

thing" to sustain the West India trade, and to give to importers some chance to compete with the refining monopolies which more and more under our previous tariff have been absorbing the trade of this country in the articles of sugar and syrup. Touching this latter article, a wise change has been introduced. Molasses of all kinds has paid a uniform duty of 73c per 100 lbs. Under the new tariff, when used for refining purposes, or for the manufacture of sugar, it still pays 73c., but when not so used, only 65c. per 100 lbs. The manner in which the direct trade with the West Indies has been checked by the duties imposed on sugars and molasses last session—favouring the refiners at the expense of the importers and of the country—shows how dangerous to our truest and best commercial interests is any attempt to foster particular enterprises which are not indigenous to our country, and which ought under all circumstances to be left to take care of themselves.

### THE SILVER NUISANCE

THE Minister of Finance has some notable scheme, he says, for abating the hitherto unmanageable superabundance of silver coin in this country, but which he is not as yet prepared to more than hint at. However he has, as one step towards the inauguration of his scheme, imposed a duty of 15 per cent. on the importation of United States silver coin. The value of the prohibitive duty becomes at once apparent when we inform our readers that Montreal brokers have recently, instead of importing, been exporting silver to New York. But to carry out Mr. Rose's scheme, he needs to have the quantity in the country limited, and desires to prevent its further increase. Will the imposition of a duty prevent this increase, or will it only prove a further obstacle in the way of trade with the United States? We are not in Mr. Rose's confidence, and consequently know not the nature of his scheme—though we believe we could make a very shrewd guess concerning it—but one of two things must happen, either his scheme will be ineffectual and leave things as they are now, or the change must be effected by a practical withdrawal from circulation of the superabundant currency, which will cause the coin left in circulation to pass at its nominal or par value. Then what will happen? Every individual, man, woman and child, that crosses our long line of frontier, will cross with his, her or its pocket full of U. S. silver coin, which bought at a discount of three, four, or five per cent., as the case may be, will be used at par on this side the lines. How will Mr. Rose obtain his 15 per cent. duty on the silver that comes in, in this way? Even supposing it possible to have a custom house officer at every road and river crossing, would it be possible to compel every one to exhibit the contents of his pocket or pocket-book, to have the requisite calculation of duty made and the amount handed over, or would the obnoxious coin be seized by the Government official and confiscated for Government purposes? We see—we may be blinded by prejudice—not one single good which can in any way result from this attempt to exclude U. S. silver by the imposition of a duty which can yield no revenue, and which can only be a hindrance to free trade and intercourse between two contiguous countries.

### THE RAILWAY BILL

THE Government Bill for the construction of the Intercolonial Railway, contains, among others, provisions that it shall run from River du Loup to connect with the line from Halifax, at or near Iruro, that it shall be of the 5 ft. 6 in. gauge, that its construction and management shall be under the charge of four Commissioners, to be appointed by the Governor, and to hold office during pleasure, and that they shall have full power to explore, survey and fix the site of the railway between the points named, to purchase land, to give contracts for its construction (contracts amounting to \$10,000 or upwards requiring to be sanctioned by the Governor in Council), that a Chief Engineer shall be appointed by the Governor to have the general superintendence—under the instructions he may receive from the Commissioners—of the works, and by whom all work must be certified to before payment be made to any contractor, that no member of Parliament shall hold any office of emolument under the Commissioners, or be a contractor or party to any contract for the construction of any part of the railway, and that the salary of the Commissioners and of the Chief Engineer, shall, in the first instance, be fixed by the Governor in Council, subject to the revision and confirmation of Parliament at its first session thereafter.

### THE TARIFF.

THE new tariff, which has already come into operation, is but little changed as compared with that which has been in existence during the past year or more in the Provinces of Ontario and Quebec, but it is almost entirely new as regards the two Maritime provinces. We publish the resolutions, as adopted, in full in other columns, more especially for the benefit of our numerous readers in Nova Scotia and New Brunswick, while following the speech of the Minister of Customs in introducing the resolutions, we shall proceed to give the principal changes which have been made in the tariff of Quebec and Ontario. The duty on spirits has been raised from 70c to 80c per gallon if not greater strength than proof by Sykes' Hydrometer. Domestic wines, such as ginger, orange, lemon &c., which have been paying 15 per cent. *ad valorem*, will now be put in the same list as other wines, and pay specific duties of 10c and 25c, according to quantity of alcohol contained in them. On malt, a specific duty of 40c per bushel has been placed, and on tinctures of 20c per gallon instead of 15 per cent. *ad valorem*. A reduction has been made in the articles of tea and molasses. Green tea continues to be charged with 15 per cent. *ad valorem*, and a specific duty of 7c per lb., while the specific duty on black tea is now only 3½c per lb. Molasses, now paying 73c per 100 lbs., would continue to do so if used for refining purposes, or for the manufacture of sugar, but if not so used, would only pay 65c. No change in the tariff on sugars would be made at present—that would be reserved till the latter half of the session, the evidence now in possession of the Government not warranting them in making any alteration. The duty on flour of wheat or rye, hitherto 60c per bbl. is now 2½c per bbl. Ship-building materials (with the exception of cables, cordage, sail cloth and canvass from No 1 to No 6, and varnish black and bright) are made free, instead of as before, only when imported by shipbuilders for ship-building purposes. On United States silver coin a duty of 15 per cent. has been imposed.

