

THE PLOWHOLDER IN RAGS.

(Correspondence of the Chicago Tribune.)

DWIGHT, Jan. 19.

We have been observing very closely, for the past year, the effects of protection upon the plowholders of the West. We saw them, in the Spring buying their plows of the iron monopolists, and paying \$25 to \$30 for a plow which ought to have been sold for \$10 or \$15. We saw them in the Fall selling their corn for 25 cents a bushel to pay these very men who had so outrageously robbed them in the Spring. We have seen the plowholder at his home, day after day, sitting down to nothing but "hog and hominy," and himself and family clothed in rags. Our opportunities of observation, in this respect, have been great, and we have noted with pain the fact that, as a class, no portion of our people are so poorly clad as the plowholder. We make these statements fearlessly, and defy any one to contradict or deny them. No people are harder worked, poorer paid, or more outrageously robbed and swindled, than the plowholders. We have observed, this winter, that those who are known as the "pauper labourers of Europe," are, when they come over to this country, better clad than the great majority of our own people belonging to the same class. Yet these "paupers" do not, at home, earn more than from 50 to 70 cents per day.

We have before us samples of different British and German cloths of the same grade, and quality as worn by those "paupers."

We observe that a "Union Pilot," costing in Europe 48 cents in gold, could be sold in Chicago at wholesale for 82 cents in currency. But our wise legislators say no, "it must not be done; it will ruin the country." So they put on a duty of 158 per cent, and the 48 cent pilot is sold at \$1.55 per yard in currency. Let us see who is protected. It is not the manufacturer. For Mr. Harris, the largest wollen manufacturer in the United States, asks the National Wool Growers' Association "whether it is not time for them to unite in demanding a repeal of the duties on wool," and thirty-three corporations and companies, representing the best manufacturers in the United States, join him in this request. Certainly the manufactures is not protected! How is it with the producer? The Hon. Horace Capron tells us, in his Agricultural Report for 1868-9, that over 4,000,000 sheep were slaughtered merely for their pelts and tallow! How is it with the consumer? That speaks for itself! He is deprived of the luxury that all those countries are now enjoying from cheap wool. This winter we have seen hundreds of plowholders clad in blue cotton denims and blue United States overcoats, which were sold all over this country for \$3 and \$5 apiece. As far as comfort is concerned, give us the well clad "pauper of Europe" in preference to the protected plowholder of the West.

Plowholder.

COLONIAL RELATIONSHIP.

The concluding words of Earl Granville's despatch of the 12th February relative to the withdrawal of the Imperial troops, are not a little significant. "These principles," says his lordship that is the principles which actuate her Majesty's advisers, "are applicable to all the other self governing British Colonies just as well as to the Dominion are contingent upon a time of peace, and are in no way intended to alter or diminish the obligations which exist on both sides in case of a foreign war." It is the lines which

we have italicised that seem to carry with them the greatest moment. Many months ago this journal was almost singular in refusing to see in the withdrawal of the troops any practical repudiation of the proper and inalienable duties of the Mother Country to each and all of her dependencies. By and bye, there came across the Atlantic the messages of great English statesmen, assuring this country that her apprehensions of unnatural desert on were unfounded, and thus depriving a certain class of designing politicians of a very favourite and useful weapon. There began, too, to be hinted schemes of Imperial Federalism, before which the destinies of the greatest of other nations seemed petty, of a vast British Dominion circling the whole world with links of loyal Anglo-Saxon flesh and blood. For our part, we have never doubted of such a future, and gladly hail each progressive improvement in the science that is annihilating space and Time as bringing the Empire more certainly to its swift accomplishment. And when we have a Minister of State reminding the colonies that they owe their duty to the whole Empire, just as they claim their protection from the whole Empire, our confidence grows very strong indeed. The recognition of the fact that staunch solid service may in the hour of need, be expected from the Colonial possessions offer good reason why they should never be thrown over or discouraged. On the other hand, they should just as little be kept in perpetual leading-strings. The course taken with them by the present government forms, so far as we can judge, exactly the judicious mean, and it is with no small satisfaction that we see our early impressions upon this point day after day triumphantly confirmed.—*Montreal Gazette.*

