

interests which are gradually able to adapt themselves to the changed condition.

"There has been a very satisfactory condition of trade in Canada, and the manufacturing interests were never on a more stable basis than to-day. The general prosperity that has visited the Dominion has been abundantly shared by the manufacturers. It has not only been the increase of business that has been so gratifying, but the better tone of the country and the ability of purchasers to meet their payments promptly has been very encouraging.

"The Canadian factories are running to their full capacity for the most part, and many have been compelled to work overtime to keep up with their orders. The rate of wages has been advanced, but the dividends have not suffered thereby. There never was a time when the manufacturing interests of Canada were in a more satisfactory state."

"As a general proposition it can be asserted that Canadian manufacturers are paying no special interest to the pending contest of the parties. They are not troubling themselves as a body as to which side wins. They are satisfied with affairs as they exist. Individually we all have our political preferences, and would like to see our own party win, but the day is past when as a solid body the manufacturers of Canada will interest themselves in an election. Most of us are so busy looking after our expanding business interests that we have little time to give to politics."

Mr. Murray is evidently entitled to speak for the Manufacturers' Association, else he would not have been in Halifax organizing a branch of it; and this being so it is somewhat in contrast with the recent action of the Association in sending a strong delegation to Ottawa to represent to the Government the heavy load the woolen manufacturers were laboring under because of the burdensomeness of the tariff affecting that industry. The delegates of the Association were accompanied by a large number of manufacturers, members of the Association and others, who represented to the Government that unless some substantial measure of relief was afforded, the industry would be forced to the wall. According to Mr. Murray at Halifax, the woolen manufacturers can hope for no further favors from the Government than what they now enjoy, but must depend upon any arrangements that may be made in the way of a treaty with the Motherland, or a modification of our preferential tariff, for it is that which hits our woolen manufacturers so heavily. It looks, however, that the statesmanlike policy which originates and perpetuates this reciprocal business which will work no serious injury to our woolen manufacturing industry is more highly admired by Mr. Murray than by the gentlemen who visited Ottawa.

It may be true, as Mr. Murray says, that Canadian manufacturers are paying no attention to the pending political contest; are not troubling themselves as to which side wins, and are satisfied with affairs as they exist; and it may also be true that the day is past when as a solid body they will interest themselves in an election, being too busy looking after their individual interests to pay any attention to politics, but we doubt it. These may be the views of Mr. Murray, but certainly not of the Canadian Manufacturers' Association. Such sentiments are enough to send shivers down the spinal column of the bronze monument that stands in Queen's Park.

EDITORIAL NOTES.

The Electrician, of Fleet Street, London, Eng., informs us that the nineteenth edition of their Electrical Trades Directory and Handbook is now in preparation, and will be published in January. It will contain, as usual, a carefully computed list of British, colonial and foreign electricians, electrical engineers, electric light and power and electric railway engines and contractors, manufacturers of electrical apparatus and machinery, etc.; also useful tables and data relating to electrical subjects.

Complete official returns for the fiscal year ending June 30, 1900, show that 1,446 vessels of 393,168 gross tons were built and documented in the United States. Since 1856 this record has been exceeded only twice—in 1861, when 415,740 gross tons were built, and in 1874, when 432,725 gross tons were built. The total tonnage built and documented on the Great Lakes during the year, 125 vessels of 130,611 gross tons, is the largest in the history of that region. The total for the Middle Atlantic and Gulf Coasts, 605 vessels of 135,475 tons, exceeds any record since 1872. The total for the New England Coast, 199 vessels of 72,179 gross tons, has not been equalled since 1891, while the product of the Pacific Coast, 300 vessels of 40,396 tons, is surpassed only by the returns of 1898 and 1899.

The Supreme Court of New York decides that to apply the word "scab" to a person is libelous and unlawful. A just decision against one of the weapons of spurious trade unionism.

Since the Ontario Government restricted the right of exporting nickel matte to the Cleveland and Constable Hook interests, these have been able to raise the price of nickel to almost double what it formerly was. These American capitalists get all they want. They are to be congratulated on the outcome of the last move.—The Mail and Empire.

If this means anything it means that the Ontario Government should not have done anything restricting the export of nickel matte from the Sudbury region. For many long years the Dominion Government have been importuned to place an export duty on nickel ore and matte, with a view to the establishment of nickel refining works in Canada. From the days of Sir John Macdonald, and through all the Conservative Governments of the country, no step was ever taken in this direction; and although the present Government took power to impose such a duty, it has never been assumed. But when Hon. Mr. Ross, the Ontario Premier, took steps to restrict the export of matte, and it appeared that the refining industry was really to be protected, works for the purpose were begun, and hundreds of thousands of dollars invested in them in Sault Ste. Marie and Hamilton, and at an early day there will be Canadian refineries which will more than rival that at Constable Hook, New Jersey. And yet The Mail and Empire poses as an advocate of protection to Canadian manufacturing industries.

In expressing regret at his inability to attend the banquet of the Canadian Manufacturers' Association at Toronto on Aug. 30 last, Sir Charles Tupper wrote:—"I regret exceedingly, that a previous engagement at Sydney, C.B., makes it