

Colony.	Year.	No. of establishments.	No. of hands employed.	Value of plant.
Victoria	1890.	3,308	59,181	£5,939,970
	1889.	3,154	56,271	5,565,325
	Increase.	154	2,910	£374,645
New South Wales....	1889.	3,170	46,714	£5,805,894
	1890.	2,999	45,906	5,463,581
	Decrease.	171	808	£342,313

In the one colony there is a protective tariff and production thrives, although the essential, coal, is brought from its free trade neighbor's territory, where production is decreasing and population at a standstill.

The importation of woollens and wearing apparel into New South Wales in 1888 amounted to an average of £5 per head, notwithstanding the fact that millions of pounds of wool were exported. Wages for mechanics average about one shilling per day higher in Victoria, and for day laborers about the same as in New South Wales. Rents, fuel, clothing and food do not average two per cent. higher in Victoria than in New South Wales.

New South Wales is evidently awakening to the fact that it has been enjoying a Rip Van Winkle free trade sleep ever since it came into existence, while its sister colony has been progressing by leaps and bounds under protection. Under the scheme by which the Australian colonies are to become a confederated Dominion, there will be the free trade between the colonies, and a protective tariff as against the rest of the world: and this call for a steel rail plant in Sydney is an evidence that New South Wales heartily accepts and endorses the situation.

EDITORIAL NOTES.

At the time of writing this Sir John A. Macdonald, Canada's great Premier, is dying at Ottawa. He was stricken with paralysis last week, and the country is expecting every hour to learn that his valuable life has ended.

THE Dominion Government should offer a bounty of, say, two cents per pound upon all sugar manufactured in Canada.

THE present Dominion Government cannot achieve the glory of successful statesmanship they desire, unless they make sugar as cheap in Canada as it is in the United States. The people should have cheap sugar.

A TELEGRAM from Ottawa, a few days ago, stated that it was understood there that the Government had decided to grant a rebate on all sugar manufactured in Canada for export, and that Canadian refiners are pressing for a rebate on sugar manufactured for domestic purposes. There is a short way to settle this sugar question, and that is by putting raw sugar on the free list, and reducing the duty to a nominal amount on refined sugars. Let the people have cheap sugar.

JUST to think of it. There are about 2,000,000 tons of rails in use on the railways in Canada, not one pound of which was made in Canada. A system that tolerates such a state of affairs is not a mistake but an industrial crime. New South

Wales wants rails to equip less than 200 miles of roadway and she stipulates that steel rail works shall be erected there to manufacture them: while Canada has already consumed more than eight times as many rails, and yet there is no prospect of there being any steel rails mills built here.

THE American Screw Company, of Providence, R.I., are about to build a factory in Leeds, England, to cover one and a half acres of ground, in which will be placed part of the machinery now in the plant in Providence. This company is doing a large export business, and they believe that their foreign trade can be more satisfactorily supplied from their works in England. This is the concern of which Hon. Joseph Chamberlain stated in a public speech to the effect that his firm—Nettleford & Chamberlain—had compelled the American Screw Company to pay them tribute for years to keep out of the American market.

NEW SOUTH WALES, after having tried free trade for many long years, during which younger and smaller sister Australian colonies, under protection, have outstripped her in material wealth and importance, is awakening to the fact that if she desires to hold her own she must adopt the policy that will enable her to continue in the race. She is inaugurating a system of railways by which easy and cheap access may be had to all parts of the country, and she intends having the steel rails for these railways made within the colony, of materials found there. Under the confederation now being perfected, by which there will be protection against all the rest of the world, she will soon be as famous for her manufactures as she now is for her wealth in wool and mineral products.

A DEPUTATION of newspaper proprietors interviewed the Ministers of Customs and Finance a few days ago to urge a reduction of the duty on stereotype plates for newspapers. The deputation contended the old rate was amply sufficient protection to the Canada boiler plate industry, and it would give an opportunity to those newspaper proprietors who so desired to avail themselves of the greater variety offered by United States manufacturers. It should be borne in mind that these men are of a class who want to run newspapers without printers. These stereotype plates are made in numbers sufficient to supply the printerless papers, all that is necessary to make up a form being a lot of this stuff and a hand-saw to cut it off to suitable lengths. When one sees one of these patent insides papers he knows just what every other patent insides paper has. There does not seem to be much if any use for the existence of such papers. Real live newspapers employ writing editors to produce some original matter, scissors editors with muscular arms to mutilate other papers, and printers to set the type.

IF Canadians have a genuine desire to benefit the manufacturers of Great Britain they can do it in a very simple and easy way, and without wasting their eloquence in efforts to persuade the British people to array themselves in the cast-off garments of protection. They have simply to reduce their own tariff. To suppose that Great Britain, while we impose upon her manufactures heavy import duties, will actually discriminate in favor of our products and so imperil her trade with the