

## MARCHING BACKWARD.

Plain Truths About British Trade,  
By E. E. Williams, Author of "Made in  
Germany."

As citizens, also, it is largely your own fault that the foreigner beats you. In that corporate capacity you fall, lamentably. Therein you give the manufacturer and the producer an excuse for their shapely. They say, "What is the use of trying to hold the position against the foreigner, when the government, instead of aiding us, as the foreigner does, only hinders us?" This increases the cost of living in England, and allows all sorts of obstacles to be put in our path to obstruct us, and prevent our making successful sales?"

To be exploit, the British government has abolished all tariff restrictions on the import of foreign, and often bounty-fed imports, which, owing to cheapness of production abroad and cheap transport hither, compete unfairly, and often irresistibly, against home products in their own market. No other country—not even Mr. Balfour's—has quite so many producers made of government protection. On the other hand, the British government does impose a tariff duty on certain imports which do not compete with home production, which duty is in consequence paid by the consumer. This increases the cost of living in England, and

Indirectly Hampers Industry.

Our European competitors are provided by their government with a magnificent system of technical education; many important industries are thus equipped with a powerful weapon in the fight for markets. There is a sort of something called technical education, which lurks in odd corners of some of our towns. Few people know much about it, and those who do not wear it in their expressions of approval; the system has no cohesion, is poorly endowed, and signally fails to make any impression worth the name on the mental equipment of British youth.

Foreign governments mostly work their railways, and search carefully for the interests of their own industries by granting them every possible transport facility, particularly in respect of the export trade. The British government does not own the British railways; it grants the railway companies monopoly powers instead, and when the companies use their powers for the purpose of crushing home industries too shamelessly, and the public outcry becomes too clamorous to be ignored, certain half-hearted and mostly impotent measures are taken to hold the monopoly powers in check. Foreign governments subsidize their steamship lines, and take care that their people get good value for the money. The British government subsidizes the Peninsular and Oriental company, even more liberally than the foreign governments subsidize their companies, and sits idly by while the company uses the money and its great powers in the formation of a shipping ring, whereby British manufacturers are carried in the same hold as the foreign at a much higher rate.

Foreign Governments Build canals, for the industrial benefit. The British government builds no canals, but allows the few constructed by private persons to be used, in some cases out of existence, by the railway companies. Foreign governments pay special heed to the commercial welfare of their consulates; the British government leaves important towns unrepresented, save by a miserably-paid vice-consul, and is satisfied with an annual report containing a few brief, unorganized notes about local commerce elaborated, or left bare, in the officer's discretion. These are the main heads in the description of a government system which seems specially designed to clog industry. You, as citizens, are responsible for it.

Let me enlarge a little. Concerning the absence of tariff restrictions on imports a word must be said. Rather than half a century ago a clique of manufacturers and other representatives of the working middle-class, not satisfied with the magnificient progress they were making, conceived the notion of injuring the landed class, which they loathed, and at the same time lowering the wages which they had to pay their workpeople, by getting rid of the import duties on foreign corn, and so flooding the country with cheap breadstuffs from abroad. The philanthropy embodied in this notion was therefore not exactly crystalline in its purity. Yet the high moral horse was ridden with great vigor and deadly effect. A rhetorician, who belonged to the silent Quaker sect, but possessed the power of persuasion, stirred up a phenomenal degree of enthusiasm on behalf of this middle-class agitation, and paraphrased the Lord's Prayer with such skill and artlessness, and his companion prophesied such a number of

Glorious Economic Changes (which never came off) that the majority of the voters and legislators, minded up between religious fervor and an unregulated hankering after a bargain, fell into hysteria, abandoned the traditional policy of all civilised nations, and threw open wide the gates to the foreigner. If the working classes had possessed the suffrage in the forties the issue for the agitation would probably have been otherwise. The Chartist, who represented most of the active political working-class, feeling at that time, what he had none of Cobden's nostrum; as Mr. Harney, one of their leaders, put it, failed him to assume me.

Today we are beginning to reap the fruits of our grandfather's madness. Agriculture, in every view, the life of all the industries, is dying, smothered under the weight of the 122 millions' worth of temperate zone food-stuffs which are yearly dumped here from abroad by producers who go practically unfasted in their own countries, and are not asked to pay even a small registration fee by way of toll in this market. And now Ne-

mesis is overtaking the manufacturer. In the middle years of the century, when England, owing to a variety of causes, had unquestioned supremacy as the world's workshop, the manufacturer's limited vision could not forecast the growth, at the end of the century, of foreign industrialism. To-day manufacture is falling into the pit which it dug for its sister. Foreign manufacturers, as well as foreign food-stuffs, are flooding the country, and undermining the home products. The evil does not rest with a ruined home market. The security of a good market in their homes which protection gives the foreign manufacturers, enables them to dispose of their cheaply-produced

Surplus Outfit at a Lower Price than the Englishman, with a ruined home market, can afford to sell at. There is a small measure to exploit the talents of our competitors in neutral markets.

