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# $\rightarrow$ OUR GUARANTEES FOR 1887:\% 

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In the old saying "there is no loss without some small gain," and the general rocults in business that "one guins what another loses,"
the "Interstate" is no doulbt to, while it disturb breaks up and revolutionizes present railway business to lie made to be of great benefit to those it sought to "regulate" and to induatrial interests in all parts of the country.
The facility of trausportation from east and seabord to centre, and from centre to seabord has worked against interior industrial devolop. ment. As we have before said the low ratos of freight has enabled the shipment of produce and provisions so cheaply Eastward as to deatroy the profits of old England farniers as well as New England farms, and higher prices and increased product in New Fngland and in old England.

With higher freights from East to West, and higher costs in England and New England, production in the Weat will have greater protection -defense-from the East and Europe, and the interior manufactures will be increased in prosperity and extent, and provisions will be consumed at bome.
This "Interstate" is a grand protection scheme upon goods crossing the Alleghenies. It is a grand scheme to build up new industries in the great central American country. An act to give the Mississippi Valley a boom in production, manufacturing and in $200,000,000$ population, a small move against free trade at liome.

This great central busin is the world's market for English manufactures and for Yankee: notions-the world's great market, the great central of civilization, and if she can manufacture to agood profit it will be the centre market for the inveatment of capital, and Now Fingland will "go Weat and grow up with the" country:"-Chicrgo Journal of Commeric.

