ALONG THE WATERFRONT.

NAVIGATION PRACTICALLY SUSPENDED.

THE FERRY BOATS UNABLE TO MAKE THEIR TRIPS—NO BUSINESS AT THE WHARVES.

Along the water front the storm raged in its greatest fury all day. The gusts of wind swayed the vessels and the fine driven snow hung all day like a mist over the rivers and the Bay. On the broad expanse of West-st. the wind drove the snow in great drifts, heaping them higher than the store windows, and in some instances drifts of ten or twelve feet in height were reported. If it were possible to establish a difference between the desolation, the general suspension of business throughout the city yesterday, the North River front, with its miles of passenger and freight stations, its ferry depots and its wharves, would probably have come in for a higher degree of quiet neglect than any other region. There was not a trace of the usual bustle and activity, the shouts of drivers, the calls of "cabbies," and the armies of passengers from New-Jersey's shores and the West. The blizzard had, therefore, full sway to juggle with the snow-flakes and did its work with grace and dispatch. Mountains of snow were transported from place to place with alarming suddenness, and all entrance to cross-town streets were practically blocked to pedestrians and vehicles.

DIFFICULTIES OF FERRY TRAVEL.

The various ferries on the North River presented the most interesting scenes. The boats began running as usual early in the morning, but such difficulties were encountered that some boats had to be taken off entirely, while the rest made trips at most irregular intervals, and then in a manner not at all satisfactory to the passengers. The pilots could not see through the blinding storm more than a hundred feet, and navigation was positively fraught with danger. The greatest trouble of all was experienced in finding the slips upon arrival at the shore. The landing of the boats was accomplished by dint of much "backing" and "forwarding" and any amount of yelling ashore and on the boats. Several ferry-boats were taken out of their courses by the storm, one, the New-York, drifting nearly to the Battery before its location was revealed to the pilot. A high sea was piling up the waves on the river, and the passages were all marked by plunging which would have done credit to a clipper-ship in a hurricane. The pitching and tossing of some of the boats was sufficient to throw the passengers into a panic, and one boat on the Liberty Street line leaned over far enough to ship a sea into the ladies' cabin. In order to avoid collisions the whistles were kept sounding continually to warn approaching vessels. The traffic on the ferries was naturally small. Travellers soon found that business was practically suspended, and long lines of struggling pedestrians, among them a liberal sprinkling of rosy-cheeked factory girls, plunged along the streets leading to the ferries. The boats on all the lines ran at intervals of about an hour throughout the day, an occasional extra reducing the average time between trips. The Sound steamers fared well in spite of the storm, inasmuch as no vessels left port on Sunday. There were none due at either ends of the many lines, and none left their piers either here or at New-England ports. The offices were almost deserted, a few employes being present to attend to duty.

NAVIGATION SUSPENDED ON THE EAST RIVER.

Navigation on the East River was practically suspended up to noon except on the ferries that ran straight across the river. The blinding gale of snow had the effect of a thick fog and pilots could not see a boat's length ahead. Under these circumstances only a few little tugs with transports or cars made extended trips. The Roosevelt ferry ran no boats between Broadway, Brooklyn, and Roosevelt-st., until 1 p. m., when the Alaska was sent out from the New-York side and made a round trip. She left her slip at 4 o'clock on her second trip. On both trips she was crowded. No trips were made at all during the day by the James Slip ferryboats running to Hunter's Point. The boats crossed to Hunter's Point from Thirty-fourth-st. every hour.

DIFFICULT TRIPS OVER THE RIVER AND BAY.

On the downtown ferries, the Fulton, Wall, Catherine, Grand-st., and Greenpoint boats ran at irregular intervals, sometimes fifteen minutes between trips and sometimes an hour. Each boat carried thousands, who joked, chaffed and had as much enjoyment out of the great storm as if they were school boys at a circus for the first time. Every crowd had its sprinkling of inebriated individuals who became the butt of the sober ones in the throng.

The Staten Island ferryboats felt most severely the storm, having to cross the Bay with its full force driving upon them, and on their return trips it was necessary to sail almost in the face of the driving gale. The Southfield and the Westfield both lost their flag-staffs, and sustained other light damages from the gale. The Westfield left St. George at 10:30 a. m. and did not reach New-York until nearly 1 p. m. She did not make another trip until 4 p. m., but one or two more trips were made in the evening.

The boats at the Thirty-ninth Street Brooklyn Ferry made two trips in the morning, each of which occupied more than two hours. A third boat was started and after reaching the Brooklyn side did not return. President Ambrose became disgusted with the experience before noon and directed that no more trips should be made.

