

scientific unit, the kilowatt? Fortunately the relation of the old and new units happens to be such that they may be converted into each other with sufficient accuracy for most purposes by a very simple mental calculation, the horse power being three-quarters, or, in exact terms, 74.6 per cent. of the kilowatt. The time is prophesied when the horse, except as a zoological curiosity, will be unknown, but the horse power has already become, at least among electrical engineers, a useless anachronism.—Engineering Magazine.

The recently issued annual report of the New York State Chamber of Commerce contains considerable that is more or less interesting to Canada regarding commercial relations between the two countries. The Chamber believes that if Canada's agricultural products are admitted to American markets free of duty, it is but fair that Canada should reciprocate as regards American manufactures. United States fishermen, it says, are entitled to better treatment than they have heretofore received at the hands of the Canadian Government. American shipping on the Great Lakes should have the benefit of uniform navigation laws, applying alike to Canadian and American shipping; and American railroads entitled to fair and non-discriminating tariffs. These great advantages, it is urged, could be obtained by suspending the operation of the tariff law, as it applies to Canada, until these questions can be adjusted by a commission representing both the interests of Canada and the United States. Of course Canada is not much interested in this declaration, and we allude to it merely to show the animus that actuate a lot of supposedly intelligent business men who ought to be better informed in the history of current events in their country and this. These smart Alecks seem to think that Canada is a country that produces nothing but what grows on the farm or in the farm yard, and that the United States is the only possible market in which to dispose of our surplus; and that we are dependent upon the outside world for everything else that we require. They think, too, that Yankee poaching fishermen should be permitted to violate our laws with impunity, and to enjoy all rights and privileges in common with Canadian fishermen, while they refuse to accord equal privileges to Canadians. And if they really desire to have the benefit of uniform navigation laws applying alike to Canadian and American shipping on the Great Lakes, why don't they make laws to that effect? And as to rescinding the arrangements by which Canadian railroads are permitted to transport freight in bond through American territory; it might suit New York and Pennsylvania railroads to do so, and no doubt the rescinding would have been done long ago if New England and the West had consented. But this they will never do. Canada is not disposed to enter into any arrangement for the appointment of a joint commission to consider any method of delivering her independence to those who have no love for her. The New York Chamber of Commerce is on the wrong track.

Canada with a small surplus of revenue over expenditure looms up pretty well when compared with Great Britain, where there is a deficit of about \$20,000,000, France with one of \$17,000,000, the United States with one already this

year of \$70,000,000. Notwithstanding the growls of Cartwright and the other fellows out of power, Canada is doing pretty well.

From forges where no fires burn,
From mills where wheels no longer turn,
From looms o'er which no shuttles leap,
From merchants' shops—which sheriffs keep,
From banks gone up, from stocks gone down,
From God-made country, man-made town,
From Wall street men, from sons of toil,
From the bronzed tillers of the soil,
From North, from South, from East, from West,
Business is crying with a zest—

"Don't monkey with the Tariff."

—New York Tribune.

It is unreasonable for any high-tariff country to expect success in shipbuilding. The cost of transporting a ship is practically nothing, so they will always be built where tariffs do not hamper operations. It is one of many industries which can never survive a tariff.—Toronto Globe.

If our esteemed neighbor will refer to the official documents it will discover that the inland and coastwise shipping trade of the United States, under a most rigid and to that country satisfactory system not only of protection but absolute exclusion from participation in that trade by foreign vessels, has succeeded in its shipbuilding industry most astonishingly. No finer ships float on water than those built in the United States, and more tons of exclusively American shipping pass through the St. Mary canal during the few months of open navigation each year than all that of Great Britain and all the rest of the world through the Suez Canal in the whole calendar year. And yet The Globe tells us that the shipbuilding industry cannot survive a tariff.

All things being equal, we are always glad when city work is awarded to a city firm. For this reason, seeing that so many mechanics have found it hard to get work recently, it is satisfactory to know that a city firm of known ability has obtained the contract for constructing the new waterworks pumps. The assumption is, though the figures are not yet made public, that the tender accepted was the best put forward.—London Advertiser.

Our esteemed free trade contemporary is coming around to protection very nicely indeed. Solomon, the wise man, said something to the effect that though a fool be brayed in the mortar yet would not his foolishness depart from him; and verily for a long time we almost despaired of the returning good sense of the Advertiser, though it has been brayed so frequently. But even a little gleam of wisdom like the above may afford hope.

In 1878 we imported only 19,090,000 lbs. of raw sugars. In 1893 we imported 252,600,000 lbs. of these raw sugars. The wages to workmen to refine this are kept in Canada instead of going to workmen in some other country. That this is an advantage to our workmen and business men need only to be noted to be acknowledged, when in addition we call the attention to the fact that we now get more than twice as much sugar for the same money as in 1878. The most inveterate grumbler should be ashamed to breathe a word of complaint. Do not forget that Cartwright taxed sugar and tea and coffee heavily.—Welland Telegraph.

Some good hard common sense and some nonsense. To fix the duty upon sugar at just the right notch, make

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