

come up for consideration before this commission are the following:

The proposed diversion southward by the Minnesota Canal & Power Co. of Duluth, of certain waters in the State of Minnesota that now flow north into the Rainy River and the Lake of the Woods.

The diversion about a mile and a half east of the town of Sault Ste. Marie of part of the waters of the St. Mary River into the Hay Canal entirely through American territory. The river St. Mary now forms part of the boundary between the United States and Canada, and the waters of the river are clearly international. The Canadian vessels of necessity are using the Hay Canal, but no treaty has been made confirming their right.

Enquiry into the effect on the levels of Lakes Huron and Erie by the construction of the Chicago Canal.

The building of a dam and other obstructions on the St. John River, flowing through the State of Maine into New Brunswick, contrary to the express stipulation of the Ashburton treaty.

The London *Economist*, in an article entitled "Chamberlain's Inaccuracies," says: "Mr. Chamberlain's contention that the total value of Canadian imports from this country having risen during the period from June, 1897, to 1904 from \$24,000,000 to \$48,000,000, was due to the operation of the preferential tariff will not bear a moment's examination. If the tariff operated as Mr. Chamberlain asserts, the figures would show that our share of Canada's import trade had grown at the expense of our foreign rivals. The very opposite is the fact. Between June, 1897, and June, 1903, the value of Canadian imports rose by fully \$5,000,000, but in the same period the Canadian imports from the States rose \$13,000,000, and whereas the proportion which imports from this country bore towards the total imports of Canada fell from 26.4 per cent. in 1896-97, to 25.2 per cent. in 1902-3, the proportion of imports from the United States to the total increased from 55.4 per cent. to 58.9 per cent. It is possible that without the preferential tariff our proportion might have declined to an even greater extent, but the figures prove decisively the falsity of the idea that the preference has given us a preponderance in Canadian markets, so that Mr. Chamberlain's calculations of the employment given the people here are altogether beside the mark."

The crusade of the Manufacturers' Association against American silver in Canada is not likely to be any more effective than some previous ones were. The only way to succeed is to induce Canadians to refuse the foreign coins, and this they will not do.—*Toronto Globe*.

Why does The Globe object to the crusade against the circulation of American silver coin in Canada, or any other crusade in which the Association takes interest? They afford some sort of occupation to the embryotic statesmen of the Association and a large amount of amusement to the public.

A parcels-post treaty between the United States and Great Britain has been signed by President Roosevelt, Secretary of State Hay and Postmaster-General Wynne. It will take effect April 1.

The maximum weight allowed is four pounds six ounces. The rate fixed is 12 cents a pound, or fraction of a pound, in the United States, and two shillings per parcel in England.

Packages are limited in value to \$50. The sea post service between the United States and England is also to be improved. At present two of the steamship lines have set aside rooms on their vessels in which American postal clerks assort and distribute the mails for the United States on the west-bound trips, the expense for this one-way service being borne by the United States Government. The same service is not performed on the east-bound trips because the English Government until now has declined to enter into the arrangement despite the facilitation of their mails that would result. That Government has finally agreed that if the steamship lines give it the same terms it will provide the same service of distribution of mails for British points on the east-bound trips as American clerks now perform for American-bound mail on the west-bound trips.

The new machine which is said to be capable of turning out 10,000,000 matches a day, requiring the employment of but three or four operatives to run it at that pace, is another reminder of the way labor saving machinery is getting in its lively work in these modern days. Time was when there was apprehension lest labor might suffer on this account, but there is no longer any particular anxiety on that score. The consumption of matches grows quite as fast as the improved methods of turning them out. And it is so with about all the products of labor saving machinery.

Concrete examples of the abuse of the franking system furnished a basis for a warm discussion in the House of Commons this week. An interesting development of the debate was the fact that large quantities of literature had been sent out last year by the Canadian Manufacturers' Association with the frank of Mr. George Taylor, the Conservative Whip. Mr. Taylor tried to justify this by saying that the literature was an appeal for support for national industries.

The Georgian Bay Canal survey has been completed past the village of Bryson, Que. A snow plough is run across the river at intervals of about 50 feet to remove the snow down to the ice. Along this track holes are made through the ice at intervals of 25 feet and the depth of water measured. If over twenty feet of water is found nothing further is required, as that is the proposed depth of the waterway. If less than twenty feet of water is found borings are made to the depth of twenty feet, or until rock is struck, to ascertain the character of the bottom. A record of all soundings and borings is kept, and thus the entire bed of the stream is mapped in sections of 50x25 feet.

In the House of Commons a few days ago, Hon. Mr. Fitzpatrick's bill respecting contracts for Government works was put through the committee stages. The measure varies somewhat the practice in regard to the placing of contracts for Government works in that it requires all contracts for works which cost over \$5,000 to be awarded by the Governor-in-Council. Under the old system the Minister in charge of the department awarded the contract without consultation with his colleagues, who will in the future share the responsibility. The construction of works in cases of emergency or those costing less than \$5,000, without calling for tenders by day labor, is also given legislative sanction by the bill.