, instead of being a foreign country is a part of the United States. They write you about some business and enclose an addressed envelope prepaid with an American stamp, forgetting that such a thing is of no value here. When shipping goods by express, many of them forget that invoices should

be sent in duplicate by mail and simply enclose one bill inside the package, and unless the consignee gets a permit to examine the package he may remain in ignorance of whose goods they are until the consignor draws on him for the money. Then an explanation is sure to ensue. Again, customs regulations demand that all foreign invoices must have written across the bottom of each, the words "certified correct," and the signature of the consignors. This in most cases they fail to do, and the result is delay and consequent loss of trade. The sooner that our American cousins learn that Canada is an independent foreign country and its laws have got to be complied with, the better for both the volume and ease with which their trade with it will be done. When this lesson is once thoroughly learned we will have less of such charges as "malice prepense," and a kindlier era will dawn upon the commercial relations of these two English speaking countries.

#### AN IMPORTANT QUESTION.

The question before Parliament at the present moment of a loan to the Canadian Pacific Railway Company of \$22,500,000.00 for the purpose of finishing the construction of their line, is one that will have a very strong bearing on the future of this country for a century to come. This is a very important question and should not be considered altogether from a dollar and cent point of view. We think it an imperative necessity that the eastern section of the road from Port Arthur to Callender should be pushed through with the least possible delay, and we should favor a liberal grant of money to help it through, provided that proper and sufficient security for its repayment were given by the company. We do not see, however, that the people of Canada should be forced to tax themselves for the purpose of enabling a lot of millionaires, who are already living in palaces and on the fat of the land, not only to become more wealthy, but to do so by buying up all the competing railroads they can secure, and thus enable themselves more easily and surely to bleed the public by whose mistaken generosity they have been enabled to attain the position of masters instead of servants of the public. Ever since the inception of their great monopoly have the C. P. R. Company been buying up rival charters

and rival roads, and if their money had held out we should ere this have felt more keenly the grasp of their iron hand. As it is the people of the North-West have been well nigh goaded into open rebellion, and serious injury has been done to the trade between Manitoba and the older provinces. The present is a good time for the country to get a repeal of those obnoxious monopoly clauses in the original charter, and the Parliament of Canada will be derelict in its duty if it does not insist on their being cancelled before any further money is advanced. It seems to us that the sum asked for is excessively large and the security absurdly small. The more money the people furnish in this way the greater the risk of the road being thrown on their hands as soon as completed and the company have squeezed all the money they can out of the country.

The Grand Trunk Railway, by their unwise and threatening manifesto to the government, have not only added a new and bitter factor to the controversy, but furnished a very strong weapon to the Canada Pacific Company which will help them to get the proposed arrangement carried out in its entirety. The fact is that both the Grand Trunk and Canada Pacific Companies are soulless corporations, and each is trying to get the better of the other and fill its own coffers at the public expense. Their charges and counter charges against each other may serve to attract the public attention from the real question at issue until it is too late, but those who look beneath the surface can easily see that the motive underlying each is a purely selfish one. These companies to-day are deadly enemies, so far as the public can see it is war to the knife. To-morrow they may be the best of friends and form a coalition which would mean little short of ruin to the trade of this country. No companies could have been more antagonistic than the Grand Trunk and Great Western, but when it came to a question of profit and the English owners found they could extract more money out of the people of Ontario by being friends instead of enemies, they put their feelings into their pockets and to-day are as friendly to each other as they are antagonistic to the best interests of the Province which affords them a living. The same thing, only on a larger scale, might occur between the Grand Trunk and the Canada Pacific, and if it did come about it would simply mean