

retailers to join with the manufacturers in supporting and upholding the Government in inflicting severe punishment upon importers who wilfully undervalue goods which they may be importing into Canada. The Government should be sustained.

PROTECTION.

THE London, Eng., *Globe* of a recent date gave a deplorable picture of the depression in manufacturing industries in that country resulting from the operations of the American tariff. It says that the trade of the country has lost its buoyancy, the monthly report of the Board of Trade showing a shrinkage in imports as well as exports, the continual falling off of the trade with the United States being plainly noticeable. It says:

The McKinley tariff appears to be working more harm to British commerce than was anticipated. By handicapping our manufactures it has necessarily diminished our purchases of American products which we take in exchange. On the import side, raw material, especially cotton, shows the greatest falling-off, a fact which the working-class agitators will do well to take into account. It clearly presages the diminution of employment in some manufacturing industries during the coming winter, with a corresponding augmentation of supply of idle labor. In the case of raw cotton the decrease in quantity amounts to over forty per cent. Copper has fallen twenty-two per cent., while wood and tallow show substantial shrinkages. The broad result is that our foreign customers supply the requirements elsewhere. Thus the iron and steel exports fell last month over 12 per cent., copper, 20 per cent., machinery, 14 per cent., worsted goods 33½ per cent. The moral is written on their face. It is that England can only retain her foreign trade by the same means that she built it up—by cheapness of production—while the tendency of labor movements is to increase the cost of production.

There is this to be said on this subject. If British manufacturers are handicapped by the McKinley tariff, American manufacturers are correspondingly benefitted, and in making this tariff the American Government were moved by a desire to benefit their own industries and people more than those of Great Britain or any other country. If the foreign trade of Great Britain has suffered or is suffering from the effects of the McKinley tariff, the foreign trade of the United States has increased under it, both in imports and exports. The value of the imports of the latter country for the eleven months ending with August last were \$25,681,316 over those of the average corresponding months of the past twenty years; and the value of the exports increased in the same time \$49,087,323 over the average of the said twenty years; while the value of imports upon articles upon which no duties were levied in the eleven months recently ended was \$112,013,081, above the average of the corresponding months for twenty years past.

The *Globe* says that the situation in Britain clearly presages the diminution of employment in certain manufacturing industries, with a corresponding augmentation of supply of idle labor, the moral of which teaches that "England can only retain her foreign trade by the same means by which she built it up—by cheapness of production." This presents an exceedingly unfavorable outlook for British workmen. British mercantile trade is to be kept up to as high a notch as possible, even though it be at the expense of the workmen in manufacturing industries, whose wages are to be reduced to meet the emergency. What is the welfare of the British workman any-

how as compared with the necessities of British commerce? The *Globe* advises that the working classes take the situation into account; to reverse their agitation by which they hope to better their condition by obtaining shorter hours and better remuneration for their services, and not to increase the cost of production. This is very heartless, seeing that the greatest suffering prevails in Great Britain because of lack of employment.

But British manufacturers and British workmen also see the matter in a different light. They understand that if the mountain will not come to Mohammed, Mohammed must of necessity go to the mountain—that if the manufacturing industry which once made them prosperous has been transferred to the United States, they must follow it there or starve. They decline to starve if they can avoid it, and they can avoid it by following the transfer to the United States, and that is just what they are doing—that is just what the United States aimed to have them do. The McKinley tariff is a powerful lever in this matter.

There is a lesson in this for Canada. This country imports many millions worth of manufactures which might just as well be made at home; and the reason why they are not made here is that our tariff is not high enough. The United States held to a lower tariff for many years, during all which time, chiefly at the expense of her workmen, who were compelled to accept very low wages, Britain supplied millions of manufactures to the American market. Now that a much higher tariff prevails the British manufacturer and workman find themselves forced to emigrate to the United States. Under a similar tariff Canada could accomplish a like result. Under a higher tariff we would soon see both British and American manufacturers establishing plants in Canada, giving employment to thousands of Canadian workmen, and inducing the immigration of thousands of British and American workmen. Protection will do it, but like the McKinley article, it must be protection which will protect.

CANADIAN SHIP-BUILDING.

THE new Dominion fishery cruiser *Constance*, built by the Polson Iron Works Company, of Toronto, was launched from their ship-building yards at Owen Sound, on Thanksgiving Day, the 12th inst. The *Constance* is a composite screw steamer, 125 feet long, 19 feet 8 inches beam, and 11 feet 3 inches depth of hold; and when completed will have a draught of 9 feet, 6 inches. Her engines are compound vertical, the cylinders being 18 inches and 36 inches, with 24 inch stroke. The two boilers are each 10 feet, 6 inches long, and 10 feet, 9 inches diameter. The steel sheets and angles entering into the construction of the ship were made in Scotland, the planking and all wooden parts being Canadian products. She is equipped with every desirable modern convenience and appliance, and is as well-finished and complete in all her appointments as any similar gun-boat that floats. Her armament, which was manufactured in England, will consist of four quick-firing guns; and her fuel capacity is such as to enable her to steam 2,000 miles without re-coaling. No finer finished or more tastily-decorated specimen of marine architecture was ever launched, and the Polson Iron Works Company have demonstrated their ability to build gun-boats quite as well as