

"Upon an examination of the samples submitted of blanks cut from plates, 14x20, for these 1-pound salmon cans, and of the resulting scrap, it is found that an equitable and satisfactory adjustment of the drawback thereon may be reached by weighing 12 samples of blanks and scrap and an allowance for wastage equal to the weight of the scrap, provided, however, that such weight shall not exceed 25 per cent. of the weight of the blanks. If the exporters shall submit with each shipment reliable samples of the blanks used and of the resulting scrap, you are authorized to allow for such wastage, not exceeding 25 per cent., as may be indicated by the respective weights of the blanks and scrap."

As to the quality of wool used in making carpet the Secretary decided as follows: "The total quantity of the wools used shall be determined as follows: Allow for each running yard, 27 inches wide, of the carpets designated as Victoria Wilton, 6.498 pounds; Victoria Brussels, 4.223 pounds; Whittall Brussels, 4.661 pounds; Edgeworth Brussels, 2.931 pounds, and for each Assyrian rug, 54 inches long and 27 inches wide, 12.635 pounds; provided that the quantity of worsted yarn contained in each running yard of the carpets shall not be less than 1.797 pounds in the Victoria Wilton, 1.172 pounds in the Victoria Brussels, 1.125 pounds in the Whittall Brussels, and 0.812 pounds in the Edgeworth Brussels, and not less than 3½ pounds in each Assyrian rug."

Inventive genius has not stopped with the pneumatic tire on the sulky and bicycle, but has been busy with the work of perfecting the ball bearings with such success that a few days since a street car, which was equipped with the latest inventions in ball bearings that would do away almost entirely with friction, was drawn a distance of several hundred feet by a single man tugging gently at three strands of ordinary sewing thread attached to the car. Perhaps a more interesting experiment was that of a carriage manufacturer in the West, who put another style of ball bearings upon the wheels of a large coach, to which four horses were ordinarily hitched. Then he took a trained dog, and harnessed and hitched him to the pole, when the dog drew a huge coach easily around the yard. This sounds like fancy, but it is a fact. This invention should prove a great boon to the over worked car horses, and it is in the nature of a satire that it should come just at the time when horses are almost universally disappearing from street car lines, and the trolley and cable are taking their places.

### Resisto Copper Range Boiler.



The accompanying illustration is of the Resisto copper range boiler recently invented by Mr. Geo. Booth, and manufactured by the Booth Copper Co., Toronto. They say that consequent upon the ordinary galvanized boiler failing to meet the requirements of the trade they have given special attention to the production of a low price copper boiler to take its place; and they are now offering to the public the Resisto boiler, which is made of the best Lake Superior copper, strongly made, and handsomely finished. Each boiler is subjected to a hydraulic test of 200 lbs. to the square inch; no rivets are used, the heads being securely fastened by the Booth patented method, and without any dependence for strength upon solder. A desirable feature in this boiler is the low cost at which it is produced and which must bring it into universal favor.

An Edmonton (N. W. T.) correspondent says: "The Edmonton Creamery Co., Ltd., is ordering machinery from J. Pearce & Co., London, Ont., and are completing arrangements with a first-class butter-maker from Denmark. Five hundred cows will supply milk for the creamery, which will be situated at Poplar Lake."

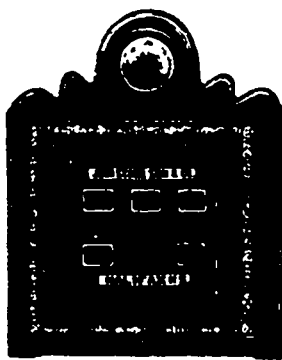
Moore's mill works, at Golden Grove, a few miles from St. John, N. B., were destroyed by fire Feb. 23; loss about \$14,000.

A rumor is current at Fall River, Mass., that the syndicate, headed by the great cotton machinery firm of Howard & Bullough, of England, who were about to locate an immense machinery plant there, which would employ hundreds of hands in building their latest improved cotton machinery for the United States market, and thus save the import duties, have decided to drop the matter for the present, owing to pending tariff changes, and the consequent uncertainty of the future in the textile business.

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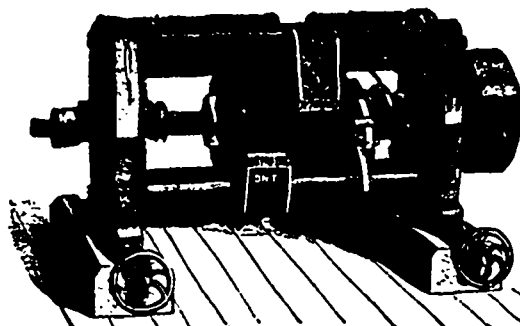
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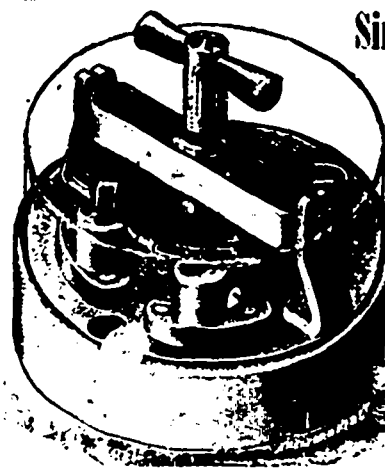
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