

mark. He proposes to bring union labor under the term trade descriptions in the criminal code. Those who have adopted must, to obtain protection, register within six months, with the Minister of Agriculture, paying a fee of one dollar, and in return the department shall furnish certificates of registration. Any one who counterfeits a label is to be punishable, on summary conviction, by a fine of not less than \$300 and not more than \$500, or by imprisonment for not less than one year or more than five years, or by both fine and imprisonment.

Comparing the electric with the steam locomotive as mechanisms, pure and simple, there is a wide difference between them as regards simplicity. On the one hand we have an aggregation consisting of boilers, pumps, cylinders, valves, piston and connecting rods, with reciprocating motions, while on the other hand, the electric locomotive has but a single moving part, the armature, having a rotary motion. It follows that the cost of repairs for a simple mechanism like the electric locomotive would be far below that of the steam locomotive, in proof of which we need only cite the statement of Mr. Alexander Siemens, President of the English Institution of Electrical Engineers, that the electric locomotives operating in the London Underground Railroad ran 60,000 miles without costing a cent for repairs.—Joseph Wetzler, in the May Scribner.

The National Policy of earlier times, which was to keep us all from buying things and spread prosperity and abundance among us in that way, is never heard of now. There is an occasional wail for leniency in dealing with something which will make our manufacturers able to give us fair bargains 400 years hence.—The Globe.

The Globe don't seem to comprehend the environments. Never in the earlier times or at any time did the National Policy keep any one from buying things. Every possible comfort and necessary of life required by the people has been produced at home, the luxuries for the use of the rich, not produced here, and which the common people could do without, being taxed. The idea of protection has not been lost to view, but is as prominently before the people, and in as much favor as ever. There is no waiting for leniency either. The Globe may sneer at the manufacturers to its full content, but they are giving consumers fair bargains for their money. With parrot-like persistency The Globe enquires if the National Policy has made the people rich, meaning thereby that it has enriched the manufacturers at the expense of the people. Will it kindly mention the names of any industries the proprietors of which have been made rich by the National Policy.

The recent visit of the members of Minnesota's legislature to the iron mines on the Mesabi and Vermilion ranges, and the various iron bills introduced in that body, reflect the quickened interest of the State in the iron industry, in view of the magnitude of the Mesabi deposits. One of these bills provides for bonuses to blast furnaces established in Minnesota for the reduction of native ores, these subsidies to be paid out of royalties to the State from its iron lands. Another appropriates money to establish a State plant for experimenting with electric smelting. A third rebates 25 cents a ton of State royalty on ore reduced with-

in the State. The object of all these propositions is to enlarge Minnesota's iron industry and to make that State more than a purveyor of iron ore. It is the same spirit that has inspired the efforts of the South to establish steel plants, rolling mills, foundries and hardware manufacturing plants within its borders so that it may not be compelled always to send the bulk of its pig iron hundreds of miles to the North, there to meet ship competition that reduces the profits of its blast furnaces to the minimum, if it does not altogether wipe them out. Cleveland Iron Trade Review.

A Canadian contemporary says that the best evidence of how American pig iron has captured the Eastern Canadian market in the last year is seen in the absolute lack of business in Scotch pig iron in Montreal this spring. Of course our pig iron makers are extending their market, but it must be remembered that the abnormally low price of pig iron on this side, has been the main cause of so much going to Canada. American Manufacturer.

It is announced that the State Department at Washington is preparing an "International Catalog of Exports and Imports" designed to aid commerce between the United States and the Latin-American countries, and will be a uniform system of nomenclature of articles of merchandise. The terms will be published in English, Spanish and Portuguese.

One of the earliest results of the extension of the railways that use electricity for motive power seems likely to be permanent reduction of the rates of transportation for suburban service. In many places the trolley lines are already competing with the steam roads for the daily movement of passengers to places of business in the city from homes in the rural districts. They offer low fares, warm and comfortable cars, fairly swift movement, and the option to reach points in the town to which steam trains cannot go. The older lines will sooner or later be compelled to meet this competition by reducing the cost both of single rides and of commutation tickets; but it may be believed that, in the long run, such reduction will inflict no loss upon companies of either class. No city in the world has near to it more attractive places for rural residence than Philadelphia. Such residence is particularly enticing to persons with small means, excepting that the cost of transportation is so large as to offset considerably the lower rents and the smaller general expense of living in the suburbs. If all fares should be decreased, the inducement to live out of the city would be so much strengthened as to increase the amount of travel far in excess of any additional expense imposed upon the transportation companies. A few more trains and many more people in all the trains would meet all the requirements of the changed conditions. The cheapening of travel by the introduction of the trolley cars, therefore, may in the end benefit both the public and the owners of the roads. The Manufacturer.

The Herald thinks it has found figures which show that the Canadian woolen industry has declined under protec-