

ing to abandon protection. We quite agree that the existing tariff needs simplification in many respects, and for that simplification many of its friends have long and frequently petitioned. But because the objectionable details were not corrected is no reason why the principle upon which the tariff was formed should be abandoned. And why is it easy to believe that a measure that may be out of gear in some of its details should be, for that reason, radically wrong in principle? This is no argument. If under a certain form of government there should appear objectionable features, surely The Herald would not contend that the form, for that reason, was wrong and should be abandoned. Our respected contemporary will find that when the present Government has straightened out the objectionable details of the tariff it will be entirely disinclined to deviate from the general course mapped out for the management of the fiscal affairs of the country by the founders and supporters of the National Policy. The present Government were not elected to power to destroy the National Policy, nor will it be destroyed. The people will not allow it to be destroyed. There is no error in the principle involved in the National Policy. There must be no monkeying with the buzz saw.

EDITORIAL NOTES.

A Happy and Prosperous New Year.

THE CANADIAN MANUFACTURER wishes health, happiness and prosperity to Canada and all who love Canada.

The first issue of THE CANADIAN MANUFACTURER was on the first Friday of July, 1880, ever since which time it has been issued regularly on the first and third Fridays of every month. It is devoted to the manufacturing industries of Canada and to maintaining the great principle of tariff protection to our manufacturing industries.

Dear Mr. Foster:—You and your political friends had a lead pipe cinch on the Government of Canada, and could have retained it if you had not allowed your attention to be drawn away by the ignis fatuus of remedial legislation. The advocacy of that chimera exploded you. Now let that matter rest in the grave in which it has been buried. Give the new hands a chance and let the dead past bury its dead.

An interprovincial conference of Canadian mine owners and mining engineers has been called to assemble in Montreal during the first week in February proximo, under the auspices of the Canadian Institute. The notice calling the meeting announces that special subjects for discussion will be (a) "The total Abolition of the Duty on Mining Machinery" and (b) "The Removal of the Duty on Explosives." If it were not that as good and efficient mining machinery, and also explosives, can be and is manufactured in Canada as can be produced anywhere else, there might be some shadow of a pretext for Canadian mine owners and mining engineers to advocate placing these articles in the free list. Is it characteristic of these gentlemen that they desire to destroy valuable and well established Canadian industries to enable them, as they imagine, to accumulate a few more dollars into their pockets? It would seem so. Our manufacturers should keep the proceedings of this conference in view.

The Montreal Herald erects a monument upon which is the following inscription:

To the memory of the Manitoba school question, born 1890, died June 23, 1896, after a tempestuous career, during which it destroyed one national administration, sowed the seed of religious hatred, provoked animosity here friendship had prevailed, and retarded the development of the Dominion. Buried in Cornwall, December 19, 1896 "Unwept, unhonored and unsung." This shaft is raised by a wearied country to mark its relief and satisfaction at the demise and burial of the question, and as a warning to the politicians of the future that to wrest religious prejudices to partisan gain is to invite their own destruction.

The Montreal Herald has the following morceau in its editorial page:

It is a curious fact that a maker of anything in Canada comes and tells us that he makes a fine article, and the man who uses it comes along and says that it is no good—Fielding.

The credit of this brilliant epigram is given to a Minister of the Dominion Government, and one of the Commission to obtain information relating to the tariff. The idea intended to be conveyed is, that no Canadian manufacturer can produce a really excellent article. Mr. Fielding does not excite any great admiration for himself, nor does he demonstrate his fitness for the position he occupies by such unseemly remarks.

American journals that think Canada can be coerced into annexation by a refusal on the part of the United States to improve trade relations surely do not understand that Canadians are pure bred Anglo-Saxons.—The Globe.

And yet The Globe is constantly telling us that we can never be truly happy until we obtain free access for our products into the United States. We produce nothing which the United States does not produce in kind. What is the use of sending our coals to Newcastle? We have the facilities for manufacturing for ourselves, but The Globe wants the United States to manufacture for us. Why should we become hewers of wood and drawers of water for our neighbors?

We direct attention to a communication to be found in another page from a correspondent who is a well known Canadian now residing in Sydney, N.S.W. He discusses matters of much interest to our manufacturers and others who are interested in Canadian-Australian trade, a noticeable feature of his letter having reference to the inadequate steamship communication between the two countries. It gives us pleasure to say that this matter is being remedied, as we learn that the Department of Trade and Commerce has been advised that the date of sailing from London of the steamer Aorangi, the new vessel of the Huddart line, which is to ply between Sydney and Vancouver, has been fixed for March 17. She will therefore make her first trip from Sydney to Vancouver in April. The addition of a third steamer to the line will allow of more frequent trips, and will also be taken advantage of for the purpose of enabling New Zealand to participate in the advantages of the service. Hope is expressed at the department that Canadian shippers will embrace the opportunity of the sailing of the Aorangi from London, as they will be able to obtain favorable rates across the Atlantic. This vessel will relieve the congested state of freight accommodation between Vancouver and Australia, which at present is such that steamers of the Canadian-Australian line are coaling at Honolulu in order to save the 450 tons of space required by extra fuel.