

the unfailing, and perhaps the deserved, result of every attempt of British Liberalism to make a covenant with Irish Catholicism. Weak and suicidal always has been and always must be the policy of alliance with incurable perfidy. We have noted it before as an unfortunate consequence of the want of a policy on the part of the leaders of the Canadian Opposition that they, or their followers or organs for them, are tempted to seek for votes by equivocal devices and in unwholesome quarters. The excuse given by the Tory Government for concurring in the Costigan Resolutions is, that if the Government had not gone so far the leader of the Opposition would have gone farther, and that the Resolutions were a way of taking the wind out of his sails. It is a lame excuse, but there is reason to fear that it is not unfounded in fact. By holding out to Irish Nationalists the expectation that he will use the influence of Canada in furtherance of their designs and for the dismemberment of the United Kingdom, Mr. Blake may possibly capture the Irish vote, though he must by this time be able to estimate the stability of Nationalist gratitude. But once more we venture to warn him, in a spirit of perfect friendliness, that by the same manœuvre the British vote will be lost. Let him then bid farewell to these weak and dubious devices, tread a nobler and straighter path to power, define his policy like a statesman, and advocate it like a man.

OUR French visitors may not be "delegates" in the strict sense of the term; but among them are several journalists and business men who will be sure to report any opening they may see for an extension of commerce between Canada and France. "I think," said M. Molinari, who is described as an economist, "a great deal of gin is drunk in Canada"; for himself and his companions he had to say that, since their arrival, "*nous avons bu énormément de cocktails*." He is no doubt correct in saying that a treaty which would aid Canadians in exchanging the cocktail for French wine would be in the interest of the public health no less than in that of mutual commerce. The abolition or decrease of the duties on French wines is the one equivalent which Canada had to offer for concessions which she has, for several years, in vain endeavoured to secure from France. M. Molinari only asks Canada to do what she has several times voluntarily proposed. The difficulty has been to get France to accept the offer; and if M. Molinari had any influence with his own Government, several occasions on which it might have been exerted to advantage have been allowed to slip. A repeal of the thirty per cent. duty on French wines was once offered as the basis of a commercial agreement; but France declined the overture, and insisted on denying to her ancient colony the privilege accorded to the most favoured nation. The latest proposal of Canada, made in 1882, did not go so far: it was a reduction of fifteen instead of thirty per cent. in the duties on French wines. The two countries have been getting further apart instead of coming to an agreement; and M. Molinari, if he can induce them to retrace their steps, would render a real service to both. His companions appear to share his views on this question, and the representations which they will make on their return may not be without result. The resources of Canada yet awaiting development have evidently made a strong impression on M. Molinari. To aid in turning them to account, he says, France will be prepared to invest, within the next century and a quarter, the incredible sum of £500,000,000, nearly \$2,500,000,000. The accuracy of these prophetic figures need not be counted on to a dollar. The investments of French capital in Canada made through the agency of M. Molinari and others some years ago have scarcely been such as to encourage additional ventures on a large scale. The beet sugar venture, in which French capitalists took all the risk, ended in collapse. The *Credit Foncier Franco-Canadien*, which confines itself to taking security for loans, has done moderately but not conspicuously well. The degree of success which it attained has not been sufficient to make its bonds a favourite or even an acceptable security with French capitalists. The line of steamers between Havre and Halifax will relieve Canada from the penalties which the general tariff of France inflicts upon indirect commerce; and, to the extent to which the trade is made direct, assure to this country the treatment of the most favoured nation. If M. Molinari is too sanguine in his festive estimates, it does not follow that nothing can be done in the direction which he indicates.

