

furnish a warning against certain dangers incident to tariff legislation in a small country. To manufactures in general a fillip has no doubt been given, not only by the promise of protection, but by the general feeling of hopefulness and enterprise which the change of government diffused. Whether it will be more than a fillip, whether the revival is fresh life or brandy, time alone can show: alike premature at present are the pæans of the Ministerialists and the jeremiads of the Opposition. The sun so far has shone on the new fiscal system: if the next harvest is not good—and the prospect at this moment is but doubtful—we shall see how the system looks when it is under a cloud.

The third object, according to all appearances, will not be compassed, at least in the form which the framers of the tariff have in view, even by the hydraulic pressure of a retaliatory tax on lobster cans. Mr. Wharton Barker, the representative of a great Industrial League in the United States, has published a letter on the commercial relations of the two countries, which he infelicitously addresses to Mr. Brown, but which there can be little doubt reflects the mind of his countrymen. A Reciprocity Treaty, he tells us, we cannot have, because it would be precarious and might be overturned at any moment, like the last, with all the industries built upon it; because it would not get rid of the Customs line; and because it would turn the flank of the American tariff by making Canada an entrepot for European contraband. A Commercial Union which would abolish the Customs line, he says, we can have whenever we please, and without prejudice to our political relations, no change in which, in his opinion, would be rendered necessary by a purely commercial Union. He points with good reason to the Fisheries dispute as an important part of the matter: it is pretty sure before long to bring these question to a head.

Among the alterations of the Tariff there is one of a most ominous kind—the increase of the duty on coal. This, as the Finance Minister avows, is intended as a sort of forcing-pump, to drive the use of Nova Scotian coal up as far as Toronto, and