

...almost invariably com-  
...than those of Nova  
...There has been a  
...of late years in  
...of the market from some  
...of Nova Scotia, but in many  
...a great lack of care  
...of the provinces were to  
...the preparation of  
...the unanimous opinion of  
...that there would be an  
...demand for them, and that  
...would be extended into  
...Nova Scotia inspection  
...with disfavor—

ENTRY OF IMPORTS

New Order in Council.

Governor in Council, OTTAWA,  
Thursday, 10th May, 1881.  
His Excellency the Governor  
General in Council  
On the recommendation of the Hon-  
orable the Minister of Customs, and  
in pursuance of the Act 44 Victoria  
chapter 2 and sub-section  
The Excellency has been pleased to  
order and declare that the first four  
articles contained in the schedule to the  
Act 44 Victoria, chap 2, entitled "An  
Act to amend and consolidate the Acts  
relating to the Customs," be and they  
are hereby repealed, with all explaina-  
tions and schedules attached to the same,  
and the following six forms be and  
they are hereby substituted therefor, and  
to be used in connection with invoices  
relating in all cases to which they  
may apply, on and after the first  
day of July, 1881, at all Custom Houses  
whenever such forms may be taken  
and administered, except the form  
relating to the duties to be made by the  
owner of any goods shipped to Can-  
ada on consignment," which may be  
used and declared before any British or  
other Consul duty accredited by any es-  
tablished Government, and resident in  
the country from whence the said goods  
are exported to Canada:—

Form of an Owner, Consignor or Importer.

I, (name of the owner, consignee or im-  
porter), do solemnly and truly (swear or affirm as the case may be), that I am (the owner, consignee or im-  
porter, or a member of the firm giving the name, or the name of the owner, consignee or importer, as the case may be) of the goods men-  
tioned in the invoice now produced by me, and hereto annexed and signed by me, and that the said invoice is the true and only invoice received by me, or which I expect to receive of all the goods imported as therein stated for account of (name of person or firm being the owner or owners), that the said goods are properly described in the said invoice and in this entry thereof, and that nothing has been on my part, nor to my knowledge on the part of any other person, done, concealed or suppressed, whereby Her Majesty the Queen may be defrauded of any part of the duty lawfully due on the said goods; that any goods included in this entry as paying a lower rate of duty for a specific purpose than would otherwise be chargeable upon the same, are to be, and will be, used for such specific purpose only, and I do further solemnly and truly (swear or affirm, as the case may be) that the prices named in the said invoice of the goods mentioned in this Bill of Entry now produced by me are not prices, and exhibit, to my personal knowledge, the said market value of the said goods for consumption at the time and place of their exportation to Canada, without any deduction or discount for cash, or because of the exportation thereof, or for any other special consideration whatever. So help me God.  
(Sworn or affirmed) before me this day of 1881.

Collector.

Declaration of the Owner, Consignor or Importer, required when the entry is made by any person other than such Owner, Consignor or Importer.

I, the undersigned (name the owner, consignee or importer, as the case may be, or a member of the firm of giving name), do solemnly and truly declare that the within Bill of Entry contains a true account of the goods imported as therein stated, and whereof (name of the person or firm being owner, consignee or importer, as or not the owner); that the invoice hereto produced is the true and only invoice received or expect to receive of the said goods, and that the prices of the goods mentioned in the said invoice exhibit the fair market value thereof for consumption at the time and place of their exportation to Canada, that the said goods are properly described in the said invoice, and that no discounts or deductions for cash, or because of the exportation thereof, or for any other special consideration, have been made in the said invoice prices.  
Signed at on the day of 1881, in the presence of the Collector or Attorney making the entry, or in the presence of the peace or Consul.  
With or Affirmation of an Agent or Attorney of the Owner, Consignor or Importer.  
I (name of agent) do solemnly and truly (swear or affirm) that I am the duly authorized Agent and Attorney of (name of the owner, consignee or importer), and

I have means of knowing and do know that the invoice now presented by me of the goods mentioned in this Bill of Entry is the true and only invoice received by the said (name of the owner, consignee or importer) of all goods imported as therein stated for (the or their) account, that the said goods are properly described in the said invoice and entry, and that the said invoice exhibits the fair market value of the said goods for consumption at the time and place of their exportation to Canada, without deduction or discount for cash, or because of the exportation thereof, or for any other cause whatsoever, and that nothing has been on my part, nor to my knowledge on the part of any other person, done, concealed or suppressed whereby Her Majesty the Queen may be defrauded of any part of the duty lawfully due on the said goods, that any goods included in this entry as paying a lower rate of duty for a specific purpose than would otherwise be chargeable thereon are to be and will be used for such specific purpose only, and I do further solemnly and truly (swear or affirm) that, to the best of my knowledge and belief, the said (name of the owner, consignee or importer) is the (owner, consignee or importer, as the case may be) of the goods mentioned in this Bill of Entry. So help me God.  
(Sworn or affirmed) before me this day of 1881.

Collector

Oath or affirmation of an Owner, Consignor, Importer or Agent, on entering Goods without Invoice.