Mr. E. J. Reed late Constructor to the British Navy, and who is said to be under engagement with Prussia, has written a letter to the *Times* in relation to the loss of Her Majesty's steamship the *Megaera*, which sprung a leak and was run ashore on the 19th of June at St. Paul's, Batavia. He makes the very grave statement that while in office he had reported this vessel to be unseaworthy, or at all events, of doubtful worthiness, and that when he left office he was debarred by the government from communicating valuable information to his successor. Moreover, in view of the loss of this vessel, which he believes to be a warning "respecting the dangerous state of our naval administration," he objects to officers and men being ordered to embark in the *Glatton*, new iron-clad, under present circumstances. He is afraid this vessel will share the fate of the *Captain* if she is put to sea, for she belongs to the class of free board monitors. But this is not all. He says he will have to say precisely the same thing of the *Thunderer* and *Devastation* when they arrive at completion. With respect to the loss of the *Megaera* the *Pall Mall Gazette* makes a more distinct charge against the Government than does Mr Reed. It says that it was generally known at the Admiralty years ago that the *Megaera* was a weak and doubtful ship, as is proved by two facts. She was placed at the bottom of the list of those vessels which were employed on home service; and even during the Abyssinian war, when the Government were paying enormous sums for transport, the *Megaera* was not employed on the service because of her untrustworthiness. This is a pretty exposure of the blundering and incapacity of the Administration.

COREA.

ITS EXTENT, PEOPLE AND RESOURCES.

Corea is a vast peninsula, north-east of China, from which it is separated by the Yellow Sea. The population is estimated at 10,000,000. The country is divided into 8 provinces and contains some 360 cities and towns. The government is a despotism and all the lands are held from the sovereign who claims one tenth of the agricultural produce as an annual tribute. The area of the peninsula is 79,414 miles, exclusive of the numerous islands which surrounds its southern shores. It is a land of mountains, many on the seaboard, reaching an elevation of from 1,000 to 8,000 feet. The chief river is the Yu ta-Kaing, which partly forms the northern boundary, but which is admitted by all to belong to Corea; it is called the Aye Kaing by the Chinese. The navigation of the eastern branch of the stream is interdicted by the Coreans, and Chinamen found attempting to use it are put to death. Sand-banks are numerous on this river, and there is a sand bar at each of its mouths. But the Chinese declare that navigation is comparatively easy, and that large steamers could enter the eastern branch. The western coast is dangerous, owing partly to strong tides among the islands and rocks. On the eastern coast, however, there is deep water, several excellent harbors, Choson on the south, and Broughton on the north are best known.

The climate is magnificent, for Corea possesses not only all the advantages of hill and dale, and river and sea, but lying in the very mouth of the Chinese channel, it receives the full force of the south-east monsoon, with all of its fertilizing and genial influences. As a consequence, many of its productions reach a maturity and perfection far surpassing those of North China. The winter is also much less severe, and the summer is far more enjoyable than on the mainland. The people clearly belong to the same stock as the Mongols, Manchus, Japanese and Chinese. They are brave and are true friends, but dangerous foes. Looked at from a commercial point of view, the Coreans are undoubtedly possessed of considerable ingenuity, as evinced in their garments and manufactures. The cotton produced in Corea is far superior to that in any part of China, it is long in the staple and fine in quality, just like the best kind of Carolina cotton. The Coreans are very fond of fine cotton cloth, and buy largely from the Chinese at the gates. They also smuggle considerable quantities of it every year on the coast. The country teems with mineral wealth and has vast undeveloped resources of all kinds. The people possesses capacities of no meagre description; they are intelligent acute and ingenious. China injures the trade of the peninsula by pernicious regulations. There are only three places where trade with the Chinese is allowed, and these only for short periods at stated intervals. These trading places are "gates," the first of which is on the south of Fung Whang-Chung, the second near the Hun-Chun, and the third is now hardly anything else than a military station.

Mr. E. J. Reed has published the letter from the Admiralty declining to resort to him for further information or assistance, and the reply from Mr. Childers refusing after the loss of the *Captain*, to receive private information from Mr. Reed, as to other ships then in hand. Mr. Childers offered to consider the communications as public document, but Mr. Reed would not consent to this and wrote no more.