

PROTECTION IN THE UNITED STATES.

In the discussion of such a question as this, most people would in candour look further than the States for evidence, as there are many countries which long since passed through a tariff era. But as these Canadian Protection writers insist upon holding up the United States, Free-traders should not object, for most certainly no country on earth furnishes such a terrible example of the ruin caused by protection. All the teachings of Smith and Mill are proved; and a glance at the social and commercial condition of that country to-day teaches most impressively, by hard practice, what would take volumes from the most able pens to teach by theory.

\$6,000,000 worth of property destroyed in two days at Pittsburgh, Penn., by starving workmen.

Forty per cent of the operatives in the New England States out of work, and living on charity; and the other 60 per cent. working on half-time.

Only one-third of the Iron-making capacity in use.

Twelve thousand Coal-miners in Pennsylvania idle and hungry.

Less than half the Glass-making capacity in use.

The charitable institutions in the large cities crowded to overflowing.

And all this in a country where the highest known tariff has existed for the last twelve years! Does any sane man believe that a further rise in the tariff would foster the "Perishing Industries?" I firmly believe that if a man hinted at such a policy in a public meeting in the States his life would be in danger, for, at last, general opinion seems to have taken a determined stand there. The working men who have toiled in the "protected" rolling mills for the last twelve years; those who have laboured in the "protected" coal mines; the ploughman, with his farm implements and his very necessities of life taxed from 35 to 250 per cent.—these toilers, these producers, now ask the question, "Where has the money gone? We have none, though we have done the work."

The question is easily answered: it is in the pocket of the monopolist.

AMERICAN SHIPPING.

Before the protective tariff went into operation in the United States that country was a very important carrier, and British tars were not a little jealous of the New York tea ships and the celebrated Baltimore clippers. So far back as 1857, American-built ships carried, in the foreign commerce of their country to and from all American ports, more than \$500,000,000 worth of merchandise, while foreign-built ships of all nations, carried a little over \$200,000,000. Twenty years pass by, and in 1877 American-built ships carry less than \$300,000,000, while foreign-built ships carry about \$300,000,000. In other words, the amount of merchandise carried in the foreign trade in American vessels has fallen off more than 40 per cent. in twenty years, while the carriage by foreign-built vessels has increased nearly four-fold in amount.

An examination of the statistical records of the United States shows an unequal distribution of the wealth of the nation under Protective