

canal route, and will save time, interest and insurance from the cost of shipping via the Straits at the present time as indicated:

Binders—In freight.....	\$18 00
Interest.....	1 00
Insurance.....	20
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	\$19 20
Mowers—In freight.....	\$9 00
Interest.....	30
Insurance.....	08
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	\$9 38
Plows—In freight.....	\$1 80
Interest.....	12
Insurance.....	04
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	\$1 96

The third and fourth routes are used for shipments to Australia, and the cost of freight by the third route averages \$1.40 per 100 pounds, plus 25 cents per cubic foot, and takes an average of 40 days' time. This route is seldom used in the shipments of implements.

By the fourth route the average freight cost is 16 cents per cubic foot, and the time averages 110 days.

By canal the time should not be over forty days, and the rate should not be over 12 cents per foot, thus saving 4 cents per foot freight, 70 days' interest and insurance, which means a saving as follows:

Binders—For freight.....	\$2 40
Interest.....	1 16
Insurance.....	20
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	\$3 76
Mowers—For freight.....	\$1 20
Interest.....	35
Insurance.....	08
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	\$1 73
Plows—For freight.....	\$0 24
Interest.....	14
Insurance.....	04
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	\$0 42

There are no statistics available to show the number of cubic tons of agricultural implements shipped annually to Pacific ports by the routes stated, but the average value of a cubic foot of implements is, binders, \$1.50; mowers, \$1.00; plows, \$2.00, and by taking the statistical value given by the United States government for the year ending June 30 and dividing by the above, we can get the approximate tonnage of each class, and with the figures above given it will be seen that many thousands of dollars annually would be saved to manufacturers and importers of implements by an Isthmian canal.

Implements intended for the west coast and Australian trade now require to be shipped about the time trade in the United States is at its height, which makes the trade from those countries less desirable than it would be if shipments could be made sixty to ninety days later, which would thus extend the working season in factories, reduce cost of production and make the trade of more value to manufacturers and their workmen, and increase the producing power of all. Therefore manufacturers and dealers in every part of the country, including Canada, would be greatly benefited by the completion of an Isthmian canal.

A LESSON IN ECONOMICS.

The young country that does not protect its manufacturers must be content to take the backwash of its neighbors.

It must look on and see many of its brilliant young men snatched up by employers living under another flag. It cannot hope, under a policy that serves to supplant native with foreign products, to create places for native artisans. The latter will go to the most promising field.

Under Liberal rule our imports from the United States have in four years increased from \$45,000,000 to \$80,000,000. These returns indicate a reliance upon our neighbors at a time when we should be manufacturing nearly everything required to clothe and feed our people. Uncle Sam, with our tariff favoring him as it does, chalks up a balance of trade in his favor, amounting to \$40,000,000 annually, he and looks for even larger favorable balances in the future if Canadians keep on guard at Ottawa men who would obliterate every vestige of protection if they dared to put into practice the views they held while in Opposition.

Canada is not living up to its opportunities. With its immense natural resources, it should be more independent of the foreign producer. The latter has been given the right of occupation in our markets because a portion of our people have been taught by theorists in and out of Parliament that Free Trade, or something built on Free Trade lines, is the proper thing for Canada. No greater mistake, from a national point of view, could be made than to suppose that a vigorous nationality can profitably be made the prey of foreigners, who do not care a button how much we are injured so long as they can exchange their goods for our money.

Our watchword should be:—No surrender to the foreign manufacturer.—Galt Reporter.

OFFICERS OF THE ASSOCIATION.

Following is a list of Officers, Chairmen of Committees, etc., for the ensuing year, elected at the annual meeting of the Canadian Manufacturers' Association, held in Toronto, August 30th:—

President—P. W. ELLIS, Toronto.

Vice-President—C. C. BALLANTINE, Montreal.

Vice-Presidents—for Ontario: C. A. BIRGE, Hamilton; for Quebec: E. TONGAS, Montreal; for Nova Scotia: D. W. ROSE, Amherst; for New Brunswick: C. J. OSMOND, Hillsborough; for Manitoba: F. W. THOMSON, Winnipeg; for British Columbia: F. C. WOLFENDYLL, Armstrong.

Treasurer—GEORGE BOOTH, Toronto.

Chairman Railway and Transportation—J. M. TAYLOR, Toronto.

Industry and Membership—J. P. MURRAY, Toronto.

Tariff—FREDERIC NICHOLS, Toronto.

Commercial Intelligence—S. M. WICKETT, Toronto.

Parliamentary—C. H. RICHES, Toronto.

Reception—THOMAS ROSE, Toronto.

Representatives to Technical School Board—R. Y. ELLIS, Toronto; F. B. HAYES, Toronto.

Representatives to Toronto Industrial Exhibition Association—W. K. McNaught, Toronto; GEORGE BOOTH, Toronto; J. O. TROEN, Toronto; FREDERIC NICHOLS, Toronto; R. E. MENZIE, Toronto.

Auditors—GEORGE EVANS, Toronto; J. M. TAYLOR, Toronto.