

No doubt *The Week* will discover some day that with the growth of democracy and the balance of power in the hands of the workingman, he will hold his interests in such a position before his eyes as will enable him, taking in broad views of the essentials to enlightened government, to settle this question equitably to the whole community. He would be untrue to himself if he submitted to all the weight of the burden himself, as *The Week* asks him to do.

"THE STREAM OF COMMERCE."

MR. G. MERCER ADAM, in a letter in *The Week*, commenting on what a Canadian resident in Maine had said in that paper anent the question of the trade relations between Canada and the United States, says: "New England may oppose Free Trade with all sections of the continent, but in other quarters of the United States there is not only a disposition to entertain the proposal, but to carry it into effect. In the group of States of which Chicago is the centre, there is a feeling manifested for the removal of the Customs line. The Chamber of Commerce of the State of New York is favorably disposed towards the proposal. To effect the object it is not necessary that all the States should be in favor of the scheme; it will be enough if some desire it and others are not opposed to it. Nor do Americans desire access to Canada only, or even chiefly, in the interests of their manufacturers; the mere market is perhaps the least part of the matter. They seek it as an extended field for investment, from which both countries would be the gainers. The stream of commerce, like the rivers, seeks the channels which nature has cut for it. Into these natural channels, whatever artificial obstacle be in the way, trade must finally flow."

In view of the results of the recent presidential election in the United States, these assertions are very wild. Without discussing the question as to whether the prevailing sentiment in New England is or is not in favor of Free Trade, and we think it is not, it is certain that "in other quarters of the United States" very little disposition was shown in November to entertain the proposal to carry Free Trade into effect. And this anti-Free Trade sentiment was very pronounced in the group of States of which Chicago is the centre, as was shown in the defeat of quite a number of Free Trade candidates for reelection to Congress, and the election of men who were avowed Protectionists. We were not aware that any such institution existed as "the Chamber of Commerce of the State of New York." Perhaps Mr. Adam intended to speak of the Chamber of Commerce of the City of New York; but it is well known that that body is composed largely—perhaps we might say overwhelmingly—of men who are notorious for their anti-American Free Trade proclivities, and who do not represent public sentiment, or indeed any sentiment at all but their own. It was this same New York Chamber of Commerce, we believe, who, during the dark days of the Rebellion, instead of rallying to the support of the Federal Government, agitated the question of making New York a Free City, as a result of the disruption of the Union, which to them seemed to be a foregone conclusion. Patriotic Americans do not quote the sentiments of the New York Chamber of Commerce, and it is surprising that Mr. Adam should do so to Canadians.

Mr. Adam says: "To effect the object (Free Trade) it is not necessary that all the states should be in favor of the scheme; it will be enough if some desire it and others are not opposed to it." It should be borne in mind that the states of the American Union, as such, have nothing whatever to say as regards the question of Free Trade or Protection, for that is a matter over which the Federal Government have absolute and exclusive control. South Carolina once, led by John C. Calhoun, attempted to nullify an Act of Congress relating to tariff matters, but that sturdy old Federalist, General Jackson, who was then President, incontinently squelched the movement; and later, when the rebellious states of the South formed a compact for a similar purpose, the result was equally futile, though terribly bloody. Mr. Adam says that the movement to annex Canada to the United States is not so much in the interest of American manufacturers as it is to afford to Americans "an extended field for investment." The necessity of an explanatory diagram here is very apparent. He also proclaims, with a rhetorical flourish, something about the stream of commerce seeking the channels cut by nature, in which natural channels trade must finally flow. The expression of such an idea can be nothing more than poetic license. Britain is the only first-class Free Trade nation of the earth, although it raises millions of revenue annually by duties levied upon imports of foreign merchandise; as the United States is the most highly protected nation, and still it is evident that the "stream of commerce," whether cut by nature or not, flows in larger volume between these two than between either of them and any other countries.

EDITORIAL NOTES.

THE Lehigh Valley railroad has twelve trains equipped with telegraphic instruments for transmitting messages to points along the road while the trains are in motion.

A RECENT change in the Statutes of Massachusetts permitting towns and cities to raise funds for industrial education in the public schools, has already resulted in the establishment of manual training schools in many of the towns and cities of the State.

AN AIR ship made a trial trip near New York the other day with two passengers, rising to a height of some 500 feet, remaining stationary several minutes, then moving about in different courses, and finally flying off several miles and alighting with safety. The machine, which is worked by electricity, is an ingenious combination of propellers, with a vertical rudder of large size hinged on the keel of the car.

THE Buffalo Courier says that an electrical locomotive is about to be built at the New York Locomotive Works in Rome, N.Y. It will be constructed as an experiment, and if it can be shown that such engines can be successfully operated, the invention will rank as one of the most important of the nineteenth century. The engine is to be operated solely by electricity, and is designed to run on all roads where steam is now used. It will weigh fifteen tons, and when turned out of the shops will be an exact counterpart of an ordinary locomotive, though considerably smaller and lighter.