

THE TORONTO WORLD.

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W. F. B. LEAN.

MONDAY MORNING, NOV. 10, 1884.

A Great Parallel—Beet Sugar and Steel.

The Globe has discovered what it calls

"a steel with different rails."

It is sold to Canadian buyers in competition

with English rails. Therefore, it is argued,

it appears that "a high taxation

policy cannot secure higher wages to the

wage-earner." And the "forer" will

admit that the iron companies of the

United States were enabled by the high

duties to charge not long ago twice the

value or more for steel rails, having as

profits more than half the price they

received? Or will they say that wages have

fallen so as to cause such a reduction in

the cost of production?

The reply is that protectionists are

under no necessity of admitting either.

What has happened is simply the old story

over again of an important manufacture

extended and cheapened under the vivify

ing influence of sufficient protection long

continued. We can cite a parallel in

instance on a still larger scale. About the

beginning of the present century, when

Napoleon ruled on the continent of

Europe, and when Britain had almost

entire command of the seas, there was

no way of getting sugar from the

European ports except by British ves-

sels. Vessels of other nations, or some of

them, were liable to capture, and British

merchants were making immense profits in

a trade which was all monopoly and no

competition. The autocrat of the con-

tinent therefore issued his decree, closing

against British vessels all the ports under

his control, from the German coast away

round to the Mediterranean. About this

time, too, scientific men had shown that

sugar, perfectly pure and chemically the

same as cane sugar, could be produced

from the beet root. Napoleon put the

scientific discovery and political

circumstances of the time together, and

determined that what political power

could do to aid industrial production

should be done. Country experiments were

conducted at the expense of the state, and

prizes or bounties were offered on a liberal

scale. In these days of the weak begin-

nings of what is now a strong and gigantic

industry, three or four pounds of cane

sugar, it admitted free of customs duties

and the risks of war, might have been

obtained for what it cost to produce a

pound of beet sugar. It was perfectly clear,

therefore, that under very high protection,

the production of beet sugar on the large

scale would never have a beginning at

all, for private individuals certainly

would not go on selling for a shilling what

it had cost them two or three shillings to

produce. But Napoleon, who was enough

of an economist to know that in this case

half measures would be useless, went the

length of not high protection merely, but

of prohibition as far as his armies were

able to enforce it. And his plan was

heartily supported, not only in France,

but outside of France too, by many

persons, who, while detesting his

political rule, were rejoiced to see

THE RAILWAY TRAIN AND THE OCEAN

The Globe has the following from Mon-

tré, which is certainly important if true:

"The feeling is gaining ground that Sir John's

trip to England with Mr. Geo. Sturges is

really a report in railway circles.

There is a report in railway circles

that the Canadian Pacific railway

company are trying to come to some terms

with the British government for the

lease of several of their steamers for

the purpose of carrying mail and pas-

sengers to and from the Pacific coast.

The story is given from

London, and it is not unlikely that

the British government will be

glad to accept of such a proposal.

It is not true as yet, something like

this will be true at some distant day.

For it is just as sure as fate that the busi-

ness of carrying the food products of

America to the millions of consumers in

Europe the railway train and the ocean

steamship must be brought

together under one control. Already the

Pennsylvania Central railway has control

of an ocean line that is virtually a con-

tinuation of its own line to European ports.

And the time is rapidly approaching when

every through railway line in Canada and

the United States must have its special

ocean line to connect with, or else give up

the fight. For the fight for through

freight is a big one, and it bids fair to be

the most important in the near future, for we

have seen it in time past.

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THE HOG.

The Missing Link Between Man and the

Animal, and Yet an Artistic Success.

From the Minneapolis Herald.

The hog, studied from an artistic point

of view, is a dismal failure, but viewed in

the light of a long-felt need, he looms up

as a prominent and leading success.

The origin of this bird is lost in an-

tiquity (whatever that may be), but that

he is the longest-lived link between

man and the higher animals there

can be no doubt. We say higher

animals, but do not interpret

the word in the sense of

beauty, but in the sense of

usefulness. The hog is a

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THE SCOTCHMAN'S BIBLE OF THE ORGAN OF

Dr. Lynch's Diluted Romanism.

To the Editor of The World.

Sir, There was a time when the

newspaper was by the name of the

Scotchman's Bible, and it was a

very good thing, and it was a

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