

## THE TRADER.

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## TORONTO,—PAST AND PRESENT.

Ever since the census enumerators completed their rounds, the people of Toronto have been speculating upon the city's growth during the last decade, and its present population. So far, any figures put forward are, of course, unofficial, and therefore merely conjectures, but enough has leaked out to fairly warrant its assuming that at the present time this city contains a population of 90,000 souls, or thereabouts.

Toronto is not by any means an old city, in fact it was little better than a village half a century ago, and its solid and rapid growth is one of the many things of which Canadians have right to be proud. The causes of Toronto's prosperity are not far to seek, however, and the more closely they are examined, the more abundantly do they redound to the honor of those good men and true, who saw, even in the early youth of "Little Muddy York," the germ of the future Queen City of the West.

With a prescience rarely equalled the early fathers of this city saw that to make it prosperous it required to be the commercial capital of the province in which it was situated, and to this end they pioneered and encouraged the building of railways and subsidized these indispensable auxiliaries with a liberal hand. To the magnificent railroad system which radiates from it in every direction on its landward side, Toronto owes no small share of its prosperity, for it has been the means of building up a wholesale trade and making it a distributing point second to none in this country. Twenty years ago the whole sale houses of Toronto could be counted upon the fingers of one's hands; to-day

they run close on to the four figures in numerical notation, and are increasing more rapidly than ever before.

Again the possession of one of the best harbours on Lake Ontario is of no small advantage to Toronto when the carrying trade of this province is in dispute. Between its railways and its magnificent water communications it is in a position to compete on more than equal terms with any other city in this province, and to this superiority of transportation its wonderful growth is in a large measure attributable.

We think Toronto has now reached a period in its history when its future is assured, and it only requires the continued persurance of its original liberal policy to make one of the largest and most influential cities on this continent.

The following table, showing the population of Toronto in 1824 and its subsequent growth will be found interesting.

Year.	Time since last census.	Population.	Increase.	Rate.
1824.....		1,625		
1831.....	7	3,069	2,094	135
1841.....	10	14,429	10,290	205
1851.....	10	30,775	16,226	115
1861.....	10	44,621	14,046	45
1871.....	10	56,092	11,271	22

## THE BATTLE OF THE TARIFFS.

The commercial policy of Protection is not only selfish but aggressive, therefore we are scarcely surprised when we hear that another country has in self-defence been forced to join the ranks of those who support this theory of commercial or political economy.

In the United States, with twenty years of trial, protection has become so deeply rooted into the politics of the country as to have become part and parcel of the creed of both political parties. Canada, although only a recent convert to this system of commercial theology, has proved itself an apt pupil, and at present (so its upholders claim) presents a fine example of the benefits of this great panacea.

By the latest advices we learn that France, a country long regarded by political economists as one of the chief bulwarks of free trade, has gone over to the enemy, and now proposes to adopt the protective policy in its most extreme or advanced form. The great question of interest seems now to be, "how will this move on the part of France affect the free trade principles of England?"

There can be no doubt whatever, that the adoption of a protective policy on the part of France will mean a very

considerable decrease in their purchase of English manufactures, which last year reached the enormous figures of \$77,500,000. Whether this loss of trade will affect the latter's free trade principles is a question that time only can solve, but there can be no question whatever that it is shaping the popular mind in the direction of a retaliatory policy in the matter of tariffs. Indeed we can hardly doubt but that before many years have elapsed, England will, in self-defence, be compelled to put a protective duty upon foreign manufactures entering her ports for consumption within her borders, for it can hardly be expected that she will allow the world at large to compete on equal terms in her home market, the only fair field of this kind she will then have left, while other nations deliberately frame their tariffs, so as to exclude her goods from their home markets. We say that it must come to this sooner or later if protectionist principles spread as they have been during the past decade, for year by year England is finding her markets greatly curtailed from this cause.

When that time comes we suppose that each country will manufacture for and have possession of its own home market, and export to foreign countries only such articles as those which by its natural advantages it is enabled to produce without fear of competition. In such a case we think the nations will be just about as well off as if they had no tariffs at all, and the inevitable result of such a policy will be another transition from extravagant protection to its free trade antithesis, in order to escape the financial panics which periodically disturb nations, no matter what commercial policy reigns supreme.

In the meantime the commercial duel between England and France will attract almost universal attention, and its result will have no small share in shaping the future commercial policy of the nations at large.

## PARCEL POST.

We think the Post Master General would confer a great boon upon the general public if he would inaugurate a better system of delivery by parcel post. The present arrangement is good as far as it goes, its only fault is that it does not go far enough, and if the head of the post-office department could manage to