

that it was essential to the prosperity of the country and the cost was a secondary consideration. The result of this wise action on the part of American statesmen has been most gratifying and successful. That country has entirely ceased to import rails, and, as we have shown, has become an exporter of them - to Canada to the extent of twelve and one-half per cent. of our entire demand.

Canada has never yet produced a steel rail, and she never will until it is done under an influence similar to that which has effected such grand results in the United States. It is obvious then that if we are to have a steel rail industry, or if we are to have any original iron industry, it must be through the influence of a high protective tariff. Previous to the enactment of the McKinley tariff the American duty upon steel rails was \$17 per ton, and an eighth of our imports of such rails came from that country in competition with free trade Britain. This being the effect of protection, we need just such protection in Canada. With a duty of \$17 per ton we would soon be manufacturing at home all the rails we need. Let it be understood that protection to our iron and steel industries—protection that really protects—is the fixed policy of our Government, and the industries will speedily materialize. But there must be no fear or dread on the part of capitalists that this policy may be abrogated or disavowed, no matter what changes may occur in political parties. This should not be a party question; and if the people could be brought to believe that protection would be equally safe under any change of Government, the Opposition would have brighter prospects of success at the polls than they now have. If the duties were placed sufficiently high, and capitalists could be made to feel that there would be no material changes in them during the next ten or fifteen years, we would soon be manufacturing about all the iron and steel we require. There should be no necessity for asking the Government for any bonus upon production. We are not specially favorable to bonuses. What we require is proper tariff protection and confidence in its permanency.

EDITORIAL NOTES.

HON GEORGE E FOSTER, Minister of Finance: Generally right, always honest.

THE first exhibit received at the World's Columbian Exposition at Chicago consisted of 13 logs of timber cut in a Canadian forest and said to measure 145,354 feet.

A SCHOONER is being fitted out at Halifax to go to the arctic regions to get ten or twelve Esquimo families, fifty or sixty persons in all, for exhibition at the World's Fair. Dogs, fishing implements, utensils and everything necessary to show Esquimo life, will also be procured.

THE *Engineering and Mining Journal* says: "It is only seven years since the first electric railway was put into commercial operation in the United States. On January 1, 1888, there were only forty-eight miles of electric roads in operation, while in 1891 there were 2,893. According to the United States census of 1890, there were then 8,123 miles of street railway tracks in the United States, carrying 2,023,010,202

passengers annually. This figure is almost five times the number carried on all the interurban steam railroads."

THE *American Manufacturer* says there is no doubt that the loss of the American market for tin-plates, or even an important reduction in the demand from this country, is a serious injury to the Welsh tinplate makers. The *Industrial World*, the organ of the Welsh tin workers, in its issue of May 20th, says. "The bad prospects anticipated when the tariff act came into force are becoming more visible daily. There can be no doubt that we are now being visited by the gravest and gloomiest period ever known in the annals of tinplate history."

LONDON *Industries* says "It is frequently urged that the high price of coal in any locality militates against the introduction of the electric light. As a matter of fact it is the other way. Where coals are dear electric light cannot be cheap, but gas must be dear. The cost of the coal is only a small item in a central station, but it is a much more serious matter in a gas works. The dearer coal is, the more chance the electric light has of competing with gas. We say competing with gas, but so far electric light is, of course, much dearer than gas. The real competitor of gas is not electricity, but petroleum."

WITH reference to the proposed tunnel to connect Prince Edward Island with the mainland, it is stated by those in interest: "We are going to bore on the line of the tunnel every 500 yards a distance of sixty feet into the bottom all the way over, and to make borings from 100 feet to 200 feet down to the bed rock on either side. These borings will be taken out by steam drills in cores of ten feet in length. When the borings are completed the cores will be boxed up and sent to the Public Works Department at Ottawa for the information of the Government, and also for affording complete information to contractors, should the Government decide to call for tenders."

"A DEPUTATION has waited on the Ontario Government asking aid for the establishment of a blast furnace in Toronto. The parties moving are the same who, with the efficient aid of Mr. James Conmee, M. P. P., succeeded in inducing the Government to take the action which has resulted in the act which has almost suppressed mining in Algoma. No attention should be paid to these men as they are mostly impracticables whose only interest in mining is that which comes from dealing in undeveloped mining locations."—*Port Arthur Sentinel*.

The *Sentinel* does not seem to know what it is talking about. The assistance asked is for a bonus upon whatever iron the proposed company may produce. No iron no bonus. The important question is, "Is the production of this iron deserving of the bonus?" We think it is.

OUR superlatively wise contemporary *The Week* doubts the capacity of Canada to consume the product of a blast furnace having capacity to manufacture 30,000 tons of pig iron per year. The United States is not an extensive exporter of pig iron, but its capacity of consumption of the article is enormous. Indeed it is, per capita, the largest consumer of pig iron in the world. The number of furnaces in blast in that country on June 1st was 269, the average weekly capacity of which was