

"The sales of New England cotton goods in China have increased to a very flattering extent during the past year.

"A general revival of business is reported in the Ohio iron regions, and manufacturers are overwhelmed with orders at advanced prices.

"Nashville, Tenn., shows signs of awakening prosperity. According to a local journal \$250,000 will not cover the cost of the houses now in course of erection and to be erected during the year 1879.'

"The Baltimore and Ohio Railroad Company are building, at the Mount Clare shops, twenty-five engines of the 'Mogul' pattern, for use on the grades of the Alleghany Mountains, and 200 freight cars.

"A Newark (N. J.) paper says:—'Sash-weights are now manufactured so cheaply from scraps of tin—obtained from various manufactures—in this city, that no country can compete with them in cheapness.'

"The consumption of rubber by our manufacturers continues as large as ever, the imports amounting to about twelve thousand pounds per annum, chiefly from South America. The price ranges from twenty to fifty cents per pound.

"The Milwaukee (Wis.) *Bee* reports 'That the announcement of new buildings for the present season are coming in so fast that the papers do not get time enough to dwell upon the details before their attention is called to one next.'

"The Cincinnati *Gazette* has interviewed a number of the representative business men of that city with reference to the business outlook for the spring. It finds universal cheerfulness and a large increase of business over that of last year.

"Among the branches of business which will be affected by the new Canadian tariff is that of trunks. The Newark (N. J.) *Journal* says: 'The new Canadian tariff operates against the trunk manufacturers in this city, as to that country they have been accustomed to look for an important market.'

"Salem, Mass., sends encouraging news in regard to the shoe trade. The *Post* of that city, says: 'The spring trade has everywhere the fullest indications of being better than it has been for years, and all there is wanted now is for the people to fully realise the situation, and the wheels of business will "just hum."'

"A Lewistown (Me.) paper reports 'That business at the Lewiston Machine Company's works is now livelier than it has been in years. Every available space in the works is in use, and a very large force is employed. The foundry is crowded with work. A large quantity of cotton machinery is being turned out for the Cabot Company, Brunswick; for the Hallowell Mill, for the Pontiac, for the York, of Saco; for two mills in Lawrence, and for a mill in Atlanta, Ga. A very large order is being filled for a mill at Atlanta, chiefly looms and shafting.'

"The Boston *Post* prints a bright picture, as follows:—'The factories are generally resum-

ing or making ready to resume work, and if the foreign market could be still more rapidly extended by intelligent legislation their prospects would improve at a much more speedy pace. But it is all certain to come right in time. Even real estate, which is the last to rally, feels the effect of the reviving trade impulses and improves its figures and pretensions together. We have reached a stage, in fact, at which further movement is possible in but one direction. Everything must now go forward. The country is evidently about to enter on a career of prosperity, whose splendours have hardly yet been imagined.'

"The business outlook on the State canals is excellent. In the opinion of the *Buffalo Express*, the prospect for the season's trade, looked at from all standpoints, is very encouraging both to vessel owners and the managers of propellor lines, and if reasonable carrying rates are established in accordance with the demand for room, there is no reason why shippers and owners should not all wear smiling faces. It is estimated that there are at present 20,000,000 bushels of grain in store at the upper lake ports; that the amount of lumber which has been cut during the past winter, and which now awaits shipment, is larger than ever before; that miners have been unusually active, and immense quantities of copper and iron ore and pig metal are ready to be transported. These are what constitute the down-freight."

These notes from the New York *Herald* proved sufficiently that the depression which hon. gentlemen opposite talked of did not exist in the United States. He knew that depression had existed in the United States. Would any hon. gentleman say it was any wonder that depression should have existed there during the last few years, after the great internal war they had passed through. They felt the depression, and were obliged to raise money to pay their war debt by a Protective policy. If it was good for forty millions of people to have a Protective policy, was it not also good for four millions? Should we, as Canadians, only four millions of people, not protect our agriculturists and our manufacturers against forty millions of people, who have built a wall around themselves that nothing can get through without paying a large duty? He said, without fear of contradiction, that the Americans could manufacture many articles 50 per cent. cheaper than they could be made in the Dominion. For that reason its people asked for and ought to have Protection. The fly-on-the-wheel policy of the last five years had left Canada in its present depressed