

Asiatic importation of no great antiquity, and it is with great satisfaction that I find such an authority on prehistoric Archæology as Professor Worsaae comparing the bronze implements in China and Japan with those of Mexico and Peru, and declaring emphatically his opinion that bronze was a modern novelty introduced into America." This is decisive enough in shewing that during the age of bronze in Mexico and Peru, there existed a trade relation between these peoples and China and Japan. How, or why this relation did not bring bronze into greater repute, and cause it to spread amongst the other peoples of America, it is very difficult to say, unless these nations did not trade with the more northern peoples. An interesting corollary to these evidences of there having existed a prehistoric commerce may be here stated. The prehistoric peoples of both continents had in a measure formed a sort of division of labor at an apparently early stage of their history. A man who shewed any peculiar aptitude for any special line, generally confined his efforts to the manufacturing of that particular class of articles; thus, any one who proved expert or skillful in the manufacture of arrow heads, devoted himself to that branch of business, while the makers of totemic emblems or ornaments, confined their attention to the manufacturing of these articles.

Archæologists state there were three different ages though which men passed on their march of civilization viz: the Stone Age, divided into the Palæolithic and the Neolithic, the Bronze Age and Iron Age. Some are in favor of adding a fourth, or age of transition, between the Stone and the Bronze Ages and distinguishing it as the Age of Copper. Evidences have been adduced by Archæologists of there having existed a Copper Age in Hungary, and many proofs are also shown of such a period having indured for a long time in North America. During its existence on the American Continent it was a period of great activity among the tribes then living.

An important consideration in all matters relating to commercial pursuits, is the facility for the carriage or distribution of the articles to be disposed of. It would be of little use for anyone to produce an article he did not want for his own use, had he no means of disposing of it. If his immediate neighbours had no desire or requirement for the article, then he would be compelled to find some other market more or less distant from the place of manufacture; but to