

except in that American steel manufacturers are not "knocking out" the English in Canadian markets, and that there is no change in public opinion going on that looks to the annexation of Canada to the United States.

A HITHERTO infrequent and unfamiliar sound is that which comes ringing to us across the Atlantic, telling of the meetings that are being held in different parts of Great Britain on a subject that is commanding so much attention there now—that of Fair Trade. "Fair Trade and Federation," is the favorite cry, and the three most important interests in the country are singing it in unison—the farmers, the manufacturers and the workmen. The farmers are disgusted with a policy that compels them to convert their farming lands into meadows, and to abandon the cultivation of the soil for the poorer returns of sheep-raising; and the manufacturers and the working classes are agreed that legislation is required by which they will be exempt from having to compete in an unequal contest with free imports of cheap foreign goods, the result of long hours of labor. They believe that with an equitable measure of Fair Trade, either as fulcrum or lever, the level of British manufacturing, industrial and farming life need never be disturbed.

It is understood that the first of the new vessels now being built by the Canadian Pacific Railway Company for their Vancouver-China route will be launched about the beginning of November. It is the intention of the company to send them to the Pacific coast via the Mediterranean and the Suez canal, and to furnish at that time one of the grandest excursion trips ever undertaken round the world under the British flag, with only two transfers—at Vancouver and at Halifax. The vessels will visit Indian and Australian ports, and then proceed to China and Japan, at Yokohama entering upon the regular trip to Vancouver. Such an excursion has never been undertaken heretofore. The three vessels will follow each other at stated intervals, and the globe-girding excursion will be open for tourists at about \$600 for the round trip, which, of course, will include transit across Canada by the great railway. Already all the room in the first vessel has been engaged, and passengers are now being booked for the second steamer. When these greyhounds of the Pacific are on the China route it is expected that the passage will be made in about ten days, and with a fast service on the railway it will be possible for the Canadian Pacific road to land passengers or freight from China in New York in less time than the United States steamers can land them in San Francisco.

WE find in an English contemporary a flaring announcement of an address being delivered in different towns in the Kingdom on "The Future of British Trade, and the Development of the Empire." Among the sensational head-lines, which are very much after the American style, are the following: "National Movement for Higher Wages," "The False Fiscal System the Cause of Low Wages." "Free Trade with the Sweaters of Europe on its Last Legs," etc. In an appeal to the workingmen of the country who are electors, it is stated that a spontaneous movement for an increase of wages is going on all over the country; and that to secure its success a radical revision of the fiscal policy of the country is

absolutely essential: that British trade with British Colonies must be encouraged and developed. "Free Trade with our Colonies," this appeal states, "which will secure safe and permanent customers, must be our election cry. We must grow more food at home and thus create a larger home market for our manufactured goods." This "election cry" has the ring of the true metal, and reminds strongly of recent incidents in Canadian election campaigns. The appeal calls attention to the fact that "Between the years 1812 and 1861, the United States at three different periods opened her ports to the world as we do, and great loss to home trade followed in each case; but after twenty years of protection to American trade, viz., from 1861 to 1880, the per capita wealth of the nation was nearly doubled"; that "all the nations of the earth that have encouraged their home trade, viz., France, Germany, Russia, Austria, Spain, Portugal, Belgium, Holland and America, have increased their entire trade by a larger percentage than England has done." The leaven of Protection seems to be leavening the whole world.

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