We are deprived of our most effective means of making terms. We cannot—nor Germany, for instance, has done with Russia—go to the foreigner and say, "Tolstoy, you reduce your heavy duties against those of our goods which we are particularly anxious to sell to you, we shall put a thumping duty on those of your goods which you particularly desire to sell to us." Think, in view of the great power which is still left to us, what excellent terms we might in this way have on our export trade.

You have an opposite influence in the new treaties which will shortly have to be negotiated with Belgium and Germany. As it is, those treaties will be the poor ineffective screens of diplomatic twaddle (minus the foolish colonial clauses) which their predecessors were. As it might be, they could be made effective battering-rams for beating down some part of the tariff wall which hampers our access to those countries. But what hope is there of the adoption of such a policy when our government is so afraid of the Cobden bogey that it will not even put a countervailing duty on duty-free beet sugar, which has done so much harm to our refineries, brought in from our other colonies to the verge of starvation and revolution, and is retarding the development of some of our newer colonies?

In the category of trade evils which we are now considering I should award second place to transport. Our farmers are hopelessly beaten in the home market by the very much lower rates which are charged on the foreign produce which passes their doors. Our manufacturers find themselves severely handicapped in the Export Trade

by reason of the low rates charged to foreign shippers on the railways, as well as by the lower ocean freight which the foreigners pay. I will not enlarge on English railway rates here, important though the subject is, because I understand the matter is shortly to be dealt with at length in these columns. I will just draw your attention to the fact that though English railways are not state-owned, and will cost a lot to purchase, they can be effectively state-controlled, in a fashion which would go far to remove the evils to which trade which is controlled by the companies is subjected. The engineering trade dispute was mainly responsible for the recent decline of exports, and after pointing out that England had no weapons against the tariff, said there was a great deal of talk in commercial circles about the serious competition of Germany, but thought they were too apt to overlook a much more serious competitor—the United States.

These facts are serious," he continued, "and call upon us for the exercise of all our power to enable us to maintain our position in the commercial world. There is no doubt the United States are executing orders which ought to be executed here. As we all know, an American firm obtained the contract for the central underground railway of London, as its bid was lower than those of the English concerns and it could deliver the supplies three months ahead of the British tenders. Many important continental orders have gone to America.

The same is to be said of Egypt where the Americans are doing work that Englishmen should have done. In consequence of the encircling dispute many orders are leaving the country, and, unfortunately, these orders seldom return.

"America's successful competition is due to her enterprise in embarking capital, but it is yet more due to the freedom her manufacturers enjoy of employing the best machinery and working it in the most economical manner, unhampered by the restrictions which have hampered manufacturers here. Everyone having his country's interest at heart must hope that tomorrow's conference will lead to a settlement of the unfortunate engineering dispute."

## COUNTESS OF LATHOM KILLED.

LONDON, Nov. 23.—The Countess of Lathom, while returning from a shooting party today, was thrown out of a trap and killed near Wigan, Lancashire. The countess was the second daughter of the fourth Earl of Clarendon.

The Earl of Lathom is the lord chamberlain of the household of Queen Victoria. The countess was driving a pair of spirited ponies. Suddenly the animals shied, and the countess, who was alone, was with her in the trap and thrown out. She fell into a ditch full of water and the trap fell on top of her. When she was extricated she was still alive, but she died almost immediately after. Her body was carried to Lathom Hall. The other ladies escaped unharmed.

The deceased countess was immensely popular in Lancashire and prominent in every charitable work.

## IT IS NOT GENERALLY KNOWN THAT TAKING A TEASPOONFUL OF VINEGAR WILL OFTEN CURE HICCOUGH.

It is not generally known that

taking a teaspoonful of vinegar will often cure hiccup.

DR. GAUDET.

DR. RICHARD.

VILLOT G. LANDRY, J. P.

JOHN TIMLEY, J. P.

DAMIEN RICHARD, J. P.

DOMINIE BELLEVILLE, J. P.

Committee.

Premier Emmerson in reply, addressed the people of the parish for the many kind sentiments expressed in the address for him and his colleagues.

He remarked that the construction of permanent bridges had been and would continue to be the policy of the government which he had the honor to lead. He was sure that the present bridge would last for many years and would be a fitting monument to the government that had constructed it.

Cheers were then given for Mr. Justice Landry as the chief commissioner who had opened the bridge across the Memramcook at this place.

His honor, in a few well-chosen remarks, said he spoke only as a citizen of Dorchester parish and that his remarks would not be political. He told how thankful the people of the parish were for this beautiful structure. He was also greatly pleased

to see the Memramcook at this place.

The Difference Referred to

is that between £12. 2d. to £8. 9d. on

the British goods, and £2. 6d. on the American. The P. and O. company

says it is a quite common for family use, I

conclude, to pay £12. 2d. for a liner.

The Memramcook cured me of a severe attack of Lungen-tuberculosis.

It was a severe attack of Lungen-tuberculosis.

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