

advantage while exposed to the fierce rivalry of the mature experience, unlimited capital and depressed labour of Europe. 2. The cost and charges of importation are little more (often less) than the cost of transporting them to and selling them at the great markets of our country: (for even Pittsburgh, geographically in the north-east quarter of the Union, is practically as far from Boston as Liverpool.) 3. The possessors of the market, those who have for years supplied it, and have a knowledge and command of all the channels of sale and diffusion—have an immense advantage over upstarts who are striving to take it from them, as our manufactures are with regard to Europeans; and 4. The popular presumption that the foreign fabric is superior in style or in quality, is another serious drawback on the home-producer. The infancy of manufacture is necessarily marked by imperfections and errors; the colours will not wash or hold; the workmanship is inferior in various ways. Now the influence of this fact on the public mind does not cease with the imperfection, but continues and prevents the free purchase of the home-made article and the general preference given in all matters of style or fashion to “far-fetched” fabrics, also operates against the domestic producer. Let an invoice of French calicoes, for instance, be put on the market at 15 cents per yard, at the same time with an invoice of American calicoes of equally good quality at 12 cents, and the French will sell first—will or recently would. These are but a part of the reasons why certain branches of manufacture require efficient protection. Because a duty of 30 per cent. is required to secure the home market to our producers, it by no means follows that they charge 30 per cent. more than the price of similar goods from abroad. Often, they are sold as low, yet cannot command the market in an unprotected struggle.

Now, as to iron. There is a 30 per cent. duty in favour of our own iron, and some people talk of 10 or 15 per cent. more advantage in transportation, commissions, &c., just as though it cost nothing to bring our own iron to the great marts of commerce and sell it there. In fact, the average cost of transportation from our iron mines to the chief Atlantic cities can hardly be less than that of bringing hither a like quantity from Stagord and Glasgow. A good specific duty, equivalent to 30 per cent. on the average prices of iron would be quite a fair duty. But it is one fatal defeat of the present tariff that by reducing all duties to *ad valorem*, it makes them high or low, precisely the reverse of what they should be. When there is least need of protection, this tariff gives the most of it; when there is most need it gives least. For instance, say the average value of railroad iron is 60 dollars per ton; 30 per cent. on which is 18 dollars, a fair duty. Let this iron rise to 80 dollars per ton, and duty becomes 24 dollars just when no protection is needed. But let the price fall to 30 dollars, and the duty sinks to 9 dollars, a very low duty just when there is pressing need of a high one to keep our works from stopping. Has “common country” ever heard or thought of this? The same is true with regard to all our manufactures. Let fair calicoes or prints average 10 cents per yard, and the American producer is protected by a duty of 2½ cents; but let the price fall to six cents, and the duty falls to 1½. Such is the statesmanship, the provident care for the prosperity and stability of industry, with which the country is now governed.

Now, our correspondent, taking the narrowest view of a very broad subject, assumes that we are paying 30 per cent. more for our fabrics because of