The Bedlow Island steamer Florence occupied all the morning in a heroic effort to reach the Bartholdi Statue and to return, and meeting with success discontinued its efforts for the day. It was reported that some fear was felt on the Island that the severe wind might injure the statue and it was stated that the arm sustaining the torch swayed in a threatening manner under some of the heavy gusts.

UNABLE TO RECEIVE NEWS OF OCEAN VESSELS.

All communication was broken between the Ship News Office at the Battery and the Highlands and Sandy Hook. It was learned that the Bohemia from Hamburg was anchored off Quarantine, but she made no attempt to reach her pier. The French steamer La Gascogne, which came in late Sunday night, was unable to reach her pier and lay off in the river until this morning. The steamer yesterday prevented her from landing any of her passengers. The Alaska was reported off the Hook, but no confirmation could be obtained of the report.

Around Castle Garden the snow was piled up against the walls of the old fort and few persons ventured from the gates. Three hundred passengers from the Etruria, which arrived on Sunday, were collected in the Garden and they looked in dismay at the fine snow which drifted in the sky-lights, and listened all day to the howling winds. It is thought that they will be detained for several days until the railroads recover from the storm.

THE BRIDGE MIGHT HAVE DONE WORSE.

REDUCED TRAVEL FAIRLY WELL ACCOMMODATED—AN EASY CROWD TO DEAL WITH.

The Brooklyn Bridge loomed up yesterday as it has so often done before, as one of the greatest public blessings of its size anywhere near New-York. To be sure, the frostbitten and benumbed thousands who besieged the Brooklyn entrance in the early hours of the day found the Bridge railroad suffering from a temporary set-back, caused by an engine and a car leaving the rails at the New-York entrance. This accident, caused partly by a pin getting out of place and partly by an accumulation of ice and snow, served to delay travel about one hour and a half.

This was at 7 o'clock, and from that time the road was closed and the wooden bars put up across the Sands st. entrance. A footsore, red-nosed and weary crowd quickly banked up in serried columns in Sands-st. and waited patiently for the road to begin again. The people laughed, joked and surged around the entrance, not a bit out of humor by the delay and the fact that the whirling gale powdered them white as if with flour and blew the fine particles of snow in their eyes and ears, and blistered their faces and froze their feet and fingers.

LITTLE CONFIDENCE IN THE FERRY.

"There is no use going to the ferry," said one man. "They are running a tri-weekly line across the East River."

"You mean they are going across one week and trying to get back the next."

There were few women in the crowd. By-and-by the wooden bars were thrown down and travel was again resumed. For the rest of the day the road kept open.

"We are not doing anything big," said Superintendent Martin, who reached his office two hours late, "but we're making a fist at it all the same."

The cable had been started at 5 o'clock as usual, but it was found that owing to the drifts at the end of the tracks the cars could not be got alongside the platforms. There were two or three delays from this cause. Then engines were put on and the trains reduced from three cars to two, and sometimes only one. These were run on ten, fifteen and twenty minutes' headway, and after 10 o'clock managed to take over all the travellers who reached the Bridge. Had the usual number of people wished to cross the Bridge the facilities would have been totally inadequate. But the crowd of travel was only a fragment of what it is on fair days. The fact that the elevated cars did not stop at the Washington-st. station, but kept on to the Fulton Ferry, relieved the bridge of great pressure.

ONLY A FEW FOOLHARDY PERSONS.

The promenade was early closed by the police and no one was allowed to walk over it. There were few foolhardy enough to make the attempt, but two men did try it. One secured permission from Sergeant Phillips, who had charge of the Bridge until Mr. Martin came; the other obtained permission from Mr. Martin. The first reached the Brooklyn tower, where he was kindly cared for in the tower-house, his suffering ears were nursed with snow, a cup of coffee was prepared by the policeman there, and then he was sent back to Brooklyn.

The second man, who said his name was Burns and that he was the cashier of the American Exchange, at Broadway and Liberty-st., made a brave effort to pass over the windy highway and nearly succeeded. By stopping and thawing himself out in each tower-house he got as far as the asphalt on the New-York side, but a few hundred yards from his goal, when he sank exhausted on the icy path. A policeman hurried to his rescue, and brought him in safety to this city, raking the icicles from his mustache so he could breathe.

POLICEMEN MAKE THEMSELVES COMFORTABLE.

