

The full Board now consists of three lawyers, two university professors, and one farmer—but all men.

THE BRITISH PATENT LAW.

On August the 28th Section 27 of Mr. Lloyd George's patent Act came into force. This new Act has been much discussed. Some wonder that a Liberal Government in a supposed Free Trade country should pass such a measure.

This new Act is directed to checking the system under which foreign manufacturers have taken out patents in this country, not with any intention of working them here, but with a view—

(a) Of preventing British manufacturers from producing the patented article, and thus competing with them in their own or in any other markets; and

(b) Of protecting the patentees from rival manufacturers who would otherwise be enabled to import the patented articles into this country freely, and thereby reduce the cost to the consumer.

The first sub-section of Section 27 of the Act reads:—

At any time not less than four years after the date of a patent, and not less than one year after the passing of this Act, any person may apply to the Comptroller for the revocation of the patent on the ground that the patented article or process is manufactured or carried on exclusively, or mainly, outside the United Kingdom.

The Act means, then, that those wishing the protection of a British patent must work to some extent in the United Kingdom—not an unreasonable request one would say, remembering that Germany, France and other Continental countries have similar measures.

A patent law is a restriction on trade. Perhaps a sort of necessary evil to encourage inventive genius in the community. Now Britain proposes to restrict the restriction.

Already the effect on British manufacturing centres is being felt. Two German syndicates which manufacture indigo, aniline dyes and similar goods, and two American firms, one of which makes boots and shoes and another cutlery, are arranging to establish in the United Kingdom; Leicester will have the Gillette razors made near the town; Willesden, Edmonton, and the metropolitan suburbs will profit by the erection of factories for typewriters, gramophones, motors, etc.

It is not the foreigner alone who is affected by this Act, although public attention seems to have centred on Section 27. An equally important section is the 24th, which makes it the duty of a patentee, whether British or foreign, to satisfy the reasonable requirements of the public, not only by manufacturing to an adequate extent, but also by supplying the patented article on reasonable terms, in default of which he may be required to grant licenses compulsorily, or in the alternative have his patent revoked.

The Act apparently is one to be enforced by the public. Patents will not be revoked by the mere fact that a foreign patentee has not started manufacturing in this country, but the Comptroller's attention will have to be called to individual cases.

EDITORIAL NOTES.

Many cases of typhoid fever are reported from camps along some sections of the National Transcontinental Railway. In some districts the camp hospitals are crowded. It is hard to maintain good sanitary conditions in the surroundings usually found at such camps, yet the contractor will find that men will soon refuse to work on sections where there is much sickness, and money spent in keeping the camps clean, in lime for

cesspools and in providing pure water is money well spent.

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From a comparative statement of the expenditure of Ontario municipalities for the years 1905 and 1906 one finds that in 1906 there was three-quarters of a million more spent in 1906 than in 1905 on roads, bridges, streets and parks. The only other noticeable variation was in connection with water and electric light works in 1906 some \$3,700 less was spent than in 1905.

PROPOSED REGULATIONS FOR CANADIAN RAILWAYS.

The Dominion Railway Board in a circular suggest some fourteen new regulations to assist in the operating of trains. Some of the changes are of minor importance to the travelling public. Section E, however, is an important possible change that will add to the safety of the traveller.

(E) The number that shall comprise the switching engine crews of such railway companies shall be left entirely to the judgment of the operating officials of such companies; on the main lines of such companies light engines shall not be run a distance greater than twenty-five miles in any one direction without a conductor, in addition to the engineer and the fireman, and on the branch lines, the operating officials of such companies shall determine the necessity of requiring conductors on the light engines.

Crippled cars are always a source of great annoyance to the operating department and the shipper. The Commission deal with this matter in the following sections.

(M) Crippled cars shall not be allowed behind the van in freight trains; cars, containing perishable freight or livestock, crippled in minor respects, as for example, by a broken coupler, a coupler pulled out entirely or pulled out so as to destroy its usefulness to draw cars, draft timbers which allow the coupler to fall below the standard position, making it impracticable to couple with the freight cars without chaining, shall be chained up ahead of the car and taken to the first terminal for repairs when, in the opinion of the conductors of such trains, it is safe to haul such cars on chains. In no case are more than two such cars to be handled in any one train,—except, where more of such disabled cars have been damaged through wrecks or such causes, a special pick-up train is sent out to bring them in; crippled cars to be cleared from the main line at the earliest possible moment.

(N) A crippled car shall include one with any of the following defects, namely:—

1. A broken coupler.
2. A coupler pulled out entirely, or so pulled out as to destroy its usefulness in drawing a car.
3. Draft timbers, that is, where the draft timbers have so spread or fallen down as to permit the coupler to fall below the standard position, rendering it impracticable to be coupled with other cars unless chained, besides making it unsafe to handle.

4. A cracked wheel.
5. A chipped flange over 2½ inches.
6. A broken wheel flange.
7. A bent axle or journal.
8. A broken arch bar or truck straps.

Such railway companies or their officers, agents, or employees, or any of them, disobeying or failing to comply with the provisions of these regulations, shall be liable to a penalty of \$50 for every such disobedience or failure or breach.

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