

serious one, to "unrestricted reciprocity" in that direction, is that what has happened before would happen again, Canadian manufactures would be slaughtered as of old.

It may be said that American manufacturers would take the place of our own ruined ones, and this would no doubt cause no pang of regret to those who would as lief see the Stars and Stripes float over Canada as the Union Jack. But to, we hope, hundreds of thousands who desire to see their magnificent country rounded and perfect in itself, and by and through its own national energies, this would be a national calamity. We desire to be Canadians, not Americans, and we have ample reason and grounds for the proudest patriotism.

It goes without saying that contentions of the tone we are discussing are mere engines for party purposes, and we have sometimes thought it would, in a certain sense, be a benefit to the country if the Liberal party were to come into power, for the Liberal flow of unpatriotism would then cease as by magic, and a course of argument would set in of the necessity for continuing in the groove into which the policy of their predecessors had forced the country. Once seated at Ottawa, the leaders of a party, and there would be very little hankering after Washington.

It might be asked what does the *Chronicle*, which says in effect that nothing is done for the farmers, want to be done for them? Of course it would be answered: "unrestricted reciprocity would do everything." For this purpose reciprocity in natural productions would meet the requirements, but this would not be "unrestricted reciprocity."

What we desire to notice, however, is that the statement we quoted in beginning is not an ingenuous one. To say that the manufacturing interests of Canada represent "a few thousands" would be misleading, if the loose inaccuracy of the assertion were not palpable. We should like to know how much is represented by the manufactures of Nova Scotia alone, or even of Amherst alone! And the manufactures of Canada would flourish more than they do if there were a desire among us to enquire for and prefer articles of our own production to those of foreign countries.

Canada cannot yet be said to be other than a comparatively poor country, but there has been a vast accession of material wealth during the last thirty years, and if we are true to ourselves we are on the high road to a far higher status in that respect. As it is we have done wonders. We have built a transcontinental railroad which has beaten the Union Pacific in rapidity of construction, and evidences of rapidly increasing prosperity encounter us at every turn. Nova Scotia is, perhaps, in some respects, the most backward of the Provinces, and her farmers scarcely stand out in front of the rest of her population. Her backwardness is largely due to the habit of sitting with her hands folded and waiting, as interested politicians have carefully educated her to sit and wait, instead of putting her shoulder to the wheel with a good heart and patriotic pride. Out of the fullness of the heart the press speaketh, and the heart is congested with the gloomy pessimism which hangs over this great Province like a murky pall, far thicker and blacker than one of her own sea-fogs.

Unconsciously, apparently, the *Chronicle's* article reveals the prevailing want of energy.

THE IMPERIAL NAVY.

The periodical invasion scares in England, even if they are not got up for the purpose, do substantial good in rousing up the nation out of the parsimony in naval and military estimates which a considerable proportion of the Members of Parliament consider it the proper thing to affect. There is, of course, a good deal of talk about the army, but the instinct of Englishmen rightly points to the navy as the force for the efficiency of which no sacrifice is too great. It would appear that the present board of Admiralty has not been by any means remiss, but there are points in the controversies evoked which serve to show how slow the old country is to lay to heart the lessons of history. Sir Edward Reed, in a lecture at the United Service Institution, dwelt on the deficiency of fast cruisers, a point insisted on by most naval authorities outside the Admiralty, and on this point the experts and the politicians come into collision. Lord Salisbury would have the nation trust the politicians, but there is little doubt that the politicians would prove a broken reed to lean upon.

History seems to teach no lessons. At the beginning of last month, in noticing the seventy-fifth anniversary of the fight between the *Shannon* and the *Chesapeake*, we alluded to the admirable foresight of the American naval authorities in building a class of frigate to compete with our old forty-fours, of a tonnage nearly one-third greater, and with every fighting attribute on a commensurate scale. It was not for many years after that the English Admiralty took a step which reversed the position—that of cutting down seventy-fours and making them into frigates, and these were even then only about 250 tons, on the average, larger than the American forty four of 1812-13.

To-day this lesson ought not to be lost. Fast and powerful cruisers, and plenty of them, are what England imperatively requires. A step in this direction has been made in the construction of a class which, with a speed of 17 or 18 knots, has a displacement of 2900 tons, (600 over the C, or Canada class), carries six guns, and is of 9,000 horse-power. These are the *Magicienne*, *Marathon*, *Medea*, *Medusa*, and *Melpomene*, five at present, but the five should be increased to fifty with all despatch.

The size of every class, except the greater iron-clads, should be increased, and the little 450 ton gun-boats abolished as soon as possible. It would seem that this idea has been conceived, as the little *Bullfrog* here has been relieved by the *Buzzard*, 8 guns, 1140 tons, 2000 horse-power. Not a gun-boat ought now to be built under 1000 tons displacement, except a few for shallow water purposes against savages. New gun-boats of that size should have great beam, and draw as little water as possible, and carry four

or five heavy guns. The guns should be of the latest approved patterns, and attention should be given at once to the new American dynamite gun.

