

list of manufactures was included for free exchange in the reciprocity treaty negotiated by the Hon. George Brown in 1867 and agreed to by the American Executive. The treaty failed of confirmation by the Senate, as every other treaty has failed for the last thirty years that looked to any better relations between the two countries. But, perhaps a better day dawns, and the list in the Brown treaty, amplified as it might now be, would enormously increase the trade relations between the two countries for the benefit of both.

To which every Canadian manufacturer dissents. Our manufacturing industries must not be sacrificed to Yankee greed.

SHOULD STATIONARY ENGINEERS BE LICENSED?

At the convention of Stationary Engineers held at Pittsburgh, Penn., a few days ago, a question was brought which has long been agitated by this class of workers. That was the question of securing a state law for the licensing of engineers. For several years past numerous efforts have been made by the organization in different states to get such a law passed, for the purpose, as they say, "of preventing incompetent and unskilled engineers from competing with good workmen." A committee on license, which had been appointed for the purpose of getting data on the present laws and the scope of the association's influence, made its report. The committee recommended that each State make its own law in regard to license, as the law of one State would not do for another.

Regarding this effort The American Manufacturer says:—

While there is a great deal to be said in favor of a law licensing stationary engineers, the argument advanced by the organization mentioned is hardly a strong one. If the engineers move for a license law merely to protect them in their employment, they will not be successful in their efforts. We are aware that the National Association of Stationary Engineers is not a labor organization and perhaps it has been somewhat incorrectly reported in this matter, but the reason given for the enactment of a license law sounds a great deal like the arguments advanced by the average labor union. It cannot be denied that there are several good reasons why there should be State laws requiring an examination of the men who have stationary engines in their charge. The United States

regulations require that engineers running the smallest steamboats on our rivers shall pass an examination, and be duly licensed as a measure of public safety. The engineers employed in city industrial establishments have far greater responsibilities, so far as the safety of life is concerned, for there are steam plants hidden under city sidewalks that could do a great deal of damage in the hands of careless or incompetent engineers. The time will doubtless come when it will be necessary to license this class of engineers by a State law, as it is now done in some cities by municipal regulations, but it will be done for the sake of public safety and not to assist a class of workers in holding employment.

This matter applies with equal force in Canada. The Canadian law, like the American, requires that engineers having charge of the engines of even the smallest steamers shall be licensed and that only after a proper examination, while those having charge of stationary engines are under no such restraint. One very seldom hears of the explosion of a steamboat boiler, but the explosion of boilers in sawmills and factories, threshing machines, etc., is of common occurrence; and thousands of unsuspecting persons pass daily along streets beneath the surface of which are steam boilers not always in the charge of skillful, sober and proper engineers. This ought not so to be.

FREE TRADE AND DIRECT TAXATION.

The Buffalo Courier is in many respects like the Toronto Globe—in favor of the greatest possible reduction of duties, and they are unlike in that The Courier is not in favor of stamp taxes, such as now prevail in the United States, while The Globe is very much in favor of direct taxation. The Courier says:—

What the country needs is not heavy internal revenue taxes, but lower duties, which will increase revenue and remove trade restrictions at the same time. The people will not tolerate many stamp taxes in time of peace. They are not only a direct assessment on business operations, but are extremely inconvenient. The people of the United States are in a hurry. That is their chronic condition. They have no time to lick stamps where it can be avoided.

To which The American Economist makes reply as follows:—

This is the Democratic idea of how to make a country prosperous and happy. Increase the revenues by increasing the

BUSINESS FAILURES IN CANADA.

The following is Bradstreet's list of business failures in the Dominion of Canada and Newfoundland for nine months in three years, with assets and liabilities:—

| | No. OF FAILURES | | ASSETS. | | LIABILITIES. | |
|----------------------------|-----------------|-------|-------------|-------------|--------------|--------------|
| | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. |
| Ontario | 545 | 679 | \$1,517,734 | \$1,809,232 | \$3,224,552 | \$4,221,322 |
| Quebec | 350 | 335 | 902,000 | 1,523,611 | 2,676,313 | 4,751,825 |
| New Brunswick | 60 | 45 | 171,876 | 110,620 | 352,490 | 237,850 |
| Nova Scotia | 100 | 137 | 251,521 | 255,722 | 532,215 | 617,012 |
| Prince Edward Island | 4 | 8 | 21,100 | 26,850 | 35,900 | 61,702 |
| Manitoba | 21 | 38 | 144,796 | 205,297 | 312,086 | 405,729 |
| Northwest Territory | 4 | 7 | 21,000 | 35,700 | 51,900 | 65,312 |
| British Columbia | 43 | 52 | 231,635 | 134,818 | 377,951 | 256,400 |
| TOTALS CANADA | 1,091 | 1,501 | \$3,271,772 | \$4,141,860 | \$7,592,510 | \$10,633,212 |
| NEWFOUNDLAND | 31 | 14 | \$6,670 | 17,850 | 141,151 | 39,100 |

In the first nine months of 1896 the total number of business failures in Canada were 1,651, with assets \$5,047,300 and liabilities \$12,219,996, while the failures during the same period in Newfoundland were 12 with assets \$18,622, and liabilities, \$42,866. The failures for the nine months' period of 1898 make an eminently satisfactory showing, aggregating, as they do, only 1,091, with aggregate liabilities of \$7,592,510, a decrease of 26 per cent. in number and of 29 per cent. in liabilities from last year, and of 34 per cent. in number and of 39 per cent. in liabilities from 1896, and it is possible, in fact, to go back ten years in the Canadian failure records without finding a total of failures or liabilities for the nine months' period as small as that reported for the current year, thus again confirming the almost unanimously good reports received as to Canadian trade during the present year.

THE CANADIAN MANUFACTURER is indebted to Mr. T. C. Irving, of Bradstreet's, Toronto, for the above statement.