

no violent interference with the present tariff. It seems probable that the duties on breadstuffs and coal would be abolished, and some alteration made in cases where specific and ad valorem duties are combined. Such is the natural inference to be drawn from recent utterances. On the other hand, if the anticipated dissolution of Parliament should take place at an early date, there would probably be no important change in the position of parties. The writer in *Blackwood* approves highly of the policy of the Dominion Government in regard to the Pacific Railway, and anticipates the success of the Company entrusted with its construction.

ANGLO FRENCH TREATY.

The *London Economist* and other well informed journals no longer entertain any doubt that the negotiations between Great Britain and France for a renewal of the commercial treaty which has so long subsisted between them may be considered as entirely closed. The consequence will be that British exports will be subjected to the French general tariff, and it is held by some writers that this may prevent the renewal of the treaties between France and Belgium and other countries. This opinion is based on the supposition that if English goods were excluded from France by high duties, they would find their way through those countries which had commercial treaties with that country, which would be more disadvantageous to it than direct importations. It seems to be imagined that Great Britain will now enter into commercial treaties with Spain and Italy, and that there will be an alteration in the British wine duties favorable to Spain. There will be a great pressure brought on the Government in favor of duties on French manufactures, but it is improbable that Mr. Gladstone will consent even to the slightest modification of his free trade policy.

We have had frequent notices of late of the intention of Sir Alexander Galt to take part in the treaty negotiations, which have at length terminated. It would have been a very doubtful policy, as the questions at issue between Canada and France are by no means of the same complicated character as those between Great Britain and France. France has really nothing to ask either from Great Britain or Canada. It has been declared by Mr. J. X. Ferrault, that he was assured by the French Minister of Commerce, that the Canadian tariff was quite satisfactory. There is no occasion for a treaty, but if France insists on one, it is not likely that Great Britain would place any obstacle in the way. Canada has one advantage, which is, that

her Government and Parliament are opposed to free trade, and can retaliate if necessary by imposing extra duties on the exports of all countries which refuse to admit hers on the footing of the most favored nations. It is to be hoped that there will be no further delay in bringing this question to a settlement.

THE PACIFIC RAILWAY.

Mr. C. Drinkwater, Secretary of the Pacific Railway Company, has been instructed by the Directors to make a statement, which has been published, and which is calculated to remove any doubts which may have been created by the persistent misrepresentations of the Company's plans. There are no less than six points on which it has been deemed expedient to make explanations: 1st. It is intended to push the work of construction from Winnipeg westward with the utmost possible vigor during the coming season, with the double object of opening the country for settlement, and of facilitating the transport of men and materials to the heavier work in the Rocky Mountains, which it is the purpose of the Company to attack simultaneously from east to west in the spring of 1883. In order to accomplish this object, the Company will have to lay the rails on 500 miles of track in one continuous line in about six months, which is said to be a feat unparalleled in railroad history.

The second statement is to the effect that the Pembina Mountain branch, which was partially graded last year, will be completed and ready for operation in time to move the coming season's crops. The third statement is very important, as there have been repeated allegations that the Eastern section would be indefinitely postponed. Mr. Drinkwater affirms that the work on the Eastern section of the main line is now being prosecuted at two points, and with as large forces as can be economically employed. These forces will be added to as surveys are completed on the opening of spring. The line will be kept as near as possible to the shore of Lake Superior, which it is expected will accelerate the time for placing the work under contract at other points. The adoption of the new alignment will shorten the Sault Ste. Marie branch, and will open Algoma Mills, and probably other ports on the lakes, for traffic with Chicago and other business centres, as well as with Thunder Bay, pending the completion of the all-rail route, which it is estimated will be constructed in five years.

The fourth paragraph has reference to the Sault Ste. Marie branch, the abandon-

ment of which by the Canadian Pacific Company has been of late repeatedly proclaimed by the press which favors the Northern Pacific Company. The length of the Sault Ste. Marie branch will be reduced to about 60 miles from the point of junction on the main line, and its construction will be hastened instead of being retarded by the change of plan. It is said to be the settled purpose of the Company to build this line without delay, and to connect with every railway that can exchange traffic with it at the international boundary. This statement will be most satisfactory to all who are really anxious for the development of Canadian traffic and who do not wish it diverted to the United States lines.

The fifth paragraph states that whenever the Thunder Bay branch shall be handed over by the Government the Company will use it for the North West traffic, both passenger and freight, and denies that any arrangement has been entered into with any railway either in Canada or the United States that could interfere with that design.

The sixth and last paragraph is to the effect that the Company, recognizing the necessity of having its main Eastern terminus at Montreal, will take occasion, as opportunity offers, to arrange with existing or proposed railways for its traffic between this point and its main line, but the Company has no connection with, and no intention of being interested in, any railway project south or east of Montreal or west of Perth. The foregoing statements will we feel assured give much satisfaction to the public, and they have appeared at a most seasonable time, prior to the meeting of Parliament, so that when the discussions which are sure to take place regarding the operations of the Company arise, there will be no room for misconception as to their policy. It is quite unaccountable how persistently the Canadian friends of the United States Northern Pacific Railroad endeavor to injure the prospects of a Company which ought to command the sympathy of all classes in the Dominion.

PHOSPHATES.

The consumption of prepared manures during the past twelve months shows a considerable advance as compared with the preceding years, much of this increase being due to the general revival of prosperity. The sugar-growing countries, especially the West Indies, have become active customers of late, and this demand cannot fail to increase according as the lands become worn out, an important