

a duty was placed upon it of 100. per pound in gold, and 13 per cent. on the valuation. This makes from 110. to 120. per pound duty on the wool in the grease and is absolutely prohibitive. In consequence of this duty, the price of wool has been so brought down in Europe that the manufacturers in Germany, England and France, can obtain it at a much less rate than before we were deprived of it. In fact, much of it can be bought by them for the same price per pound that would be paid by us in dollars. This enables them to send into the United States their fine goods, which only pay a duty to our government of 60 per cent.; whereas, the duty paid to this government on much of the same kind of wool amounts from 100 to 120 per cent.—leaving our manufacturer from 40 to 60 per cent. worse off than they would be under a free trade system."

If ever the system of protection to home manufactures by the imposition of heavy duties on foreign goods has received a fair trial, then it is now receiving such a trial in the United States. The tariff is not merely a revenue tariff—though a very productive one, but also one framed to give to domestic producers and manufacturers every possible protection against their rivals in other countries. The raw material and the finished manufacture are alike favored by legislative enactment. The lumberer, the sheep-farmer, the grain producer, the miller, the spinner, the weaver, these and many more too numerous to recapitulate, are all cared for. If the system prove successful, and the intended fostering of home interests result in building up a stable condition of prosperity for all classes, then free traders will have to confess that their theory may be well enough, but that tested by the touchstone of actual experience, it fails to be upheld and will have to give way, at least in new and undeveloped countries, to the more practical system of protection. If, on the other hand, the experiment now being carried on in the United States, terminate in a failure to bring about the results it was claimed would be secured, then the supporters of the system must acknowledge it is an injury and not a benefit to the country. We should like to see the experiment continued for a number of years sufficient to make it really valuable as a test; but as some interests, and these not the least important, are already suffering from its effects, while others are likely to be added to the category, we think it probable that the party of theoretical free traders will receive a powerful accession to their ranks from the actual sufferers under the "Chinese wall" policy, and will ere long be strong enough to bring about important changes in the fiscal policy of the Government. We, hardly expect, therefore, to see the protective system get such a continued trial, as to furnish the over-powering evidence against it required to bring conviction to the minds of those who are absolutely blind to its many evils.

For ourselves, we hope before many years the revenue of the country will have increased so greatly, without a corresponding addition to the expenditure, that it will be possible to largely reduce the duties on all imports, and that gradually but surely our policy may tend towards free trade. The moderate duties at present collected on the leading imports are not such as in our case to greatly affect the course of trade, except in the case of a few articles, of which the principal are boots and shoes. We do not object to see for some years to come the experiment continued of partial and moderate protection; but we do not want to see it adopted as our national policy, with a view to its being maintained for all time to come. The paragraph quoted from the *Providence Journal*, at the beginning of this article points out pretty clearly the natural effects of high duties, which under a protective system must ultimately be levied on raw material as well as manufactured goods, thus depriving the manufacturer of the very protection against foreign competition it was deemed desirable to give him, and resulting in a general advance in prices without corresponding benefit to any class of our community.

### THE MANIA FOR GAMES.

THIS is a fast age. Changes take place now-a-days with a rapidity which would have amazed our fathers going forth. Not only is this the case in religion and politics, but in every department of human thought and action, a restless desire for change is witnessed. In many cases this love of change may be properly called a thirst for improvement, but to others, alas! it must be admitted that the age is too fast, and there is very often change without improvement.

After this little bit of moralizing, it may be anticipated that we are about to growl about something, and we will therefore go straight to the point, and

state what our growl is. Well—it refers to the insatiable desire for amusement which seems to be spreading all over the country. We are among those who subscribe to the doctrine "all work and no play makes Jack a dull boy." We believe a moderate indulgence in harmless games, particularly out-door sports, is beneficial to young men. But we submit that this sort of thing is being entirely overdone throughout the Dominion at the present time. The papers daily teem with accounts of Cricket matches, Lacrosse gatherings, Base Ball tournaments, &c., in which champion balls and bolts flourish in a prominent manner. To attend these contests, many young men have to neglect their business, (whatever it may be) and in not a few instances too more "matches" in which they take part, the less inclined they are to work. Whenever amusements cause business to be neglected, they become an evil, and sensible employers will not allow, nor should well-disposed employees seek amusement at such a price.

Let it be remembered, before we go further, that we are not speaking against allowing reasonable time for relaxation and amusement. Very far from it, we know nothing more healthful, more enlivening to mind and body, more manly, than the practice of the noble old English game of Cricket. We know no class of men more short-sighted and contemptible than those traders who never allow those employed by them, a few holidays in summer, or an occasional afternoon. But there is a medium in all things. And it is because we conceive the public generally, are beginning to err on the other side—that the *Review* for Lacrosse and Base Ball is getting to be somewhat of a nuisance—that the *Trade Review* utters this growl on the subject.

