

consumer gets the machine at precisely the same price as the American consumer, the American manufacturer paying the full Canadian duty. This is a proposition for The Globe to solve: Who pays the duty?

The discovery of coal has revolutionized the whole state of affairs in Newfoundland, says an exchange. Lying, as it does, right alongside the track of the railway, and only forty miles from a good shipping port on the coast, and eighty miles from salt water on the north coast, it will supply the thousands of tons now procured from Cape Breton and elsewhere; employment will be given to laboring population, not only in the mines, but also in a great pulp factory, and in the manufacture of paper from wood. There are in Newfoundland all the ingredients for the successful prosecution of this industry—abundance of spruce and other wood, cheap labor and finally, coal.

Never before in the history of this country would a dollar buy as much of the products of the loom, the factory and the workshop as it will buy to-day. Even agricultural products are nearly as cheap now as they ever were, we are sorry to say, for we have always held that this country is most prosperous when the farmers are paid good prices. A Missouri farmer, who is not one of the complaining kind, writes as follows in a recent letter: "We had large crops last year and things are cheap and plenty. Hay is selling at from \$3 to \$4 a ton, corn 16 cents per bushel, oats 11 cents, potatoes 25 cents, apples from 40 to 50 cents, and other grain and provisions in proportion." We may add to the above that flour is this winter only \$4 a barrel in Philadelphia.—The Bulletin.

When Sir Charles Tupper reaches Ottawa he should give Parliament and the country an answer to the burning question as to where he got his fortune.—Montreal Herald.

There seems to be no doubt now that the Montreal Herald is under the delusion that parliament was called for the purpose of finding out how Sir Charles Tupper made his money. Nothing short of a royal commission on the subject will satisfy the Herald.—Hamilton Spectator.

Neither a royal commission nor any other human invention could ever hope to mend, or change, or reform the assinnity of the Herald or its impertinence. Without courage to make a substantial charge against Sir Charles, and with a due regard for its safety from prosecution for malicious libel, parrot-like it keeps up its innuendos, delighting, skunk-like in befouling the atmosphere with its vile insinuations.

Mr. R. W. Elliot, the well-known manufacturer and dealer in drugs, chemicals and pharmaceutical preparations, in Toronto, has taken passage on the steamer Duart Castle that leaves St. John, N. B., next week for Jamaica and other tropical parts. Mr. Elliot was unanimously elected president of the Canadian Manufacturers' Association in 1884 and again in 1885, since which time he has been almost continuously chairman of the Executive Committee of the Association; and a very large measure of the success and influence of the Association is attributable to his indomitable energy and perseverance, backed by a practical knowledge of the necessities of Canadian manufacturers. His trip will be in the nature of an excursion that will be terminated by his return probably in April. He carries fishing tackle and other necessary et ceteras.

Following is a comparison of vessels of war in service or now under construction in Great Britain and United States

	United States.	Great Britain.
Battleships.....	8	60
Coast defense vessels.....	20	11
Armored cruisers.....	2	29
Protected cruisers.....	13	74
Cruisers.....	20	92
Gun vessels.....	17	16
Torpedo vessels.....	1	34
Total vessels.....	81	316
Torpedo boats.....	9	251
Grand total ..	90	567

The total force of officers and men in the British navy is 88,850 against 13,460 in the United States navy.

The rapid progress made in the use of wood pulp for paper making is one of the most remarkable among modern enterprises. In the United States in 1886 only about 97,000 tons were produced. During 1894 the quantity was estimated to exceed a million tons, of the value of \$25,000,000. First practised in Germany, as early as 1846, it was adopted considerably later in the United States and Canada. The Canadian census of 1891 gives a product of 261,155 cords of pulp wood. There is comparatively little pulp wood cut on licensed crown lands, a large proportion being obtained from private property. There has been a great increase in the number of pulp mills in Canada. Thus in 1881 there were five pulp mills, while in 1891 there were twenty-four pulp mills, yielding a product worth about \$1,000,000.

Do not let Englishmen lose the moral of the war scare. In 1894, the last year for which full official figures are available, the total consumption of wheat and wheat flour in the United Kingdom amounted in round figures, to 27,000,000 quarters, of which quantity only 30 per cent. was produced at home. Of the imports no less than 50 per cent. came from the United States alone. That 50 per cent. would have been cut off had trouble arisen. Moreover, of the remaining sources of supply upwards of 19½ per cent. came from ports the only outlet for which is through the Dardanelles—a very hotbed of possible trouble just now. England cannot supply all her own food needs, but the colonies can, and a wise man will encourage in times of peace the development of supplies upon which he can place most reliance when peace is at an end.—Canadian Gazette.

One of the propositions made for the development of the iron resources of New South Wales is that the government of that colony shall place with the gentleman who makes the proposition an order for all the steel rails (estimated 200,000 tons) the government railways will require for the next seven years and giving a bonus of 10 per cent. over English price, freight, insurance and interest added. This granted, works shall be started within the year. If Canada is ever to have a steel rail industry our Government must offer some such inducement. If New South Wales, where the estimated requirement for seven years is only 200,000 tons, feels the necessity of the establishment of a steel rail industry, how much more is such an industry needed in Canada where the consumption is probably from 150,000 to 175,000 tons per year. Let us have a steel rail industry.