A canal boat tend of 219 tons can be moved from little falo to New York for \$297, or 57 cents per bushel, making the total cost of carrying a bushel of wheat from Chicago to New York 8.55 cents, against 10.35 cents, as stated above, to Montreal. This statement must, however, be qualified to some extent, since & vessel carrying 60,000 bushels cannot reach the ele vators at Chicago, except the two at the mouth of the river. When the new Welland canal is opened, the largest class of take wessels will be able to carry grain Kingston at a rate only a fraction higher than that to Ruffalo, and from there it can even now be barged to Moutreal at a very reasonable rate so that the conditions for reaching tide water will be exactly revened the Canadian port will enjoy a decided advantage over its American rivate and Canadian vessels will again be in a position to carn substantial rewards instead of realizing only working expenses, as they bare been doing for some time. But it will be quite useless to spend millions of money in making a cheap lighway for getting grain to Montreal unless the people of that city make an effort to compele with their tivals and enable sesgoing versels to take the produce cheapty from Montreat to its European destination. This effort they have not made. Post charges, pilot charges, towing charges, and all the various imposts upon ocean shipping, are higher at the Canadian city than at Boston, New York, Philadelphia, or Battimore Some of these charges are necessarily higher, owing to the greater distance of Montreal from the sea, but some of the most onerous are quite within the reach of remedy, For example, the wharfage charge on steamship at Montreal is 14 cent per ton per day, and various charges are imposed upon merchandise. Grain (ex-cept oats) pays 25 cents per 100 bushels. On sailing ressels the whatfage charge is \$ of a cent per ton per day. At Boston there is no whatfage charge on res sels, and the charge on goods is low. On grain loaded at the elevators there is no charge. At New York the wharfage on vessels is 8 10 of a cent per ton for a vessel of 1,000 tons; when loading or unloading grain, free There is no what sgo charge on goods. At Philadelphia atemmships pay 1 cent per ton per day, and sailing vessels from 1 to 1 of a cent. I here is no charge on goods. At Baltimore there is no charge on vestels at the railway wharves, but at other what wer & a cent per ton per day is charged for stuamships and 1 of a cent for sailing vessels. Train pays 25 cents per 100 bushels. It will be seen that at Montreal the harbor expenses are much higher than at any of the American cities. Mr. Patterson, the secretary of the Montreal Board of Trade. suggests that the wharfage charges should be promptly repealed." He believes that then "the Harbor Trust could give attention to other reductions and becommics, which would soon make Montreal the cheapest port in the world for the sca-golf & craft of all nations," In pilotage charge means not an equal discrepancy between Mentreal and American cities, except in the case of Boston. These charges are for a vessel of 600 tone: Boston, \$117.90; New York, \$172.80, Philadelphia, \$162, Baltimore, \$180; Mon-When distance from the sea is taken into account, the Montreal charge is far lighter than any of the others, still the fact must not be forgotten that as an actual charge on shipping it is the heaviest. Tonnage is a more serious matter. For a 600 ton vessel the charge at Boston, for towing inward and outward, is \$70, at New York it is the same, at Philadelphia it is \$128.75, at lialtimore, \$284, and at Montreal it seems to be between \$500 and \$600.

THE CANADIAN PACIFIC RAILWAY

[London Globe, February 2.]

It may have been noticed that the cable has just brought the news of the retification by the Canadian Parliament of the contract entered into between the Duminion Government and a syndicate of English French and American capitalists for the construction of the Canadian Pacific Raliway. The significance of this news is, perhaps, baidly sufficiently realized in this country. A railway nearly 3,000 miles long, reaching from the Atlantic to the Pacific, and traversing west sections of as yet undereloped territory, has crased to be a novelty, and, therefore, the announcement of such a project falls, to some extent, to secure attention from the public at large. But, in the prescut tostance, there are several reasons why more prominence should be given, and greater beed paid to the undertaking to which the Covernment of the Dominica and the syndicate have mutually committed themselves. For when the Union Pacific Rallway was being built the population of the United States averaged 37,50,000, its revenue 70,000,000, and its total trade 13,000,000 sterling. Canada, on the other hand, new has a population of 4,000,000, its revenue during the past financial year was, in round numbers, £4,00,000, and its total imports and exports, £35,500,000. We are accustomed to ecknowledge the go abraid qualities of the clizens of the great Republic; go abread qualities of the chilzens of the great Republic; but surely the contrast presented by these figures, without considering the relative development of the two countries, is striking enough to had us to respect also the enterprise of our Canadian fellow subjects. But is the enterprise of our Canadian fellow subjects. But is not the responsibility about to be undertaken more than the country is justified in assuming? The answer to this the first to suffer; and when it revives, he receives that the first parties of the bourfly. The European manustation building the line at coarsing of the advantages which building the line at coars. The best justification of their policy is, however, to be found in the advantages which will end obtain an advantage which will and only and the construction of will and only and the construction of their policy is, however, to be found in the advantages which will and only and the construction of their policy is, however, to be found in the advantages which will and only and the construction of their policy is, however, to be found in the advantages which will feed, home and clothe the laborers—what is the policy is, however, to be found in the advantages which will feed, home and clothe the laborers—what is the week are 143,500 qrs. to this country, and 60,000 qrs. to this country, and 60,000 qrs. to the Continent; of malze 89 800 qrs. and 30 000 \$650,000 In 1879 the shipments we that pittures the manufacturer has manufacturer has manufactured and the laborers to accept. But the American for the United Kingdom. The Imports of the week of the week of the United Kingdom.