THAT the United States should desire to secure a large share of the trade of the Continent to which it belongs is perfectly natural. With this object, Mr. Frelinghuysen, late Secretary of the Treasury, planned a series of commercial treaties. The Commissioners who were to prepare the way for the new commercial relations with South and Central America show to what an extent the United States has lost ground in these markets. Thirty years ago, the United States enjoyed a large and prosperous commerce with the Argentine Republic and the neighbouring

populations; now, of the forty steamers which monthly visit the harbours of Buenos Ayres not one bears the American flag, and of the sailing vessels not more than one-fifth. No reason is assigned for the change; all the Commissioners tell us is, "since the advent of steam communication and the effect of our civil war on our ocean commerce, the flag of our nation is rarely seen in these waters." The civil war was disastrous to American shipping; but while this goes a long way towards accounting for the destruction of the commercial marine, the chronic paralysis which prevents recuperation remains to be accounted for. The Commissioners see a remedy in "frequent and cheap communication between the two countries," to be set up by a union of government effort. What is meant, though it is not directly expressed, is that these two governments should agree to subsidize a line of steamships. Why private enterprise fails to do for the United States what it does for other countries is a question which the Commissioners should have dealt with at the threshold of the enquiry; but they pass it over and clutch at a suggestion, which they report as having heard in conversation in the Argentine Republic, to "create frequent steam communication." But steam communication is not the primary want; the primary want is a flourishing commerce; and, if this be created, the means of carrying it on will not be wanting. Foreign vessels, in which so large a part of the commerce between the United States and Europe is carried on, would, in default of others, supply the void. The United States, if it would increase its commerce with South America, must study cheapness of production in the manufactures in which she would have to compete in those markets with Europe; and to restore her commercial marine she must build or buy ships on as favourable terms as other nations. Fifty years ago it was the boast of American shipbuilders that they could supply two tons of shipping for what their English rivals charged for one; and, though this may have been an exaggeration, there can be no doubt that, in the item of cost, they had a decided advantage. Now the odds are on the side of other countries, and are greatest in the case of England. This revolution in prices has much to do with the great change in the relative position of the commercial marines of the two nations, and it has been brought about partly by natural and partly by artificial causes. Oak suitable for shipbuilding is no longer plentiful in the Atlantic States, and everywhere the tendency of iron to supplant wooden ships is strong. When the United States ceased to be able to build cheap ships she could have greatly mitigated the effect of the loss of this advantage by allowing herself the privilege of purchasing in the best market; but by prohibiting the purchase of ships built elsewhere, she handicaps her seamen and carriers in compelling them to use vessels made dear by duties on materials of construction which in other countries are free. For the natural remedy the Commissioners desire to substitute the artificial stimulus of subsidies, which could only prolong the present abnormal state of things, without assuring the commercial marine any advance towards a genuine revival.

NOTHING could better show the real cause of the hostility to Chinese labourers in the United States than the Rock Springs, Wyoming, outrage, in which several Chinese were shot. The Union Railway Company, having a large experience of Chinese labour, without which its road would have been much longer than it was in building, introduced some hundreds of these hands at Rock Springs. The cheaper labour having displaced some of the dearer which had been previously employed, the white miners became infuriated and attacked the Chinamen at the mines and burned their homes. The fatal attack had no other motive than to avenge the competition which the Chinese labour offered by driving out the labourers. Mining, in which most of the victims of this outrage appear to have been engaged, is an employment for which Chinese labour is specially fitted, and there are some mines not rich enough to be worked by the labour of other nationalities, to which higher wages must be paid: they must either be worked by Chinamen, through whose labour they can be made to yield a profit, or remain sterile. If the great transcontinental railways of the United States had not employed Chinese labour in their construction the cost of the works would have been largely increased, and to complete them would have required a much longer time, during which their earning power would have been suspended, and dividends would have to be foregone or paid out of capital. Saddled with increased capital, these railways, to yield a fair return, would have been obliged to charge higher freight and passenger rates, the effect of which would have been to restrict travel and raise the cost of commodities required for local consumption, while for all articles of export the producer would have received less. From the economic point of view the benefit of Chinese labour is clear. The worst feature and portent of these outrages are their organized and persistent character. An unpremeditated riot may occur from accidental causes, but here the spirit which led to the assault continues to manifest its original intent of driving out the