

of the tariff at the coming session of Parliament. If that is the plan of the Government we will still hope that the readjustment of that which was done amiss at the last session will not be construed as a departure from the plan.

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### CHAT WITH A MANCHESTER MAN.

Among the passengers by the Allan liner *Ionian* was Arthur R. Scott, of 24 Market Place, Manchester, and a member of the Manchester Exchange and Chamber of Commerce.

Interviewed by a representative of the Journal of Fabrics, Mr. Scott said: "I came over partly on holiday—partly business—and, though as a member of the Geographical Society, I had, of course, some fair knowledge of the area of Canada—yet the trip up St. Lawrence river was a delightful surprise—to see the restful villages, neat and homelike, after we had visited the grand old citadel of warriors' memory at Quebec.

"Montreal was also a surprise in its numerous and well-fitted warehouses and well-equipped factories, the Colonial Dye and Print Works and town offices being especially up-to-date in their arrangements under the general manager, A. W. Cochrane, and his staff.

"The view from Mount Royal and the visit to Lachine water-power were of great interest, and the St. Lawrence river should help to immense developments of electrical driving and coal saving.

"A very wet day showed the city to need a lesson in paving the streets, which must lose thousands of dollars by extra wear and tear of horses, carriage wheels, and also to citizens' boots and garments getting bedraggled in the mud. Old Socrates would suggest that the Paving Committee be compelled to walk in processions on wet days 'until they mend their ways.'

"Ottawa is a credit to the Canadians, and its water-power a fund of wealth for all future time.

"Toronto is, however, a much finer city than any Britisher can suppose from mere reading, and its stores are a marvel, and almost equal Whiteley's in London.

"Hamilton, too, and its turbine steamer shows the go-ahead spirit of Canadians."

"Well, now, what about your own city, Mr. Scott, and cotton in Lancashire?"

"Well, we are all awake to the prevention of any more cotton corners by Sully & Co.

"Just before I left in September I had an interview with Sir Alfred Jones, and he requested me to secure an audience composed of Lancashire cotton spinners to buy up a small estate in Jamaica.

"Well, I gathered about a dozen good men to dinner; and after a two hours' description of the soil and climate, the planter proved that the original Sea Island cotton had its home in Jamaica. The land was bought—about 6,000 acres—with road, rail and river going through it, and a \$100,000 company floated."

"Is there any other similar land on offer?"

"Oh, yes; this is only a trial strip, and shows a handsome profit to the grower. One of my friends is now over there, and Sir Alfred Jones has given me an invitation to go out next year early. He will carry first 1,000 tons free of charge right up our Ship Canal to Manchester by Elder, Dempster steamers."

"What is the English opinion of Mr. Chamberlain's tariff schemes?"

"Well, people of weight and position have seen Mr. Chamberlain change his policy and his arithmetic so many times that they never feel sure what he will do or say within a change of the moon. His figure of ten millions for the cost of the Boer war damaged his fame as a financier, since it cost two hundred millions, and his unfulfilled promise of old age pensions has broken the faith of the working people. They will not consent to any taxation of food. They have already suffered the pinch of hunger too often to consent to dearer food. Dearer food would demand higher wages. This would result in advancing prices of textile cotton and woolsens, and out of £90,000,000 we export £70,000,000 abroad."

"What do you say to our 33 1/3 preferential tariff?"

"Well, we don't grasp the beneficial result so well as we should like to do."

"What do you propose?"

"Well, we allow all Canadian productions to come into Liverpool free, and we think you ought to allow our productions to come free through Montreal; and we find you protection by army and navy. Then Canada could put your 30 or 35 per cent. against any other nation's productions, such as France or Germany. This would be clearly understood in England as being really preferential."

### The Loss of Life on Your Railways is Appalling.

"Your railway crossings are dangerous. We have passengers' footbridges at all main crossings."

"What else strikes you here?"

"Well, you all take life very sadly. Your young people deserve more gymnasiums and lads' clubs and girls' clubs. They seem to only have the streets to promenade in, and this we in England found to have an undesirable result; hence, we formed recreation grounds for summer and clubs for winter—healthy, moral amusements. Your Riverside Zoo is small but interesting, but requires shelters and some tea-rooms for young people.

"Your tram-car service is very immense, but twice as expensive as Manchester and Liverpool, where for one penny—two cents—we go two miles.

"I return by New York to enjoy an English Merry Christmas, and tell friends of the country and kindness of the commercial men of Canada, and I trust some good business will result as I am in touch with all the cream of Lancashire and Yorkshire manufacturers, and also with the large buyers of cheese, corn, and farm produce.

"When you come over I will show you the finest Corn Exchange in England. Thanks for your journal; it equals anything of its kind in England."

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### SOUTH AFRICAN WOOL.

The wool industry in South Africa is at present the object of much expert attention and not a little optimistic and equally reliable prediction. It is stated by those who have fully considered the question that the country has a great future before it in wool exporting alone, and general opinion endorses this assertion. The attention of farmers is being generally called to the fuller and more skilled exploitation of this most remunerative branch of their calling, and they are not slow in grasping the prospects thus opened up. South African wools have invariably held their own on the London market, the best qualities, indeed, having always met with an ample demand. Efforts are, therefore, being directed to improving the quality, as, apart from the