SPIRIT OF THE COMMERCIAL AND INDUSTRIAL PRESS.

The major that the comment is the control of the immense. We have lately leard a good deal of Maui-tobs, and this in itself is matter for congratulation. But there is some risk that it may be thought that Manitoba, with its present limited boundaries, monopolizes all the fertile territory in the interior of the Dominion Nothing could be further from the truth. That interior is equal in extent to felly ball, if not two-thirds, of Europe, and Manitoba is a small but rapidly developing corner of it. The prairie region of this vast territory is estimated to measure about three hundred million acces, and of this Professor Macoun, by whom it was specially explored, calculates that one-half is fit for farming and grazing purposes, and some 80,000,000 acres suitable for cultivation. Then there is the moundain region, with its great mineral wealth, coal of capital quality, and iron existing in profusion, and the "color" of gold being found in almost every river in lirtush Culumbia, and lastly, the woodland region, less valuable whether from an agricultural or mineral point of view, but still of wast extent. The new railway, when built, can, of course, directly affect but a smail portion of above serritories. But with the tide of congration setting in, as it now appears to be doing, among our tenant farmers, the influence it must necessarily have in developing the country will inevitably be great and far reaching. Take, for example, what has occurred in Manitoba during the last two or three years, store continuous automation with it has been improved. In spite of much misrepresentation as to climate, the province has grown enormously—lits population is now over 75,000; villages are springing up even in the most remote obstricts, and settlers are locating themselves in all directions. Winnipeg, its capital, described by Lord Duffern as the half-way house of the continent, and the future "umbilicus" of the Dominion, has, in the course of the last decade, increased the number of its inhabitants from a few handeds to appearls of 0.000. And much a coll is few hundreds to upwards of 0,000. And with a soil is many districts admitted to be among the most fertile in the world, with a climate unquestionably healthy, though severe; with inideral wealth, the extent of which has not yet been gauged; and with a system of water-ways it the form of lakes and rivers which cannot be qualied in any part of the glube, it is manifest that all Canada wants in this respect is the development of per resources, and us the necessary first step towards this resources, and us the necessary first step towards this end the construction of a Canadian Pacific Italiway is called for by the needs of the country, and justified by the most immeasurable advantages it will confer. The work of development, like the building of the line itself, must necessarily be a matter of time. The two will, in fact, go side by side. And just as land which is now nominally worth a dollar an acre, or which can be had almost for the asking will by the next generation have assumed a real and high market value, so we have justiful. assumed a real and high market value, so we may justly assume that the Canadian Pacific Railroad will be the means of contributing goestly to the progress of the Dominion, and thus adding alike to the prestige and wealth of the Empire.

THE LABORERS STAKE IN PROTECTION

(Chicago Industrial World)

Free Traders are accustomed to charge that our present tariff policy 1 a device to tax the rest of the community for the benefit of the anusfacturer, but it is a great mistake to suppose that the protective system is designed for any particular class of our citizens to the exclusion of the other classes. Its manufactures and the mechanic arts, a new demand is created for the services of labor, by which the price of those services is enhanced. Wages, like anything else, depend upon the law of demand and supply. When manusciuring establishments multiply and flourish, there will be an increased demand for labor, and it is then that the poor man receives the greatest reward for his toil, it is then that his income is the largest, and that his purchasing power socures the most abundant return. Many, very many, of our hardy laborers possess no property that amounts to anything except their ability to work—no capital but their physical frame and its guiding mind. Now, by protecting our home industry, we enable the poor man to earn a larger sum, and in doing this we, to all practical purposes, increase the amount of bis capital, or, which is the same thing, make his present capital more productive. If the laborer, by the en-coungement given to home industry, is enabled to earn \$30 a year more than he could have carned without this atimulus, we actually, for the time being confer as great a favor upon him as though we had deposited \$500 at 6 per cent interest for his benefit and secured that interest for his sole ownership and uso. Thus does the laborer, who depends for a livelshood on biring his services, have, more than any other class of the community, an important stake in protection. The rich capitalist has much less of a stake in this policy. His tens of thousands would perhaps yield him a greater return if labor was de-pressed, and the staples of agriculture were rendered heaper, but the industrious laborer, who depends on the fruit of his own toll for the support of himself and family has a direct personal stake in maintaining the price of labor at comfort wages. When production and trade are langual, embarrased, or stagnated, he to the first to suffer; and when it revives, he receives