So far has the amusement mania carried some towns in the West, that we observe that the citizens, or at least the mercantile class, have consented to close up their shops every Friday afternoon during the summer weather! In several other places "agitations" are now going on with the same view. Really this seems to us, to use a Yankee phrase, to be "running the machine into the ground." It is true, we admit, that during the summer months particularly when the farmer are busy getting their crops housed, trade is quiet; but we conceive this to be no argument why a whole town of merchants should decide not to take whatever business is going. When there is little doing, employees might occasionally be spared, but we cannot characterize it otherwise than an act of folly for the business men of a place to close up their shops in the manner described. Such a course must be an injury to the town which so acts, for customers want advice daily, and if they can't be supplied at one place, they will go to another. We hope such a suicidal course will not be extensively copied, but that when the plausibly written petition comes round to close up, business men will have courage enough to refuse to agree to that which must result injuriously to their municipality as a whole, and consequently to themselves as a part of it.

Business is business—play is play. Let each be kept in their proper place. We have said already "all work and no play makes Jack a dull boy." But we will coin another phrase, which, on the other hand, is equally true, "all play and no work makes Jack a bad boy." To run to either extreme, is objectionable; but if we had to choose which was least injurious to young men or even old ones, we would unflinchingly choose the former. A clerk or apprentice with Lacrosse on the brain, is not apt to increase his love of labour. The more business is neglected, the less interest will be taken in it. The moral of our growl, therefore is: keep amusements in their proper place; don't obstinately debar young men from taking part in them at proper times, and on proper occasions; but never, on any pretence, let business be neglected on account of them!

The Mississippi grain movement enters upon a new phase with the proposition of Messrs. De Wolf & Co. to organize a company, with a capital of \$2,000,000 to build twelve iron screw steamers, of 1,650 tons each, to run between New Orleans and Liverpool. The vessels are to make the voyage in 24 days, and be equally adapted for grain or cotton. One half the capital has been already subscribed in England, and in order to enlist the co-operation of business men on this side of the Atlantic, it is conditional that the other half shall be contributed by the United States. This enterprise is most important for the prosperity of all the Mississippi and Gulf ports, to say nothing of the interests of the Southern and Southwestern agriculturalists and planters, and there ought to be no trouble in raising the balance of the capital in St. Louis, New Orleans and Charleston.

### CANADIAN PACIFIC RAILWAY.

BY MR. W. R. BURTON, C. E.

#### 1st.—Will a Railway to the Pacific pay?

Without noticing the enormous receipts of the Union Pacific, even before it is completed as possibly being local and contingent, upon the country through which it passes—what can we count on as through traffic?

On this head the only figures we have at hand as a basis of calculation is a report of Hon ED Mansfield, Commissioner of Statistics for the State of Ohio, in the year 1867. He says—

"The following facts are derived from Shipping Lists, Insurance Companies, Rail road and general information.

Ships going round Cape Horn,	
100,.....	80,000 tons
Steamships via Panama with	
California and China, 55,.....	120,000 "
Overland Trains, Stages, Horses,	
&c.,.....	30,000 "
	230,000

Here we have two hundred and thirty thousand tons carried Westward; and experience has shown that in the last few years the returning passengers from California have been nearly as numerous as those going. So also the great mass of gold and silver flows eastward; lately there is an importation of wheat from California, and goods from China by the Pacific Route. Fairly assuming, therefore, that trade each way will be about equal, we have 460,000 tons as the actual freight across the continent.

How many passengers are there? We make the following estimate:—

110 (both ways) Steamships,.....	50,000
200 Vessels,.....	4,000
Overland, both ways,.....	100,000

Total,.....154,000

Present prices by rail, averaging half the cost of steamships for both passengers and freight, give this:—

154,000 passengers at each \$100,	\$15,400,000
460,000 tons freight, at per cub.	
foot \$1,.....	15,640,000

Total,.....\$31,040,000

This is an estimate made in 1867, of through business only, and without the benefit of railway communication. Add to this an almost, if not quite equal, amount for local or way traffic which generally springs up simultaneously with the construction of a railway, the increase of business since 1867, and the fact that quite a number of railways are already doing a large business fully one third the distance from the Atlantic coast, and how enormously will this amount be increased!

The completion of a line of railway across the Continent will reduce the time between Western Europe and Eastern Asia some thirty days or more.

China, Japan, and India, have now a population of over 500,000,000, and it is the trade of that country which is affected by this saving. Some idea of what that is may be gathered from the fact that the exportation of specie (chiefly in silver bullion) to that country in exchange for tea, silk, and spices, for a long time has varied from \$25,000,000 to \$35,000,000 per year, and is continually enlarging. "The importation of merchandise from 13 Chinese ports in 1865 was \$210,000,000 in value." We know also that a large and prosperous population is rapidly spring-

\* Since this report was made, we find that for the first six months of 1868 the Panama line of steamers carried 25,000 passengers, and the North American line 9,000, or at the rate of over 70,000 per annum.