

lished now a days pander to the tastes of the purient and vulgar, and devote long columns to police court cases, and give verbatim the testimony brought out in such cases as this of the notorious Dr. Andrews, carrying probably in contiguous columns the advertisements of just such scoundrels which point but too plainly to the places where drugs to procure abortion may be had, or to the persons who are ready for money to perform criminal operations. The publication of this sort of literature and advertisements is a social evil that ought to be stamped out. Let us hope that it will be abated.

MR. ERASTUS WIMAN, in an article in a Canadian magazine, undertakes to show that the duty upon steel rails imported to this country has added 260 unnecessary millions to the cost of our railroads, and has imposed a permanent annual tax upon the people of 12 million dollars a year. His method of reaching this conclusion is to multiply all the rails used by the amount of the duty. He ignores the very important fact that the domestic competition created by the duty tumbled the price of rails from \$130 a ton to \$30. He also overlooks the further fact that at one time the actual price of rails was less than the amount of the duty. It would be interesting to have Mr. Wiman try to explain how the duty could have been added to the price under these impressive circumstances. Furthermore, it is well known to everybody that transportation of rates in this country over dutiable rails, are about one-fourth what they are in England, where the railroad companies have the privilege of buying rails free of duty. When Mr. Wiman has time, and is feeling right well, we would enjoy having him make an effort to show how it is that the American people bear that heavy extra burden of 12 million dollars a year when they pay less for transportation than Englishmen who, according to Mr. Wiman, have no such burden to carry.

Like all the other free traders, when they come down to practical fact, Mr. Wiman has no case against the rail-duty. That duty has never cost the American people a dollar. It has saved them millions of money. — *The Manufacturer*.

The question of steel rails in Canada is studiously avoided by the party paper; by the Conservatives because a Conservative Government placed steel rails in the free list, and by the opposition because they are on the free list. Our Philadelphia contemporary shows that although the policy of the American Government has always been to levy a duty on steel rails, that duty has never cost the people of that country a dollar, but on the contrary has saved them millions of money; and it also shows that although there has always been duty levied on rails in the United States, and although no duty has ever been levied on their rails in Great Britain, where railroad companies may purchase rails at free trade prices, railroad transportation rates in the United States, under protection, are about one-fourth what they are in England under free trade. If it is because the railroad companies in Canada have a cinch upon our lawmakers that would enable them to strangle any attempt that might be made to impose a duty on rails, it is high time that that influence were thrown off. Putting rails on the free list was a fearful blunder—keeping them there is a political crime. If we are ever to have a comprehensive iron and steel industry, a duty should be levied upon steel rails, and a bonus should be offered and paid for such steel rails as might be made in Canada. With such inducements, and with a prohibitory duty levied upon scrap iron, Canada would soon be in position to make all the refined iron and steel rails she might require.

# BERTRAM ENGINE WORKS COMPANY

SUCCESSORS TO

**DOTY ENGINE WORKS CO. and JOHN DOTY ENGINE CO. (Ltd.)**

MANUFACTURERS OF

**MARINE, STATIONARY and  
PORTABLE BOILERS,**

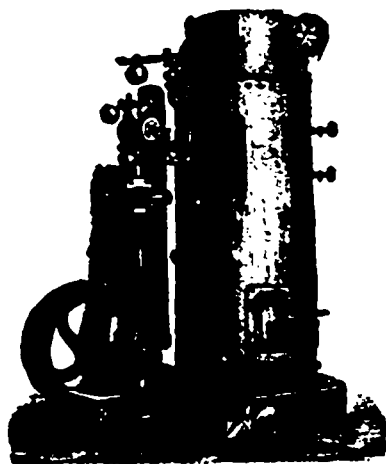
**Robert's Safety Water Tube Boilers,**

**Mesher Water Tube Marine Boilers,**

**Marine Engines,**

**Corliss Engines,**

**Hoisting and Vertical Engines.**



**Mining Machinery,**

**. . . Ore Crushers, . . .**

**Stamp Mills, etc.**

**Prompt Shipment and Satisfactory  
Fulfillment of all Contracts.**

**Correspondence Solicited.**

**Prices and Catalogues on Application.**

## BERTRAM ENGINE WORKS COMPANY

**Bathurst and Niagara Streets, - TORONTO**