

protest against such an anomalous condition? Perhaps the Toronto Electoral District Society is not the only mouldering branch.

Having become the backer of and voucher for the Industrial Exhibition, it is incumbent upon the Manufacturers' Association to do something more than speechify, resolute, interview and talk. It is evident that the future success of the Toronto Fair depends primarily upon the bestowment upon it of probably \$200,000 by the City of Toronto—and a change of management. No change of management no money—no money no Fair. Will the Manufacturers' Association demand a change of management?

SOUTH AFRICAN TRADE.

The British and South African Export Gazette publishes an exceedingly interesting article regarding the imports of merchandise into South Africa during the years 1898 and 1899. There are two pages of tables which form a detailed list of what that country actually bought in 1899, the various items to the number of 164 being alphabetically arranged and classified under convenient headings, the figures for 1898 being given for sake of comparison. The ports of entry through which these imports were made were the Colonial ports of Cape Colony and Natal, and the Portuguese port of Beira, for the whole of 1899, and by Delagoa Bay for seven months only, the Portuguese returns for Lorenzo Marques for the whole year not being sufficiently trustworthy for reception. The following table gives a summary of the imports for the two years:

Class of Article.	Total, 1898.	Total, 1899.
Articles of food and drink	£5,274,677	£4,879,893
Articles of personal use	4,140,698	3,771,687
Animals, live	28,119	38,320
Builders' materials	1,197,672	1,203,996
Drugs and chemicals	571,114	534,734
Explosives and weapons	350,134	255,364
Goods (unenumerated) by parcel post	236,515	234,142
Hardware, cutlery and ironmongery	1,320,437	1,191,796
Household requisites	1,076,674	1,571,321
Iron and steel	674,192	695,207
Leather manufactures (not boots and shoes, except in Natal figures)	425,773	410,593
Machinery	1,543,464	1,527,095
Paper, books, etc.	616,913	564,541
Stores for Government	1,687,032	1,281,781
Textile manufactures	1,826,558	1,558,986
Vehicles and vehicular materials	903,296	661,745
Other articles	1,255,642	1,565,884
Totals	£23,728,910	£21,943,005

The increases spread over the following divisions represent percentages as under.—Live animals, 14.9; builders' materials, 0.5; iron and steel, 3.1; and other articles, 24.7. The divisions confessing decreases and the rates of decrease were:—Articles of food and drink, 7.4; articles of personal use, 8.9; drugs and chemicals, 6.3; explosives and weapons, 26.5; goods, unenumerated, by parcels post, 1.0; hardware, cutlery and ironmongery, 9.7; household requisites, 6.2; leather and manufactures, 3.5; machinery, 1.0; paper, books, etc., 8.4; stores for Government, 24.0; textile manufactures, 14.6, and vehicles and vehicular materials, 26.5.

EDITORIAL NOTES.

A letter from a Mexican correspondent of The British Trade Journal says: "English shippers to Mexico must be careful regarding the shipping of goods and in sending the

proper number of invoices. Each package should be carefully marked, and the mark on the package shown on the invoice. I have been often told here that the English are very careless regarding certain laws in connection with the customs tariff. The slightest infringement may mean a detention of a package for six months and endless correspondence. Those who trade with Mexico must study the customs regulations.' This is a matter that commends itself with equal force to Canadian shippers.

We again, and with additional emphasis, dedicate the following expressive verse to the Toronto Industrial Exhibition Association:

We don't believe in kicking,
It is not apt to bring us peace,
But the wheel that squeaks the loudest
Is the one that gets the grease.

Commercial travellers have to pay duties or taxes varying in value in the different Mexican states. It is impossible to get a free run of the entire Republic by means of one single payment, each state having its own financial administration. A specially heavy tax is levied upon travellers in the state of Mazatlan, it amounts from 50 frs. to 300 frs., according to the class of goods.

Export firms are pleased with the decision of the Canadian Manufacturers' Association to cooperate with the Montreal Board of Trade in regard to discrimination against the St. Lawrence route in the matter of marine insurance rates. It is felt that if the Government can be persuaded to order an investigation in order to ascertain whether the discrimination is due to poorly lighted channels or to other reasons, some remedy will be discovered. Canadian shippers are naturally much interested in this matter as the discrimination against our water route to the sea will mean increased cost of shipments, not only on account of the higher insurance rates, but because in time, it is felt, some vessels would avoid the St. Lawrence route and patronize ports where there is no discrimination in rates.—Bradstreet's.

The London Iron and Coal Trades Review, in speaking of the remarkable fall in domestic prices of American iron and steel, says:

The rapid and large reduction should cause serious alarm in this country, as, indeed, it has done. When British prices of to-day are compared with the prices quoted on the other side of the Atlantic, the marvel appears to be that the British manufacturers can do any business at all. Here are a few items based on present prices:

	Great Britain.	United States.	Difference.
	£ s. d.	£ s. d.	£ s. d.
Foundry iron	3 10 0	2 0 0	1 10 0
Rails	7 0 0	4 12 0	2 8 0
Ship plates	8 0 0	5 10 0	2 10 0
Merchant bars	10 0 0	6 0 0	4 0 0

As matters are at present American manufacturers can undersell us on the basis of quoted prices by at least 20s. per ton in every one of the items enumerated above, and these represent the bulk of the ordinary trade.

The New York Journal of Commerce declares that without waiting for the results of the Carnegie shipment of steel from Conneaut to Liverpool fifteen steamers adapted to the same