In concluding his speech, the Minister of Customs stated that the Government hoped "that before the close of the session, next May, the tariff would be put in a permanent shape, such as might be expected to last for four or five years, with such slight alterations as might from time to time be found necessary for he scarcely expected a reduction, looking at what might be the increased expenditure for the Intercolonial Railway, and in other directions. It might be found, too, that manufactures would increase so rapidly by the extension of the number of customers that the duty on certain articles of importation might diminish, and it might be necessary to take this into consideration."

### A NEW RECIPROCITY TREATY WANTED.

SENATOR Ramsey, of Minnesota, has introduced the following resolution in the U. S. Senate: "Resolved, That the Committee on Foreign Relations is hereby directed to inquire into the expediency of a treaty between the United States and the Dominion of Canada, which shall contain the following provisions:

First. That a duty of five per cent. *ad valorem*, shall be imposed upon all importations from Canada (which are exclusively the productions or manufactures of Canada) to the United States, or from the United States to Canada, which shall be substituted for the existing tariffs of the respective countries.

Second. That the excise duties of the United States and of Canada shall be assimilated by concurrent legislation.

Third. That the navigation of the Great Lakes and the Canals and channel of the St. Lawrence River shall be forever free and open to citizens of the United States and of Canada.

Fourth. That Canadian vessels in American ports shall be entitled to all the privileges of American vessels in Canadian ports.

Fifth. That the Fisheries of the Atlantic coast shall be free to the citizens of both countries.

Sixth. That a common system of laws, regulating copyrights, patent-rights and rates of postage shall be extended over both countries.

Seventh. That Canada, with the consent of Great Britain, shall cede to the United States the district of North America west of longitude 90 degrees, on conditions following, to wit.

1. The United States will pay \$6,000,000 to the Hudson Bay Company in full discharge of all claims to territory or jurisdiction in North America, whether

founded on the charter of the Company, or any treaty, law or usage.

2. The United States will assume the public debt of British Columbia, not exceeding the sum of \$2,000,000.

3. To aid the construction of the Northern Pacific railroad, from the Western extremity of Lake Superior to Puget's Sound, the United States, in addition to the grant of land heretofore made, will guarantee dividends of five per cent. upon the stock of said Company, provided the amount of stock guaranteed as aforesaid shall not exceed 20,000 per mile, and Congress shall regulate the amounts for advances on account thereof.

4. The North-west territory shall be divided and organized into territories of the United States, not less than three in number, with all the rights and privileges of the citizens and government of Montana territory, so far as the same can be made applicable."

These provisions, at least the first six, are fair and liberal enough, securing to the United States the free navigation of the St. Lawrence and its canals, and an equal right to all the fisheries on the Atlantic Coast; securing to Canada as extensive markets as she can desire for her manufactures, as well as for her cereals and raw productions generally. All these liberal provisions in Senator Ramsey's Resolution are made impossible by his seventh and last provision, which provides for the cession to the United States of all territory lying west of longitude 90 degrees. By glancing at a map of America, it will be seen that the territory thus to be disposed of is all that lying west of a line running due north from the point of contact of British and United States territory on Lake Superior, and consequently would embrace the Red River Settlement, and the greater part of the Hudson Bay territory as well as British Columbia. We have not the slightest fear that our Government will give the question the slightest consideration—we can do better without a new treaty than our neighbours can—and they will have to bid very high indeed before they will obtain in any way one inch of the British possessions on this Continent. The mania for territorial aggrandisement is strongly upon the people whose rulers and legislators sit in Washington but, although their madness meets encouragement in the frozen regions of Russian America and in the torrid climes of the West Indies, Canada is not a seller, but a buyer of land; is willing and able to pay the price necessary to secure the North-West for its domain; and is not poor enough, or mean enough, or poltroon enough to step aside and let the United States become the possessors of the broad acres rich in resources of every kind, which lie between Canada and the Pacific Ocean north to the regions of eternal frost and snow. Canadians will not agree to sell their birthright for a mess of pottage, and although we should like to see the increase of commercial intercourse which would undoubtedly follow the establishment of a new and equitable Reciprocity Treaty, we are now, always have been, and always shall be, opposed to giving for it one farthing more than it is worth, to surrendering in order to secure it one single acre of land, one single right which we possess, without receiving therefor a full and complete equivalent.

### THE INTERCOLONIAL RAILWAY.

AS the time approaches for the commencement of the construction of the Intercolonial Railway, the sectional difficulties which beset the question of route are becoming more and more apparent, and the battle of the routes bids fair to be as hard as the "battle of the gauges." It is just one of those questions which a single well qualified individual, supposing he could be kept from undue influences, would be better able to settle satisfactorily than half a dozen Parliaments or any quantity of Commissioners and Blue Books. But as Parliament would not be likely to delegate the power to any individual even if he could be found, we are reduced to the necessity of seeking some sort of a compromise amid the conflicting interests involved. Just now the North Shore advocates are jubilant at having discovered some new route which will combine some of the advantages of their own favorite line with those of one of the central routes—and the supporters of the frontier line are industriously working up all real or fancied benefits which must accrue from the adoption of their route. It is needless to go into the respective merits of either of them. It is quite obvious that before the matter can be finally settled, further surveys are absolutely necessary. In what direction these are taken will be matter for grave consideration. We may as well, however, make up our