defenceless-the poor man, more than any other, needs the forteeing regard of national authority. The rich min can, in a great degree, protect himself; but the man who carns his bread, from day to day, by the awant of his face. he it is who most requires encour exement and help through protection scalast unequal foreign competition. An unrestrained importation of manufactured commedities into the United States would be disastrons to the rights, interests and position of labor, especially to its rate of wages. this land of interty, it is essential that the laborers social condition should correspond with his political franchises. The importance to every coun-try of good pay to labor has been stated in very clear terms, and in a very forcible war, by the Envlish writer, J. R. McCulloch, in his work on "The Principles of Political Economy, as follows - The lest interests of society require that the rate of Wages should be elevated as high as possible; that a taste for the comforts, luxuries, and enjoyments of human life should be widely diffused, and, if possible, interwoven with the national habits and prejudices. A low rate of wages, by rendering it impossible for increased exe-tions to obtain any considerable increase of comforts and enjoyment, effectually hinders any such exertions from ever being made, and is, of all others the most powerful cause of that idleness and apathy that contents itself with what can harely continue animal existence. The experience of all ages and nations proves that high wages are at once the keenest spur, the most powerful stimulus to unremitting and assiduous exertion, and the best means of attaching the people to the institutions under which they live." These are maxims which lie at the foundation of national prospenty in its highest state. All wealth proceeding from production, and all production proceeding from labor. the welfare of labor cannot be neglected, in passing or in not raceing laws, without tringing re-tribution in the abape of declining preseperity. Man's epirit and condition sink with his wages. If his pay Is too small to afford any large hors of life, his first sacrifices and privations will be such as pertain to his moral and mintal natures. Moral comforts will be dispensed with before any if the material needs of the body are given up. Intercetual food will be surrecdered in preference to stinting the demands of the stomach or of the back. When there is a struggle for bare substatence—a continual effort to get from one meal to another, and out of one day suto the next, without unsatisfied hunger—the laborer loses t e best qualities of a true manhood, because he loses selfrespect and incentives to self improvement. He is compelled by his nocessitous circumstances to subject himself to a round of degrading tenden ics, and to firmit his aspirations mainly to the gratification of his of his animal wants, there being of a kind which are Imperious, threatening disca c, suffering, or death when they are inadequately supplied. It is impossible to have a high degree of soul tary excellence if the rate of wages is graded no higher than the fact that there are mouths to be filted and limbs to be clothed, heads to be sheltered and bodies to be warmed. The statesman who does not look much further than that in legislaadvantages extend to all callings and employments; does not look much further than the in regions advantages extend to all callings and employments; ting for the benefit of labor—who does not especially still no one derives greater benefits from it than the regard the bearing of his measures on the mind of the regard the hearing of his measures on the mind of the nation—is unfit to touch a single one of men's greatest interests. Unhappily, those who are called statesmen have seldom comprehended the sacredness of human nature and human society, or learned that the most valuable of all laws are the ones which help men to unfild and exait the spirit which inhabits his physical frame. The elevation of the individual, through full opportunity to quicken, to ettengthen, and to improve his moral and mental powers, is the proper end of social lastitutions, and should be their constant and supreme object, but this sort of progress not only stops, but retrogades, whenever the rate of wages for reduced so low as to permit the satisfaction of scarcely more than the animal wants of a simple tiring. Is It is crowning giory of the protective tariff system that it uniformly advances the tale of wages, clevates the laborer's condition, kindles higher aspirations in his soul, effers him the opportunity of rising in the world,

and impacts a nobler excellence to the societary formatten. For these reasons every laborer is deenly concerned in maintaining the protective policy.

BRITISH AGRICULTURAL NOTES

From the repeated floods grass lands are suffering deterioration as the finer grasses die out and give place to the coarser and less nutritive herbage. Liver complaint is increasing on these wet pastures, and "flukes" in shrep have become disastrously prevut-Another great loss resulting from the wetness cat and coldness of the mealows is the diminution in the yield of mitk by cows fed thereon-20 to 30 per cent as proved by recent returns from Levi-terelite and Derlychire The contract price for milk this season Derbyeblee The contract price for milk this reason is 7d per gallon, at which sate the farmer requires a naximum yield to pay him. Last week three bright days allowed drained lands to be well worked, and the akylarks asing merrily over the ploughnen in Hamps

To the Belitor of the Catotte.