The policemen on the roadway of the Bridge were told early in the day to make themselves as comfortable as they could in the tower-houses. Those on the platforms and the entrances had to "stand it" and suffer. The wind blew with hurricane-like velocity through the tunnel-shaped entrances. People who gathered on the platforms had difficulty in keeping up a sufficient circulation of blood while waiting for cars. They danced on the glassy platform, beat themselves, and clapped their hands in the effort to keep up the vital spark. Even so, not a car passed over the Bridge that did not have several men with frostbitten ears.

"Rub on snow, young feller," was a piece of advice constantly proffered.

"Is my left ear white, please?" asked one man of a reporter.

The latter, after glancing at the frozen cartilage, assured him it was.

"Is my right ear, too?" pulling down the membrane.

"Yes," said the reporter.

"Then I suppose they'll swell up as big as goose eggs, and I've got to be best man at my cousin's wedding to-morrow night. Well, long ears may not be fashionable, but they are a sign of good nature."

THE MAYOR WAS SNOWBOUND.

TRIALS OF THE OFFICIALS WHO CAME DOWN TOWN TO THEIR OFFICES—THE ABSENTEES.

Mayor Hewitt did not attempt to come down town yesterday. Secretary Berry went to Madison, N. J., on Saturday to spend Sunday with his relatives. He is supposed to be there yet. The Mayor's office was practically deserted by all except Clerks Crocker and Taggort, Messenger Brown and Officer Gallagher. Later in the day Mayor Hewitt sent for a stenographer, Mr. Sherman. He went to the Mayor's house and Mr. Hewitt dictated a good many letters. The Mayor sent word that there would be no conference with the heads of departments. This was unnecessary, as none of them appeared at the Mayor's office during the day.

President Forster, of the Board of Aldermen, and Aldermen Divver and Conkling were at the City Hall for a few minutes. There was no committee meeting. Secretary Sheehan, of the Aqueduct Commission, was to have appeared before Referee Davenport, in the Borell Building, No. 115 Broadway, and continue his testimony with reference to the award of the pipe line contract to O'Brien & Clark, and the awards of contracts in the past. Mr. Sheehan and the referee were the only persons present, and the examination was adjourned to this morning at 10 o'clock.

Corporation Counsel Beekman was not at his office. Assistant Corporation Counsel Frank M. Scott walked down from Thirty-seventh-st. Register James J. Slevin walked down from his home in Forty-fourth-st., near Lexington-ave.

SHORT OF SHERIFF'S JURYMEN.

Sheriff Grant, Under-Sheriff Sexton and Order of Arrest Clerk Martin were at their posts all day. A sheriff's jury was called for at 4 o'clock. The jurors were so few that several deputy sheriffs were pressed into service to complete the twelve men needed. There was to have been a meeting of the Aqueduct Committee on Construction yesterday, but there were not enough members present to make a quorum.

Controller Myers was not at his office. Deputy Controller Richard A. Storrs was at his post, as usual, but several of the employes who live uptown and out of town were absent. Commissioners of Accounts Adamson and Sherman were out of their office all day. General Newton, Commissioner of Public Works, was not at his office. His health has been delicate for some time past. Deputy Commissioner D. Lowber Smith walked down from his home in Eighty-sixth-st., near the Boulevard.

MR. LULLY TAKES A BUTCHER WAGON.

J. C. Lully, Auditor of the Aqueduct Board, had a queer experience. He boarded a Sixth-ave. elevated train at Twenty-eighth-st. and rode to Twenty-third-st. There the train came to a stand still. After waiting for an hour he started to walk down town. A covered butcher's wagon overtook him before he had walked a block. He hailed the driver, found that he was bound for Catharine Market and negotiated for a ride to Chatham Square. From there he walked to the Aqueduct offices in the Stewart Building.

President Coleman and Tax Commissioners Feitner and Donnelly were not at their offices. Neither were Tax Assessors Gilon, Haverty, Vendt and Cahill. Sergeant P. H. Pickett, of the City Hall Police Station, walked down from Eighty-sixth-st. and Third-ave. The trip took nearly three hours. Many of the policemen of the City Hall Squad remained at the City Hall all night rather than walk to their homes uptown.

PEOPLE AND THINGS ON A STORMY DAY.

HOW A WICKED BLIZZARD ABUSED AND FLIRTED WITH A SUFFERING PUBLIC.

"Ha, ha!" said the Blizzard. "I thought I'd just drop in to show you New-Yorkers what I look like."

The faces of all pedestrians in this city turned scarlet yesterday.

