

the States than in any other country; that a specific and uniform duty on raw sugar would discriminate largely in favor of high grades as against the lower qualities, with the effect of shutting out of the American market, to a great extent, if not wholly, the heavy common descriptions now so largely imported, the purifying of which yields profitable employment directly to so many operatives and laborers.

These arguments ought to find favor with those who desire the revival of the sugar refining industry in Canada. The interest of the country is to extend its trade, to find freight for its commercial navy; and a uniform duty, were it to be adopted here, would unquestionably have the effect of shutting out the importation of low grades of sugar, particularly those classes that undergo a long and expensive transportation; and the freight that the Canadian navy might have found in the transportation of the product of the Philippine Islands, China, the British East Indies, and, to some extent, Brazil, would be lost, as their sugar, under adverse discriminations, would find no favor in our market.

We have shown that the proportions of imported sugars in the United States, a sugar refining country, were as follows: Of sugar No. 7 D. S., 20 per cent.; of sugar No. 10 D. S., 65 per cent., and above No. 10 D. S., 15 per cent. Let us see now what are the proportions in Canada:

Imported below No. 9 . . .	52 p. cent.
" No. 9 to No. 13. . .	8-84 "
" Above No. 13. . .	90-64 "

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The exhibit is an importation of raw sugar, requiring labor for its transformation, of 85 per cent. in the United States, against 9-32 per cent., partly fit for consumption at once, in Canada; an importation of 15 per cent. of sugar, partly requiring labor and skill, against an importation of 90-64 per cent., ready for consumption, having already left abroad the benefit of its transformation.

It is stated that the 1,070,198,035 lbs. of raw sugar, imported last year in New York, have given employment in the refining of them as follows:

Workmen, skilled and unskilled, engaged in refining . . . . .	10,000
Coopers . . . . .	4,500
Stave trimmers, lumber cutters, hoop makers, &c. . . . .	20,000
Machine makers, engineers, &c. . . . .	2,000

36,500 men,

omitting carters, blacksmiths, masons, bricklayers, and other trades. In the same proportion the 94,509,009 lbs. of refined sugar imported into Canada, had they been raw sugar, would have necessitated the employment of 3,100 men, on the wages of whom 10,000 more people would have been depending for their living. What an amount of labor, of wealth, and, we may say, of morality lost to the country.

If it is the duty of the new Government to redress the error its predecessors have committed in discouraging an industry so beneficial to the country, we hope that in the consideration of the measures conducive to the resumption of activity, they may not let pass unheeded the arguments presented in favor of a discriminating tariff instead of a uniform one.

#### CANADIAN CREDIT.

We entirely concur in the opinion expressed by leading journals on both sides of politics that it is both unwise and unpatriotic to discuss the subject of the Finance Minister's mission to England, and especially in a party spirit. Moreover, if it were expedient to do so, we are not in possession of facts that would enable us to deal with the subject in a satisfactory way. What we do know is that a portion of the public debt bearing a rate of interest higher than it is at all probable a new loan will bear is approaching maturity. What we do not know is whether any further loan is immediately required, or how the Finance Minister proposes to deal with the debentures about to mature. We presume that the sinking fund would be applicable to the redemption of these debentures if it were deemed preferable so to employ it. Of one thing there can be no doubt. There may be differences of opinion among us as to the best mode of floating a loan, but there can be no second opinion as to the ample security afforded to the public creditors by the Consolidated Fund of Canada. We are not under the slightest apprehension that Canadian credit will be injuriously affected by the articles that have appeared in English journals of late, but we cannot of course conceal from ourselves that the time is not a propitious one for placing at new loan in the London money market.

We find that a new loan of £3,000,000 has been placed in the London money market by Messrs. Barings & Glyns, one-half Imperial guaranteed bonds, the other half Canadian, all bearing 4 per cent. interest. The minimum price is 96½, and tenders are invited for the whole.

— Guelph has spent over \$100,000 in buildings during the present year,

#### TORONTO AS A FIRE RISK.

On the 22nd October, when Mr. Digby Johnson, the sub manager of the Royal Insurance Company, was in that city, Toronto gave an exhibition of what her much-boasted-of water works could do without the assistance of steam in case of fire, and, if the above gentleman was either edified or satisfied, we certainly were neither, for a more miserable display it has seldom been our misfortune to witness. The stream of water from the hose might have reached the height of seventy to seventy-five feet, but above sixty feet, or say an ordinary three storey warehouse, the said stream dwindled into simple spray, utterly useless, of course, as an extinguisher of a serious fire. The excuse offered was that the reservoir was undergoing the process of cleaning and, consequently, was nearly empty, which excuse we consider a very lame one, as no committee of water works can guarantee that, in the event of a fire, the reservoir shall be in perfect order and, therefore, the before-mentioned exhibition clearly proves that, for a town like Toronto, where the buildings are generally over three storeys and are yearly increasing in height, steam fire engines are an absolute necessity, and the fire and water works committee were in our opinion very much to blame for parting with two of the fire engines, having only two available for use in the town. The assertion, which we have often heard repeated, that a conflagration in Toronto is impossible, is as empty as the reservoir was declared to have been upon the trial alluded to. Such might have been remarked of St. John, and assuredly was said of Boston, before the destructive fires which devastated those cities. A trivial, yet perfectly natural, incident or accident, as for example a hydrant being frozen, something amiss with part of the engine's machinery or the like, would give a few minutes' start to a fire, and cause the flames to attain such proportions as to make it a most difficult, if not an impossible matter to keep such a fire within control, and quite out of the question, in all probability, unless four or five steamers were brought into action.

There is yet another sword of Damocles hanging over Toronto, which is assuming every year larger proportions, and may any day, when least expected, descend with killing force. We refer to that most detestable of inventions, so far as underwriting is concerned, the mansard roof, and, though we might have supposed, after the lesson written in as terrible characters in Boston as that which warned Balthazar of old, that even the Legislature might, in deference to the public safety, have put a