

EDITORIAL NOTES.

A well-known manufacturer, while in New York last week attending a convention, made the following complaint of railroad discrimination in favor of imported goods. He said:—"We are at a great disadvantage through the unjust discrimination of the railroads in freight rates on imported goods. I am not certain that the Interstate Commerce law covers this matter, but if it does not, the law should be so amended as to prevent such unfair practice. Our association has appointed a committee to investigate the discrimination by American railroads in favor of foreign products which go into our markets. The railroads are assisting manufacturers in other countries to ruin our business, and in doing so the companies which give the steamship lines lower rates than they allow us will in time close up our plants and be the greatest losers. English manufacturers can ship into any American city from the seaboard cheaper than we can, although the distance may be far shorter. We formerly had a large trade in Texas, which has been lost to us because of the low rate arrangement between the steamship companies and the railroads. English manufacturers can lay the goods down in Texas cheaper. I have personal knowledge," continued Mr. Goodwin, "of the discriminating practices of the railroads. We import a large amount of clay from England, which we cannot obtain readily in this country as yet. We formerly purchased this clay from an importer at Baltimore, and paid \$1.80 freight per ton of 2,000 pounds from Baltimore to East Liverpool. Recently we have purchased this clay direct from the producer in England, and when billed from Liverpool to East Liverpool we paid only \$1.25 freight for a ton of 2,240 pounds between Baltimore and East Liverpool. This is how the American manufacturers generally are treated by the railroads, and it is a gross injustice which should be stopped, and it will be if the Manufacturers' Association can do it. On the Texas shipments I referred to the railroads carried the foreign goods from the port at one-third less cost than the same goods could be shipped from East Liverpool. Against such unequal conditions we have an uphill fight and the Interstate Commerce Commission should see that the railroads are brought to time."—New York Shipping and Commercial List.

In view of the decision in the famous Bate case, which practically throws open to the world the manufacture of incandescent lamps, it may be interesting to note some of the decisions rendered which declared Thomas A. Edison to be the inventor of that useful appliance. In 1884, the German Patent Court declared Mr. Edison's patent fundamental. In 1886, the High Court of Justice, England, held that Mr. Edison's patent was valid and granted injunction against infringers. In 1887, the Court of Appeal, England, confirmed the decision of the High Court of Justice and continued the injunction. In July, 1891, Judge Wallace, of the United States Circuit Court, in granting an injunction against infringers, said that Mr. Edison "made a lamp which was practically operative and successful, the embryo of the best lamps now in commercial use." On October 4, 1892, the United States Circuit

Court of Appeals confirmed the decision of Judge Wallace.—Electrical Review.

Attention has been called to a report by the American consul at Cardiff, Wales, in which he says that the tinplate industry in that country is about gone. The consul extracts the following from a Welsh newspaper:—"The American tinplate works, which it was thought would have to stop, are going on as vigorously as ever, competing for and often securing orders which formerly came to this country. Their position has actually improved recently, inasmuch as they have obtained a reduction in wages of about 30 per cent., while in this country the strong effort made in the same direction has up to the present time proved futile, except in a few isolated cases. Probably the most striking feature of the year's trading has been the seriously diminished call for terne plates from the United States, the native works being equal to supplying almost the whole of that important trade."

Liberals are now accused of a design to "destroy" the Canadian iron industry. But they have no such predatory intentions. They wish only to permit the restoration of the industries which have been hampered and destroyed by an attempt to force productive activity into unprofitable channels.—The Globe.

If The Globe is so anxious to remove every vestige of protection from the Canadian iron industry why does it not attack Sir Oliver Mowat's Government, and force it to withdraw the bounty offered for the production of pig iron in Ontario.

An exchange informs its readers that Bill Nye once said in a lecture:—"A man may use a wart on the back of his neck for a collar button; ride on the back coach of a railroad train to save interest on his money until the conductor comes around; stop his watch nights to save the wear and tear; leave his 'i' or 't' without a dot or cross to save ink; pasture his mother's grave to save corn; but a man of this kind is a gentleman and a scholar compared to a fellow who will take a newspaper two or three months, and when asked to pay for it, puts it in the office and has it marked 'refused.'"

From the intimations made by General Booth since his departure from Canada it would appear either that he is in the habit of taking rose-colored views of things, or that some one here has been giving him more encouragement than the state of public opinion warrants. We feel quite safe in predicting that any company of colonists sent out to Canada will be, as they ought to be, carefully scrutinized, and that they will not be, as they ought not to be, allowed to settle in one unmixed community. To the better class of reformed criminals and improved paupers Canadians will offer no objection provided that they are not taxed either for their passage to Canada or their support after they come here, and provided that they are allowed to become merged as individuals in the general industrial community. A colony of such people as General Booth has in mind to send us will certainly not be encouraged and ought not to be accepted. We can better afford to leave our public lands unsettled than take the