A wagon load of dressed hogs got stranded in front of the Grand Central Hotel at noon, the driver abandoned it and it was hauled away only late in the day.

A Broadway car got "stuck" at the incline north of Canal-st., and eight horses were fifteen minutes in starting the vehicle.

Cable and horse power were on a dead level on surface railroads.

Heavy canvas coverings, temporarily taking the place of windows at No. 706 Broadway, were torn into shreds and the blizzard ran riot inside the building.

The blizzard rushed through Fourth-st. and Waverly place, and carromed on the east side of Broadway with such force that on the rebound it nearly pocketed itself in the Grand Central and the New-York hotels. Guests in these hotels wanted to make wagers of $10 that other guests would not peep outside the storm doors and they found no takers.

The blizzard had a howling old time of it at Twenty-third-st. and Broadway.

Politics were at a discount at the Fifth Avenue Hotel.

Umbrellas were in great demand yesterday. Umbrellas right side out were in greater demand.

Many a man in the street cut his acquaintances yesterday.

A deep snow-drift blockaded Tiffany's and ran across Broadway into Union Square park. An umbrella frame, deeply planted in the drift, was a monument to a stout pedestrian's folly.

"Are you in a hurry?" was the cabman's cry to pedestrians yesterday. It cost about $5 a block to reply "yes."

Cab fare from Union Square to City Hall Square and return yesterday was only $10.

The sum total of lawyers' fees in this town was put back about $5,000,000 by the blizzard.

One hundred and eighty pounds of avoirdupois fell at Twentieth-st. and Broadway. A voice on the other side of the snow-drift cried out: "Do you do that for fun?" The answer was a mixed one.

Pieces of canvas and carpet were improvised into leggins for men.

What talking was done out of doors yesterday was brief, cool and pointed.

The favorite style of mustache was icicles.

"It took me to fix you elevated railroads," said the blizzard wickedly.

Snow plunges were the prevailing form of bath.

Messenger boys were mostly bought up on Sunday night. They could not be rung up yesterday.

People refused to congregate at City Hall Square and Spruce-st., at Chambers-st., at Fourteenth-st. and Union Square., and at Twenty-third-st., and Broadway and Fifth-ave.

A man stood for a half minute at Fourth-st. and Broadway at noon time and tried patiently to induce his open umbrella to get its inside where its outside was. He gave it up when only the handle was left.

Bulls and bears were amicable toward each other, and all their "puts" were to the blizzard.

Rollin M. Squire now has a theme—"The Political Blizzard and How It Strikes Me."

Lawson N. Fuller missed his first elevated ride from One-hundred-and-fifty-fifth-st. since the road was built.

The underground rapid transit demand had a heavy boom. The further below the surface the better, was the cry.

WOOL.

HISTORY OF GROWING AND MANUFACTURE.

NEED PROTECTION IN AMERICA AND FREE TRADE IN GREAT BRITAIN—A STARTLING CONTRAST.

There is no lack of wool statistics, and yet no entirely accurate statement of the supply and consumption of wool exists. The elaborate circulars of well-known dealers, like part of the tables given in the exhaustive work recently published by the Bureau of Statistics, give home supplies of wool for calendar years with foreign supplies from "import for consumption" tables for fiscal years ending six months later. In one of Mr. Switzler's many tables, prepared with remarkable industry and care, the home supply for calendar years is given with the imports and exports for the same years, but without the warehouse statement, showing how much wool remained in bond at the end of each calendar year. Stocks of domestic wool on hand at the principal markets are also ignored in these tables, though they are in many respects the most complete hitherto published. This is not strange, because no reports of quantities in warehouse were published monthly until after the act of 1866 was passed. But it is clearly better to have an accurate statement for the last twenty years, even though the same accuracy as to earlier years is unattainable.

Wide differences exist between the official and the commercial statements regarding the yield of domestic wool. But of late years the returns of the Department of Agriculture have been so much improved that in other respects they are generally found more reliable than current trade estimates. Moreover, they are in a measure guarded by the returns of the number of sheep in each State, and by the efforts of wool growers' associations to perfect the record. It is not therefore unreasonable that in the public mind they have a weight which does not attach to unofficial statements, and they are used throughout in the comparisons which follow. For 1860 and 1861 there are no estimates by the Agricultural Bureau, and for those years estimates are inserted based upon the reported number of sheep in the loyal States.

The records given of wool in the hands of dealers in the principal markets at the close of each year do not go back of January, 1866, but this is less important because exact statements of imports or of warehouse stocks for years earlier than 1868 cannot be obtained. Only the New-York, Boston and Philadelphia stocks are given in following tables, because the stocks at minor points are not yet known for January 1, 1888.