BIB-Among the many benefits conferred on the cost try by the adoption of the National Policy, the car reflaing interest is one of the troot satisfact of the tariff as regards this industry seems to have less, well considered and thought out that it has an appliable all that was asked or expected by these we advocated the change. It has worked so well be a wooder is there should be any one opposed to it in there are some people who are so retrow in there that they allow their own little private interest to be their judgments on questions affecting the grants of the country. I have come across a specialization by the member for Kingston, Mr. Gunn, and the clares himself as dissatisfied. Kingston has always the reputation of being a rather slow place, under a last to judge of the character of a city from the kingston has always that the property of them in the members they and to accept for them in the members they and to accept for them in them. members they send to speak for them in Paramerather incline to believe that the reputation of will soon be well deserted. Mr. Guon quotes from Messes. Tilla Brothers, of this outs to still his views. The burden of the complaint is that bare lost their trade in importing sugar. Mr. 13. and inform his bearers, how many direct a gas sugar were imported luto. Canada during the man path's reducery was closed. I only knew of two interest and storage until it was sold to a Bottick at a great loss to the owners. This was a pretty gar proof that raw sugar was not wanted here will say refiners of our own to prepare the auger so use in a saleable for ordinary use. The trade during risks was confined to jobbing houses who get the man from Boston, New York and Ulasgow, but had trade there was noc. That the trade has been trade trade there was noc. That the trade has been served from the jobbing houses and from he is Boston and Glasgow, but the hands of the relicion and got their susplies of raw sugar direct from parts a production, thereby restoring our direct trade which a had foolishly lost, nobody will deny. This was now the advantages sought, and we have got it. It was not are making money i think we should all rejuce over a are making money a total we sequent air rejuce one perfect. It is much better that the product in the manufacture should remain in the country than go many pockets of outsiders. The next and riosi man point is the one of cost or benefit to the constitute have bad an experience of thirty years in tis took at I can safely say that at no time has the return by better merced than he to now and at no time is better served than he is now, and at no time has becomesumer got better value for his money. The last all, the sugar we get now is better and purer t and me got supplied from the American and Scotch when Dr. Edwards' late reports prove this. Mr. Gunus comment about loss to the revenue is sherr numerical the daty is not collected on the refined auger it is in raw, so where is the loss to the revenue? The quality of monopoly will not stand argument for a mom at a addition to Reductb's religery, which can turn out an than the requirements of the whole Dominion, we use the St. Lawrence relinery in Montreel, then we use another at Museton, N.B., and a fourth just communic manufacture at Halifax, besides some beet room age factories in the course of organization, so that course tion will prevent any monopoly in prices, and with each will vie with the other in producing a go. d st. if Seeing, therefore, that the change so wisely made in restored our direct trade from places of productions from the cheapest markets for our supplies, that we see of manufacture is steet in our own country and us's consumer gets supplied on the very best terms, and dequality infinitely superior to the time when he is is depend on New York, Boston and Glasgow, would is wise to agree to Mr. O and's angerations and take a way ward step? Does Mr. Gunn want to be a pediation American and Scotch refiners? It is surely more by ing to be competitors to these people than to it the consumers. Mesers Tiffic and Guin ought to be now parious and not set up their own little selled as against the whole country, which, I conjend, are ave being felly met by the present policy.

I wish I could say as much about the term as orally he will be being the country.

the wine business, but I cannot. The terill as nated wine, is one that cannot be sustained on any grant WISALETER whatever. The revolve is not benefited, notice is de importer, the dealer, nor the consumer; but of this is a tare something to say on a future occasion, I AM,

Your obedient serrant Atax Mounts

Montreal, March 3rd, 1881.

CANADIAN AND BRAZILIAN TRADA

The prospectus of the company trading under the 150 of "The Uanadian and Brezilian Direct Mad > 120 whip Company," is now before the public, d. at 25 merits and proposed traffic arrangements. The arrivation of the company are reversily connected with the 25 commerce, as regarderall ways in the Dominion such contact contact.

CIAL OPPRATIONAL The company has chartered steamships to come the traffic at an early date, and is saugume is results stipulated in their prospectus. Mr II Macdongall, of Montrea, has been appointed to sutroduce a portion of the company's stock on last dian excharge.

Mr Mackay, of he Public Works Department and understood, occupy the position of General Traffiction has had extensive and practical acquaints of railway matters, both in England, in Ind.s and Understand Administration of the Communication o

onies, and is well adapted for the organization and confing out of passeoger and traight matters.

The various rates regarding passeogers and final will be published in the course of a few days.

-The abipments of sandines from Eactport " during item amounted to 65,000 cases, valued v \$650,000. In 1879 the shipments were but cases. Last year there were seven new factories sta-

