



ESTABLISHED IN 1880.

PUBLISHED ON THE FIRST AND THIRD FRIDAYS OF EACH MONTH

**The Canadian Manufacturer Publishing Co., Limited.**McKinnon Building, Cor. Melinda and Jordan Sts., Toronto.  
Cable address: "CANAMAN." Western Union Telegraphic Code used.

Classified Index..... Page 36

Index to Advertisers .....Page 42

**J. J. CASSIDY,** Editor and Manager**THAT THOROUGH REVISION OF THE TARIFF.**

The following resolution was passed at the annual meeting of the Canadian Manufacturers' Association held in Halifax, N.S., in August last:

Resolved: That in the opinion of this Association the changed conditions which now obtain in Canada demand the immediate and thorough revision of the tariff upon lines which will more effectually transfer to the workshops of our Dominion the manufacture of many of the goods which we now import from other countries;

That, in any such revision, the interests of all sections of the community, whether of agriculture, mining, fishing or manufacturing, should be fully considered with a view not only to the preservation, but to the further development of all these great natural industries;

That, while such tariff should primarily be framed for Canadian interests, it should, nevertheless, give a substantial preference to the Mother Country, and also to any other part of the British Empire with which reciprocal preferential trade can be arranged, recognizing always, that under any conditions the minimum tariff must afford adequate protection to all Canadian producers.

For the purpose of carrying out this resolution, and seeking to effect a readjustment of the tariff, the Tariff Committee of the Association, desiring to consult with the members with regard of any changes which they might desire, recently sent out a circular, with an accompanying form, requesting that the members note thereon any items in the tariff which they wished considered. It was specified that no recommendations re tariff changes would be made to the Government without first submitting them to every member of the Association.

The circular was of such involved expression that it was misunderstood and misinterpreted by a great many to whose attention it came; and such was the misapprehension regarding it that the Committee felt impelled to send out a second circular to explain the first; although the second stated very distinctly that the first said exactly what was meant, and meant exactly what it said.

It was a natural conclusion that, judging from the Halifax resolution and the circular first sent out; and the subsequent reinforcing and explanatory circular, a thorough revision of the tariff was to be obtained if possible, which would more effectually transfer to Canadian workshops the manufacture of many of the goods which are now imported from other countries. This was the reason given why the tariff should be revised, and there was no direction or limit imposed upon the investigation to be made by the tariff committee.

There is probably no member of the Association, if he be a manufacturer, but believes that some changes might be made in the tariff which would be to his advantage, but it does not necessarily follow that any considerable number or members

**The Canadian Manufacturer**

Reaches all the Blast Furnaces, Iron and Steel Works, Rolling Mills, Manufacturers of Iron and Wood-Working Machinery, Steam Engines and Boilers, Pumping and Mining Machinery, Electric Machinery and Appliances, Machinery Dealers and Steam Fitters' Supplies, all Hardware Dealers, Cotton, Woolen, Knitting and Yarn Mills, Pulp and Paper Mills, etc., in Canada.

desire that any changes affecting their business should be made; but it is recognized that some changes affecting some industries are absolutely necessary, the most important of which are those relating to the manufacture of textiles, and of certain forms of iron and steel. It is generally conceded that the tariff should at all times and under all circumstances operate in favor of Canadian interests; and manufacturers are agreed that while a substantial preference might be accorded to the Mother Country, yet that preference should not act to the injury of any Canadian industry. Saint Paul said that he who provided not for his own household denied the faith and was worse than an infidel; and applying this axiom to existing conditions, it might be meant that while we love the Mother Country much, we love Canada very much more. If therefore a substantial tariff preference must be shown in favor of Great Britain, it should be at the expense of imports from other countries—certainly not at the sacrifice of Canadian industries.

With the exceptions here alluded to it does not appear that the Association or any of the members of it, or of any manufacturers who are not members, have any burning desire to disturb or alter the tariff; and it is not to be supposed that the Tariff Committee, although they might receive suggestions or requests from each and every one of the members, would formulate them and request a vote or expression thereon from every member before recommending them to the Government. The suggestion that such is the proposition and method of procedure is misleading in that members who may not be at all interested in a proposed change would have an influencing voice in the suggestions to be made to the Government; and that unfriendly politicians and newspapers are declaring that the Association is striving for an entire and unnecessary revision of the tariff.

**AN IMPORTANT QUESTION.**

One of the most important questions now presented for the consideration of thinking men—more important even than that of the tariff or the transportation problem, is whether or not there shall be steady work and good wages for working men and continued prosperity for business men. This question has recently come very prominently to the front in the city of New York in the following way:—

The Pennsylvania Railroad Company are seeking a franchise to build about ten miles of underground tunnel across that city, and is willing to pay at the rate of about \$11,500 per mile for the franchise. The work would afford rapid transit to a very large territory now difficult of access, and the city would