As to imported wool, the quantities taken prior to 1868 are per force those of the fiscal years ending with the following June, and they include imports less both domestic and foreign exports. Beginning with 1868, however, the net imports for the exact calendar year are obtained, and the official statement of foreign wool in warehouse at the end of each year. Thus for twenty years the statement shows, as accurately as any official figures in existence can, each pound of wool entering into consumption, and though for the earlier years the statement is necessarily less exact, the condition of the trade at that time was such that the figures given cannot vary widely from the fact. On one point, of course, the tables can throw no light, viz.: on stocks in hands of manufacturers at each date. With that exception, they must show the consumption each year with substantial fidelity, as follows:

AMERICAN AND FOREIGN WOOL.

Year.	Production.	Fiscal.	Imports.	Consumpt'n
1859	60,264,913	1860	26,123,801	86,390,804
1860	60,000,000	1861	31,638,533	96,638,533
1861	80,000,000	1862	43,698,138	123,698,138
1862	100,000,000	1863	74,528,606	180,528,606
1863	123,000,000	1864	91,926,639	214,926,639
1864	142,000,000	1865	43,741,094	185,741,094
1865	155,000,000	1866	70,435,943	225,435,943
1866	160,000,000	1867	37,683,675	197,683,675

AMERICAN WOOL.

Year.	Production.	Stock at end.	Consumpt'n
1865	155,000,000	15,500,000	155,000,000
1866	160,000,000	18,430,000	157,070,000
1867	168,000,000	18,500,000	167,930,000
1868	180,000,000	27,950,000	170,550,000
1869	162,000,000	21,720,000	158,770,000
1870	150,000,000	18,574,000	162,530,000
1871	150,000,000	16,132,000	152,442,000
1872	158,000,000	15,821,000	158,311,000
1873	170,000,000	15,291,700	170,329,300
1874	181,000,000	23,902,000	172,389,700
1875	192,000,000	25,030,000	190,872,000
1876	200,000,000	25,800,000	199,029,000
1877	208,250,000	28,000,000	205,250,000
1878	211,000,000	24,674,811	210,288,439
1879	232,500,000	24,705,592	232,468,968
1880	240,000,000	35,100,000	228,500,592
1881	272,000,000	34,905,000	272,281,000
1882	286,000,000	33,374,750	291,500,950
1883	300,000,000	35,800,000	295,053,050
1884	308,000,000	43,029,000	302,891,000
1885	302,000,000	36,170,950	309,858,950
1886	295,000,000	44,271,939	275,800,011
1887	265,000,000	51,538,496	257,733,443

AMERICAN CONSUMPTION.

	Foreign Wool Consumed.			Foreign and Domestic Consumed.
	Net Imports.	Warehouse End Year.	Taken by Market.	
1867-7	37,683,675	.....	.....	194,753,000
1867-8	24,582,851	.....	.....	195,132,851
1868	24,336,766	5,305,329	24,336,766	194,886,766
1869	48,641,693	9,824,727	44,308,293	213,086,293
1870	52,247,172	3,023,934	50,218,005	221,836,005
1871	85,874,246	20,584,216	72,052,246	232,052,246
1872	112,132,091	31,760,964	90,803,571	249,114,571
1873	51,944,357	17,204,241	66,501,080	237,030,080
1874	47,801,586	16,178,883	58,826,944	231,216,944
1875	48,871,320	4,335,764	50,714,345	241,586,345
1876	37,745,668	8,745,967	32,638,468	231,899,968
1877	40,062,821	13,061,643	42,646,543	252,734,143
1878	30,209,001	8,883,107	34,385,539	244,673,978
1879	67,214,098	12,411,140	63,898,065	296,157,034
1880	107,780,531	25,232,038	94,938,736	324,448,128
1881	52,451,630	11,066,131	66,618,417	338,849,417
1882	66,715,185	16,042,972	61,738,834	353,329,384
1883	73,997,304	20,077,016	69,962,960	365,816,010
1884	67,403,301	15,885,813	71,594,704	374,286,504
1885	95,171,022	20,573,336	90,783,599	400,642,549
1886	120,872,616	28,820,759	112,823,363	388,524,104
1887	160,035,902	21,886,977	166,969,684	364,703,127

