

these industries is one establishment to a little over 2,100 persons, while in Canada, with a population of 5,000,000, the distribution is about the same.

The claim is made by some unwise Canadian manufacturers that the Canadian market is too contracted, and that if they had unrestricted access to the American market they could better their condition. As we have shown, the per capita distribution of these industries is substantially the same in both countries, and therefore other things being equal, there would be no advantage to be gained by unrestricted reciprocity.

One argument upon which these reciprocitarians lay much stress is that the population of Canada being sparse, as compared with that of the United States, it would be to their advantage if they had access to the American market, although they would encounter American competition there. This advantage would offset any loss of custom they might sustain by the capture by American manufacturers of those parts of Canada remote from them and much more accessible from the American side. In other words, they say they would be willing to open the door to American competition in the Canadian market, if they had free access to the American market. According to their argument the manufacturers of Ontario and Quebec would willingly surrender their market in Manitoba and the North West Territories to Chicago and Minneapolis manufacturers, if in return therefor they could have access to the nearer market of New England and the border States. The vital question seems to be the great distance from the factory to the Canadian consumer.

According to the directory herein alluded to, including New England and the border States, the carriage, wagon and sleigh manufacturers are distributed as follows:

Connecticut.....	528
Illinois.....	2,597
Indiana.....	1,327
Maine.....	748
Massachusetts.....	1,340
Michigan.....	1,550
Minnesota.....	844
New Hampshire.....	494
New York.....	4,103
Ohio.....	2,302
Pennsylvania.....	3,171
Rhode Island.....	223
Vermont.....	621
Wisconsin.....	1,448

Total..... 21,293

The following is the distribution in Canada:

Ontario.....	1,553
Quebec.....	398
New Brunswick.....	113
Nova Scotia.....	176
Prince Edward Island.....	31
Manitoba.....	42
British Columbia.....	16

Total..... 2,329

Comparison of these figures elucidates our contention that unrestricted reciprocity would not benefit Canadian manufacturers of these vehicles. The figures relate to Canada on the north of the international boundary and New England and the other States adjoining that boundary on the south. In New England there are 3,951 establishments, and in all Canada only 2,329. "If Quebec, New Brunswick, Nova Scotia and Prince Edward Island only had access to their nearest 'natural' market they would no doubt be prosperous." So say the

reciprocitarians. The home market is glutted from over-production, and they must have an outlet for their goods. In these four Provinces there are but 718 vehicle factories, while in New England, which would be the nearest American market, there are 3,951 factories—more than five times as many. It does not appear that they would be any better off in gaining free access to the New England market: for it should be remembered that the New England manufacturers are also longing for an enlargement of their market, and that unrestricted reciprocity would give them the desired opportunity to deluge Quebec and the Maritime Provinces with their vehicles. Quebec might desire to have access to the New York market. Quebec has but 398 factories and New York 4,103—more than ten times as many. Ontario and Quebec together have less than two thousand factories, which is less than half the number in New York. The States contiguous to the manufacturing portion of Ontario are New York, Pennsylvania, Ohio and Michigan, and these four States have 11,186 factories; and it is difficult to discover wherein Ontario manufacturers would be benefited by gaining free access to the market of these nearby States, when they have more than seven times as many factories as she has, every one of which is anxious to send their surplus stock to Ontario.

Unrestricted reciprocity does not seem to offer any flattering inducements to Canadian manufacturers of vehicles.

FRIENDLY SENTIMENTS.

"Why should we make any sacrifices to help Canada? That country is owned and controlled by a nation which has for two hundred years been hostile to our industrial interests. Without help from us Canada must remain weak and poor. The population increases slowly, if at all. Her own people are coming across the border in swarms, and the Europeans who land on her shores simply pass through her territory on their way hither. The Government is heavily burdened with debt. Her domestic market is gorged with her own products. There can be no east and west commerce worth speaking of, as with us. Nature has made it imperative that Canadian commerce, to be successful, shall move southward into this country. When Canada has such commerce, untrammelled by tariffs, she will grow rich and strong. Why should Americans desire to promote that result? Sound politics, surely, are against a movement to build up, all along our northern border, an affluent and powerful empire with which England may menace us in the event of war. If we shall ever have another quarrel with England we shall realize the difference between having at the north a sparsely-settled and feeble row of colonies and a great and rich nation. It is blind folly to help England to strengthen herself in that quarter at the cost to us of the sacrifice of the system of protection which England hates more than she hates any other one thing. Sentiment has no place in such a matter as this. Our clear duty is to look solely to our own interests, and those interests are directly against the development of Canada, while the Dominion owes allegiance to Great Britain."—*The Manufacturer*.

The journal from which the above article is taken is the organ of a manufacturers' association in Philadelphia, among whom are numbered all, or nearly all, of the more important and prosperous manufacturers of that great city. These manufacturers are patriotic citizens of a great country, and they pride themselves on their loyalty and love of their country, which is all right and commendable, of course.