

tion, the new South of to day is quite as advanced in its manufacturing greatness as any country ever attained to in equal time.

It may be almost impossible to find any one believing that it would be beneficial for one individual or one family to produce everything required without exchanging with others, as the *Globe* contends, but it is not illogical to argue that a country is circumscribed in like manner. The old South was not prosperous under free trade where its commercial energy was directed to the production of cotton. Under free trade no workshops were established, no arsenals for the manufacture of arms and war materials. Such things were to be had cheaper abroad than at home. But when the conflict came a people than whom none braver or more patriotic or enthusiastic ever breathed, found their foreign supplies shut out by a few Yankee gunboats, and defeat and blasted hopes the result of their foolish free trade ideas. The new South is not that sort of a country. It is all that the people there can wish for it. It is a grand country, but protection and a diversification of the employment of the people has effected it.

THE RICH AND THE SNOBS PAY THE DUTY.

THE Montreal Star has a fad which it nurses with the assiduity of a hypnotized person who has been made to believe himself a young mother with her first infant. Its unreasoning and unnecessary anxiety is amusing. Its fad is that all specific duties should be abolished, and that protection enhances the price of goods to the extent of the duty. It is constantly illustrating its contentions in these directions—one of its latest being that "the present duty on woolen socks runs from thirty-five per cent. on the rich man's purchase to fifty-eight per cent. on the poor man's article,"—this because there is a specific duty on socks, which has no regard to the value; another of its contentions being that because a compound duty is laid upon blankets, that is, a specific duty of so much per pound, and an *ad valorem* duty of so much per cent. of the value, that the tax on the poor man's blanket amounts in some instances to 110 per cent. of the value. Being hypnotized itself, the Star desires to hypnotize its readers into believing this stuff. Woolen socks and blankets are of similar character as regards the method of levying duty. The duty upon both are compound. Ignorance of facts regarding a matter whereof it may speak is no bar to the discussion of it by the Star. Located in a large mercantile city where there are many dealers in domestic and importers of foreign socks and blankets, no difficulty would be experienced in learning that lines of socks and blankets are manufactured in Canada accepted as being quite good enough for the masses of the people to use: that the imports of such lines of goods are very small indeed, because the home-made goods while equal in quality are much cheaper in price, and that the higher priced articles which are imported, are brought in to meet the demand of a class of rich people who can afford high-priced luxuries, or of snobs who affect to think that nothing that can be made in Canada is good enough for them. It is evident then, that the anxiety of the Star is misplaced. It does not apply to the great body of Canadian consumers, who are satisfied with what they get and with the prices they have to pay; but it applies only to the rich and the snobs. If the duty was really fifty-eight per cent. on socks, as the Star de-

clares, or 110 per cent. on blankets: or if it was ten times as much, it would not increase the cost of these articles to consumers, that is, to those consumers who are satisfied to use such goods as are manufactured in Canada. It may be a good party cry to point to a high duty and declare that it enhances the price; but to those who are intelligent and who investigate, it is plain that such is not the fact. The fact is, both socks and blankets and hundreds of other articles, made in Canada, can be bought as cheaply here as similar articles can be bought for in England. It may be well, this being the case, to simplify and reduce the tariff on many articles, but such reduction could not possibly reduce the cost, and this the Star well knows. The general public understand that they obtain their woolen goods quite as cheap here as they could be had for elsewhere: they understand that revenue must be had by levying tariff duties, and they are quite content that the rich and the snobs who must have foreign goods, should be liberal contributors to the revenue in this way.

THE VALUE OF ROADS.

PROFESSOR LEWIS M. KAUPF, of the University of Pennsylvania, has figured out the relative cost of moving freight over country roads, railroad and by the various means of water transportation, and his figures are most interesting to those whose business depends in any way, as nearly every business does, upon transportation in any of these ways. His figures are given below. It takes a little study to fully comprehend them, but they will fully repay the time and labor spent on them.

The first table shows the cost of overcoming the resistance to movement of freight by the various systems. The distance calculated is one mile, and the load one ton.

THE WAY.	Cost in Mills.	Relative Rates.	Relative Distances.
By common roads...	150.0	107.1	1.0
By railroads...	4.0	3.0	35.7
By canals...	3.5	2.5	41.8
By rivers or lakes...	2.5	1.8	50.5
By ocean...	1.4	1.0	107.1

This is for level road. The next table shows the effect of grades and the force necessary to move a load of six tons on a macadamized road at a speed of three miles an hour.

GRADE.	Force in lbs.	Equivalent length of level road.
Rising 1 in 200.....	286	1.085
Rising 1 in 300.....	300	1.170
Rising 1 in 200.....	331	1.255
Rising 1 in 100.....	386	1.510
Rising 1 in 50.....	533	2.019
Rising 1 in 25.....	712	2.000
Rising 1 in 10.....	1000	3.008

The third table shows the value of hard surfages by giving the force required to draw one ton, on a level, on different materials:

Kind of surface.	Pounds.
On an iron tramroad.....	15
On an asphalt surface.....	16
On a wooden surface.....	21
On best stone block surface.....	23
On poor stone block surface.....	50
On cobblestone surface.....	90
On macadam surface.....	100
On earth road.....	200

By reference to the first table it will be seen that it costs a farmer nearly thirty-eight times as much to haul the product of his farm one mile over the wagon road between his farm