No one who is acquainted with the wool manufacture or the vicissitudes to which it has been subject, it is believed, will examine these tables without conceding that they approximate more closely than any others hitherto published to the actual consumption year by year. In many cases which could be mentioned, if space permitted, their accuracy is very closely established by other known facts. The record thus presented is indeed a history of a most wonderful development in manufacture. Within twenty-nine years, the consumption of wool in this industry has grown from 86 to more than 400 million pounds, a gain of 365 per cent, while the gain in population has been 96 per cent. The consumption of wool in the manufacture in 1860 was 2.76 pounds per capita, in 1885 it had risen to 6.85 pounds per capita. According to the estimates published by the Bureau of Statistics, more than one-fifth of all the wool consumed in the world was manufactured in this country about three years ago; in 1860, before the protective tariff had been enacted, this country manufactured less than one-fifteenth. The increase in production of wool has been even more wonderful. More than 400 per cent that production advanced in 25 years, against an increase of 96 per cent in population.

This marvellous advance has not been uninterrupted. In 1871 the product was 30,000,000 pounds less than in 1868, and the consumption 30,000,000 more. Students of finance will not fail to see in these facts evidence of the retarding influence of a depreciated and fluctuating currency, which inflated prices so greatly as to invite enormous imports. Few facts in all the industrial history of that day produced a stronger impression adverse to the protective tariff than this obvious failure for a time of a great industry to improve under duties carefully framed by the wool growers and wool manufacturers in council. To the writer these facts then seemed to prove that the protective system was impotent. He has lived to learn that the depression then was due to the vice of the currency, rather than to defects of the tariff, and to find in the later wonderful development of this same industry one of the most convincing proofs that the protective system does answer the expectations of its supporters. As soon as the bubble of inflation burst, and declining prices checked foreign importations, the growth of the home industry became rapid beyond all precedent, and prices of most woollen goods were reduced below their cost in other countries.

It remains to consider what happened after "tariff reformers" changed duties in the year 1883. The wool clip of that year was, of course, determined by causes in operation before the change went into effect, July 1, and the facts prove that even the disasters of that fall did not induce farmers to stop increasing their flocks. That winter they kept sheep enough to produce 308,000,000 pounds the following spring, but by that time the increase in imports, both of wool and of goods, was felt severely, and the number of sheep and the clip of wool began to decline. Taking the Bureau estimate for 1887, the decline in clip has already been forty-three million pounds, or 14 per cent, but in fact it has been greater by this time, because a further decrease has taken place, according to all accounts, in the number of sheep wintered for the shearing next spring. On the other hand, the manufacture was deluged with supplies of foreign wool, cheap and, owing to enormous frauds, almost duty free. Then it paused in its advance, began to decline just when, according to theories of "reformers," it should have most rapidly advanced, and has already lost about 10 per cent in two years, while many hundred mills already have changed from woollen to other manufacture or are now idle.

Such have been the fruits of Protection. What has Free Trade done for wool growers and wool manufacturers during the same years in Great Britain? It seems an audacious challenge for the young David of Protection, armed only with a few legislative pebbles, to defy the Goliath of Free Trade in the very land where this industry, after many years of careful training behind protective defences, had grown mighty enough to overpower all the world, had accumulated the largest capital and the most valuable experience, had stimulated agriculture by Royal favors to develop breeds of sheep peculiarly adapted to its needs, had sent navies and armies to conquer and subdue distant regions, and had transported to Australasia and the Cape a nation of emigrants to grow cheap wool on cheap land and in favoring climates. But the challenge goes: what has Free Trade done even in Great Britain?

The first of the following tables includes the wool of sheep and lambs, of the alpaca and of goats, for the years 1867-1887 inclusive, the figures being taken from British Board of Trade reports. Including goats' wool, as British trade journals properly do, it differs from the tables given by Mr. Switzler, but for previous years the figures given for imports, being taken in part from his tables and in part from other sources, do not include goats' wool, of which the quantity imported as early as 1867 was only about 3,000,000 pounds yearly. In the fourth column the quantity of rags and shoddy imported is given, only that it may be seen how greatly the proportion of shoddy used in British manufacture has increased; the quantities are not included in the statement of wool consumed, as similar imports into this country are not included in American consumption of wool:

WOOL IMPORTS: SHEEP, ALPACA AND GOAT.

