

of the canning industry, and the constantly enlarging demands of the country, the consumption of tin plates must be greatly accelerated: and it would seem that there will never be any better time than the present in which to take steps, looking to the commercial independence of Canada in this direction.

Regarding this matter the experience of the United States should teach Canada a lesson which it would be well to heed. That country consumes more tin plates than all the other countries of the world together: and yet it does not produce a pound of the article. Its dependence is entirely upon Great Britain: and more than three-fourths of all the tin plates that country produces is consumed in the United States. Never until the passage of the McKinley bill has that country imposed a duty high enough to cause the successful establishment of the industry there; and every dollar that has ever been covered into its treasury from that source has been through a tariff "for revenue only." Last year Great Britain sold the United States 742,136,640 pounds of tin plates at a cost of \$21,726,707: and in the last twenty-five years Great Britain has received from the United States the enormous sum of \$320,037,362 for tin plates, every dollar of which might as well as not have been kept at home and contributed to the enrichment of American capital and American labor. It is true that American enterprise has attempted time and again to establish tin plate works at home; but the foreign manufacturers have always succeeded in thwarting the undertakings by flooding the American market with goods sold far below cost, thus preventing their would-be American competitors from continuing in the business; recouping themselves for these temporary losses by increased prices as soon as they had again obtained full control of the American market. The general result of this condition has been that although American consumers have been forced to pay higher prices for tinware, their money has gone to reward British capital and give employment to British workmen. The drain from the United States to pay for British tin plates averages about \$60,000 a day. The Americans have become exceedingly weary of doing this: and to stop it they have raised the duty to a figure that will certainly result in the successful manufacture of the article in their own country. Although this increased duty does not go into effect until July of next year, we already hear of the proposed establishment of quite a number of tin plate works: and from what we all know of American ingenuity and enterprise, and the keen competition that will exist between the manufacturers, there can be no doubt that while British tin plates may to a considerable extent be kept out of the American market, there will be no increase in the price of the article.

The manufacture of all its own tin plates means the investment of immense capital and the employment of armies of workmen that do not exist. The manufacture of 750,000,000 pounds of tin plates a year means the consumption of 1,000,000 tons of iron ore, 300,000 tons of limestone, 2,000,000 tons of coal and coke, 400,000 tons of pig iron, 5,000,000 pounds of lead, 13,000,000 pounds of tallow and oil, 40,000,000 pounds of sulphuric acid, 12,000,000 feet of lumber, the employment of 35,000 workmen, and the payment of \$23,000,000 in wages. All this means just that much more expended at home: and it also means the rapid development of American tin mines.

Why should not Canada also establish tin plate works?

CANADIAN SHIPBUILDING.

SOME time ago the Dominion Government called for tenders for the construction of a boat for lighthouse and buoy supplies at British Columbia. The Polson Ironworks Company, which is endeavoring to build up a native shipyard at Owen Sound, and which has already turned out a number of boats equal to many of those built on the Clyde, tendered for the work. In doing so they were under the disadvantage of having to include in their tender \$3,500 for duty on material imported. The Government, however, awarded the contract to a Glasgow firm, and the boat when built will be admitted free of duty. This the Polson Company feel to be a great injustice to them. In conversation with a *Globe* representative Mr. F. B. Polson, managing director, protested that the action of the Government was not in harmony with its National Policy theories. Their firm was endeavoring to establish a new Canadian industry in the face of keen outside competition, and he thought this circumstance ought to have been taken into consideration. They had not been in any way consulted, and had not been given any opportunity to amend their tender so that the work might be kept in Canada. Not only does the company feel that they have been slighted, but the residents of Owen Sound, with the progress of which the shipyard is largely identified, also consider that they have a grievance.—*Toronto Globe*.

This item is calculated to deceive and mislead. If the Polson Company had been awarded the contract for building the steamer alluded to, and if they had been permitted to import all the material necessary in its construction and equipment free of duty, it is not at all probable that they could have built the vessel for as little money as the Scotch concern to whom were awarded the contract. An important feature of the matter is that the vessel is intended for use on the Pacific coast. If it had been constructed at Owen Sound it would not have been materially nearer its destination than from the Clyde. It could not be carried across the continent by rail, and it would have had to have gone around Cape Horn as all other vessels do when proceeding to the West Coast from Atlantic ports. No doubt the Polson people would have liked to build such a vessel, and no doubt of their ability to build as staunch and good a one as that contracted for by the Scotch concern, but it is ridiculous to charge the National Policy with their failure to obtain the job. We do not know whether the Albion Iron Works of Victoria, B.C., put in a bid, but from what is known of that concern there is no doubt that they could have built a vessel that would have been satisfactory in every respect, with this to be said in their favor—that they have a fine ironworking plant, and that they are a Canadian company doing business right where the services of this steamer are required.

Allusion is made to the fact that this Scotch-built vessel is to be admitted to Canada duty free. The impression prevails that the existing connection between Canada and Great Britain does not allow of any discrimination being made against the free access of British vessels to Canadian waters, nor against their engaging in business therein on equal terms with Canadian vessels. If this is so; and if Canada has no right thus to discriminate, then it is folly to blame the N.P. for what cannot be helped. But if such entanglement does not exist, then the Dominion Government should make haste to rectify an evil that has always worked great harm to Canadian maritime interests, and that has prevented the development of a vast and grand Canadian ship building industry.