The old country is pretty slow, but it appears she is waking up a little, and is commissioning for autumn naval manoeuvres, a force of new iron-clads and others, calculated to convey a very wholesome impression on foreign powers. This comprises the following great iron clad:—*Inflectible*, 11,850 tons; *Collingwood*, 9,600; *Hero*, 6,200; *Iris* and *Mercury*, 3,730; *Succm*, 4,050; *Warspite*, 3,500; *Rodney*, 9,700; *Inconstant*, 5,780; *Black Prince*, 9,210; *Conqueror*, 6,200; *Amphion*, 3,750; *Thames*, 3,550; *Archer*, 1,620; *Cossack*, 1,630; *Iluccon*, 1,630; *Serpent*, 1,630; *Mersey*, 3,550; *Archua*, 3,750; and a large number of torpedo boats. With only three or four exceptions, these ships are bran new, and of the latest types of improvement in every respect. Size and power may be judged by the *Bellerophon* whose tonnage is 7,550.

MANUAL TRAINING.

A subject which is awakening considerable interest in the United States is that of manual training in schools. Already in that country a score and more of cities have schools in which this step has been taken. Everywhere the results have been successful. The actual handling of things stimulates the pupil to careful observation and correct expression. It awakens interest where merely verbal exercises induce intellectual paralysis. It gives power, and a consciousness of power. It educates, and on the principle that it is far easier to teach the young than the old, this education should be given in the public schools, and to the young.

In England, and in nearly all foreign countries, particularly in France and Germany, the greatest efforts are made to increase the skill of the work men by giving them better technical training. Industrial schools are organized in nearly every department of industry, and already great benefits are becoming apparent in the better and more attractive goods that are made, as well as in the increased efficiency of the better instructed and more intelligent workmen. In France, the public schools are being used to give the technical instruction with excellent results.

For women there is a similar opening. The technical training of women for the occupations of their lives, is a subject that has been almost wholly neglected up to the present time. But under the new system, domestic economy, including instruction in the care, preparation, and constituents of food materials, and sewing, are being offered to girls, just as constructive work with tools is prescribed for boys. Careful and systematic teaching is necessary if these branches are to yield the educational results hoped for, and which it is perfectly possible for them to yield. Busy work, sewing and cooking, will take their place by the side of arithmetic, geography and history.

Education should be that preparation which will best fit every one to perform the duties of life, and this is matter of interest to the whole community, inasmuch as in the great struggle for industrial existence, it is the fittest that survive; and, since no permanent prosperity can be based on anything but productive industry, the effort in every country will be to increase the efficiency and productive capacity of labor. Our American neighbors, ever on the alert to take advantage of opportunity, have taken up this matter with a will. From New Haven and St. Paul, from Albany and Cleveland, from St. Louis, Toledo, and a score more cities and towns, favorable reports on manual training are pouring in, and it is evident how firm this hold is, when we learn that it is no longer arguments, but qualified teachers that are required. That this movement is already established admits of no question; educational thought is all but unanimous in its favor, and public sentiment demands it.

We would advocate the establishment of Industrial Training Schools in our midst. We have Agricultural Colleges, and in the Upper Provinces of Canada, Cooking Schools for women, both of which have done good work. And quoting from the *Trade Review*, we find that "the County Council of Frontenac, Ont., has endorsed the establishment of a School of Practical Science and Agriculture in Kingston, being convinced that it would greatly aid in stimulating all the industries of Eastern Ontario."

Hitherto, schools, public and otherwise, have been apparently constructed on the idea that all who attend would, in the end, be professional men, merchants, or clerks. Most of the knowledge in a mechanical line to-day is of a picked-up nature. There is an over supply of clerks, doctors, and lawyers, for the reason that schools and colleges have the idea that the chief end of man is to occupy a professional position. The existing public school system not only does not make mechanics, but it does not even lead in that direction. In this respect, the system is wrong. The mechanic has quite as much use for an education as the clerk, and, as we have shown on a former occasion, manual training need in no sense interfere with the regular work of the class-rooms.

The founding of the Art School in this city was a great step in the right direction, but it only serves to show the necessity of what we urge. How great and pressing that necessity is, we may learn from the fact that the evening classes in mechanical and architectural drawing are largely attended, night after night, by young men, who, after working at their various occupations all day, come here to study, or work out the problems given them. That these young men are keenly alive to the necessity of making up for lost time, may be judged from the following occupations represented:—electricians, engineers, machinists, blacksmiths, tinsmiths, gas fitters, stone-cutters, wood-workers, clerks, machinist apprentices, and errand boys.

The subject is a large one, and we shall have occasion to refer to it again; but we have said enough perhaps to draw public attention towards it. In the meantime let us add that for the foundation of such an institution no more fitting place could be had than the City of Halifax.