	Imports.	Exports Foreign.	Remaining.	Shoddy.
1855	102,000,000	29,453,466	72,546,534	5,250,000
1856	116,211,392	26,670,793	89,531,599	.....
1857	129,740,898	36,487,219	93,252,979	.....
1858	126,738,723	26,701,542	100,037,181	.....
1859	133,384,634	29,106,759	104,177,884	.....
1860	148,366,577	30,888,343	117,508,234	.....
1861	147,172,844	54,377,144	92,795,777	23,862,720
1862	171,943,472	48,070,499	123,866,973	29,364,160
1863	177,377,664	64,932,929	112,444,735	34,634,080
1864	206,477,045	55,933,739	150,539,306	35,038,080
1865	211,206,747	82,444,933	129,761,817	32,670,400
1866	229,256,639	66,573,438	174,785,201	35,385,280
1867	200,351,544	90,830,456	115,521,088	32,574,080
1868	249,810,928	105,065,726	164,745,202	35,664,280
1869	262,947,255	116,589,031	146,358,224	37,605,760
1870	266,329,009	92,542,384	173,786,621	38,550,400
1871	331,851,063	135,089,794	196,761,869	54,250,560
1872	313,234,160	137,817,261	175,712,002	65,892,240
1873	323,780,872	123,236,636	200,544,236	55,888,000
1874	351,000,568	144,382,359	206,638,209	57,361,920
1875	372,024,813	172,500,000	199,500,000	56,907,200
1876	395,254,192	172,921,850	222,332,342	64,491,840
1877	417,781,436	187,402,261	230,379,175	75,010,880
1878	406,245,440	196,066,265	206,379,175	72,624,640
1879	425,254,706	243,313,462	181,941,244	74,039,200
1880	476,088,461	237,391,454	238,697,007	92,279,040
1881	459,732,216	265,359,848	194,372,368	78,265,600
1882	504,865,869	263,141,171	241,424,698	84,981,120
1883	509,836,165	277,181,337	232,648,798	80,626,560
1884	544,231,120	276,837,880	267,393,240	89,392,960
1885	519,867,165	267,668,037	252,199,128	72,945,600
1886	614,083,144	311,953,017	303,030,127	68,109,440
1887	596,950,067	319,097,910	277,852,457	70,220,040

To ascertain the quantity of British wool produced and consumed is a much more difficult matter. For the years 1868-1887, inclusive, official statements and those accepted by the best authorities in the British trade have been gathered; for the year 1866 a careful estimate given in a Parliamentary paper of 1867, prepared by the president of an association of manufacturers for Parliament, is included in the above table, but this statement, though distinctly said to be based upon returns made in 1866 and of the clip of that year, is also used by the author and in the paper throughout as precisely the yield in the year 1864. It is assumed that the production for the two years was generally known to be so nearly the same in quantity that no modification was necessary. For 1859 and 1855 the estimates are those of "The London Economist" and the best authorities in the British trade; for the intermediate years no precise statement has been found. Exports of British wool are deducted, and the quantity remaining is then added to the quantity of foreign wool remaining, as shown in the third column of the previous table, the total being given under the head "Consumption."

BRITISH WOOL PRODUCTION AND CONSUMPTION

Years.	Production.	Exports, British.	Remaining.	Consumption.
1855	140,000,000	16,191,767	123,808,233	204,500,000
1856	140,000,000	9,054,131	131,000,000	228,000,000
1864	152,272,650	7,500,350	144,905,331	290,278,924
1865	152,272,650	9,772,883	142,339,967	315,339,967
1867	160,000,000	8,862,197	151,100,000	296,800,000
1868	165,549,733	9,510,881	156,038,852	320,784,054
1869	175,591,096	12,410,235	143,180,861	289,539,085
1870	149,517,672	9,101,406	140,415,267	314,201,888
1871	144,783,871	11,957,282	132,826,589	329,588,458
1872	155,886,777	26,747,144	129,073,841	367,577,724
1873	145,356,472	7,034,735	138,315,737	358,855,073
1874	167,042,379	10,077,619	156,964,760	363,602,969
1875	161,782,530	10,536,523	151,246,013	351,246,013
1876	155,835,320	9,817,240	146,018,071	368,350,413
1877	152,179,010	9,578,952	142,595,034	372,974,259
1878	151,740,736	6,818,200	145,082,536	352,061,841
1879	159,233,695	15,700,000	137,533,695	319,474,940
1880	148,729,061	17,197,300	131,531,761	370,228,768
1881	138,574,672	14,376,300	124,198,372	318,870,740
1882	129,066,869	13,848,400	115,166,236	376,584,957
1883	108,838,115	9,449,900	106,897,215	346,546,014
1884	132,410,620	18,129,800	114,281,220	381,619,809
1885	136,130,388	23,454,500	112,675,888	364,877,010
1886	136,544,876	22,235,200	114,310,676	417,348,803
1887	133,809,922	19,554,000	114,255,852	392,108,339

In Great Britain no duty on imported wool invites its retention in warehouse until it may be wanted for manufacture or export. But the quantity held in first hands at the primary markets has been stated for some years past, and this must be considered in order to obtain the actual consumption. Unfortunately, prior to 1876 the statements found give only quantities of colonial wool retained in first hands. Regarding stocks of domestic wool in hands of dealers or manufacturers, it suffices to say that the best British authorities affirm that no data exist, or ever have existed, throwing light on that point. In the following the reported stocks of foreign wool at the end of each year are given, with the resulting modifications of the account of consumption in round numbers, the stocks being so stated. For contrast, in a third column the American consumption is added for the same years, as already ascertained, the figures being millions of pounds and decimals:

	British.		American Consumption.
	Stocks.	Consumption.	
1859	...	238.0	86.4
1860	...	.....	96.6
1861	...	.....	123.7
1862	...	.....	180.5
1863	...	.....	214.0
1864	...	300.2	185.7
1865	...	.....	225.4
1866	...	315.3	194.7
1867	...	297.6	195.1
1868	...	299.8	194.9
1869	...	289.5	217.1
1870	...	314.2	221.8
1871	...	329.6	232.0
1872	...	323.8	249.1
1873	...	358.9	237.0
1874	...	365.6	231.2
1875	...	351.2	241.6
1876	24	368.3	231.9
1877	54	347.0	252.7
1878	52	352.1	244.7
1879	22	349.5	296.1
1880	46	346.2	324.4
1881	27	337.9	338.8
1882	46	337.6	353.3
1883	27	359.5	358.6
1884	43	365.8	371.3
1885	42	363.9	450.6
1886	53	408.3	383.5
1887	49	398.1	364.7

Here is a startling fact, that of actual wool the American manufacture consumed more than the British in 1881-'5, inclusive, though it started in 1859 with hardly a third of the quantity, and though it has failed to keep up in the race since 1885. The statement that the wool used in Great Britain shrinks less, and so counts for more in manufacture than the wool chiefly used here, is both made and denied. Possibly the interesting fact that no less than 74,500,000 pounds of shoddy were mixed in with the wool used as early as 1867, according to the Parliamentary paper above quoted, may help to cast light on the reports as to shrinkage of wool. But if true, the statement does not affect the question of relative progress. The tremendous growth of the American manufacture is best appreciated in comparison with its mature and gigantic rival. In thirty years Great Britain increased its manufacture of wool 164,000,000 pounds, or about 70 per cent. But the American manufacture increased in the same years 314,000,000 pounds, or 365 per cent.

"Better fifty years of Europe than a cycle of Cathay," no doubt, but facts prove that one year's growth in America is worth five years in Great Britain. Is the explanation found in capital or skill? Great Britain would like nothing better than a chance to destroy our entire manufacture in two years of unrestrained free trade. Is it claimed that our climate is not adapted to wool-growing? Look at the record of production in the two countries; the United States has added in ten years ending with 1882 more pounds of wool produced than all the sheep of Great Britain now yield, and that country raises less wool now than it did thirty years ago, or twenty years ago, or ten years ago. British free trade has destroyed British wool growing; so much the American wool grower can see, if he knows as much as the sheep he shears.

Now as to the manufacture. It grew during our war, when an abnormal demand for wool existed. It grew during our era of inflation, when high prices opened our doors to British imports. In 1873 it reached a consumption of over 359,000,000 pounds, and imperfect statements of stocks on hand at least make it certain that a decrease of several million pounds occurred in that year, swelling the British consumption beyond the figures given. But in ten years, from 1873 to 1882, while this country protected its industry, British production and British consumption of wool both declined. The grower raised 36,000,000 pounds less wool. The manufacturer worked up 21,000,000 pounds less wool into goods.

That is what free trade does for Great Britain when this country has the sense to defend its industry. In 1883 the Reformers punched holes in our tariff, and instantly, that very year, British manufacture increased 22,000,000 pounds, and in the next year 6,000,000 more, and in 1886 over 40,000,000 more. British wool growing has not life enough left under free trade to make a fight, but American folly gave even the corpse of wool growing in Great Britain a galvanic shock, and it jumped up for three years.

This record makes one thing clear. The tariff of 1867 did what it was meant to do; it protected home industry. The "Tariff Reform" of 1883 also did what some Reformers meant it