I, do solemnly and truly (swear or affirm) that the within Bill of Entry contains a just and true account of all the goods imported for me or on my account, or on account of (name of person for whom I am authorized to enter the same, in the case of a Master from the Bill of Lading now produced by me is the true, genuine and only Bill of Lading by me received of the said goods; and that I have not received, and do not know of any invoice or other account whatever having been received of the said goods, I do further (swear or affirm) that if I hereafter discover any other or greater quantity of goods than is contained in the entry aforesaid, or receive or obtain a knowledge of any invoice of the whole or any part thereof, I will immediately report the same to the Collector of this Port. I also (swear or affirm) that nothing has been concealed or suppressed in the entry aforesaid whereby to avoid the full payment of the duties imposed by the laws of the Dominion of Canada; and that all matters are justly and truly expressed therein to the best of my knowledge and belief. So help me God.  
(Sworn or affirmed) before me, this day of 1881.

Collector

Declaration to be made by the Foreign Owner of any goods shipped to Canada on consignment.

I, do solemnly and truly declare that I am (a member of the firm giving the name) when not the individual owner) the owner of the goods mentioned and described in the annexed invoice, shipped on consignment to (name of the consignee) at (name of place) in Canada; that the said invoice contains a full and true statement of the fair market value for consumption of said goods at the time and place of exportation thereof to Canada, including all costs of inland transportation and expenses from the place of growth, production or manufacture, whether by land or water, to the vessel in which shipment thereof is made direct to Canada; that no deductions have been made from such fair market value, by reason of any bounties or drawback that may have been or are expected to be allowed or paid on the exportation of said goods, or on account of any exemption of said goods from any Royalty payable upon patent rights; and that no different invoice thereof has been or will be furnished to any one by me or on my behalf.  
Signed and declared before me at this day of 1881.

Consul.

Oath or affirmation of the Consignee of goods transferred on a Removal Entry from one Port to another, and there Re-warehouse.

I, do solemnly and truly (swear or affirm) that I am (a member of or duly authorized agent of the firm of giving name) as the case may be) the Consignee of the goods described in the entry delivered by me to the Collector of this Port, and that said goods are the identical ones mentioned in a "Removal Entry" made at the Custom House at (name of Port from whence transferred) by (name of person making removal entry) on the day of 1881, numbered and that the said goods are the same in quantity, quality, value and package, as therein stated.  
Sworn (or affirmed) before me at the Port of this day of 1881.

Collector.

JOHN J. McGEHEE, Assistant Clerk, Privy Council.

DRAWBACKS

The Canada Gazette of Saturday contains a *Notice in Council* on the subject of drawbacks on imported articles. It is as follows:—

His Excellency the Governor General in Council, under authority of the Act 40 Vic, chap. 19, sec. 13, has been pleased to order, and it is hereby ordered, that subject to the usual regulations and restrictions governing the payment of drawbacks on imported articles used in the manufacture in Canada of goods exported therefrom, and to such further regulations and restrictions as are hereinafter named; there may be paid to the manufacturer of any goods manufactured by him in Canada and exported therefrom a drawback of the duty paid upon any articles of foreign manufacture used as materials wrought into or attached to any goods manufactured in Canada and exported therefrom; provided always that when articles of foreign manufacture are so used and a drawback claimed thereon, it shall be shown to the satisfaction of the Hon. the Minister of Customs that such imported manufactured articles are of a kind not manufactured in Canada, and that no other articles manufactured in Canada could be substituted and used in the place thereof in the manufacture of such goods so manufactured and exported; the proof whereof shall consist in part of the sworn testimony of the claimant of such drawback in the form hereto annexed:—

The exportation shall have been made and claim substantiated within two years from the date of the importation of the articles on which drawback is claimed. Form -1 of do solemnly and truly swear that the following named articles of British or foreign manufacture, viz were used as materials wrought into or attached to the named in the accompanying claim for drawback, and that they are of a kind not manufactured in Canada, and that no other articles manufactured in Canada could have been substituted and used in the place thereof and that the said articles of British or Foreign Manufacture so used were imported into Canada and duty paid thereon at the port of within two years from the date of the exportation of the said to wit, on the day of 1881 as per entry No. that such articles were so entered at the value of \$ and duty paid thereon amounting to the sum of \$

WEIGHTS AND MEASURES ACT.

On the recommendation of the Hon. the Minister of Inland Revenue, His Excellency and with the advice of the Queen's Privy Council for Canada, has been pleased to order, and it is hereby ordered, that part B of the Order in Council passed on the 6th January, 1880, making regulations respecting the inspection of weights and measures and the same is hereby cancelled, and the following substituted:—

"1. Verification and stamping of weights, measures and weighing machines on the premises of the manufacturer and their removal therefrom.

"2. The article shall bear the name of the maker and a consecutive shop number or other marks whereby it may be designated for identification, with the certificate of verification.

"3. For the first verification and stamping of weights, measures and weighing machines at the place where they are manufactured, the fees may be paid at once, or payment may be postponed for such period not exceeding three months as the Minister of Inland Revenue may authorize, sufficient security being taken for the payment thereof at the time stated in the Departmental Regulations under which the delay is granted.

"4. When a manufacturer of weights, measures or weighing machines desires to remove any of the products of his manufactory to the premises of any dealer in such articles without submitting them for verification, he may do so on the following conditions:—

"(a) They shall bear two names of the maker and a consecutive shop number or other marks by which the articles may be identified.

"(b) If packed, the package shall bear the 'shop number' or other marks by which the articles may be identified, while the name of the manufacturer, and the word 'uninspected.'

"(c) The manufacturer shall notify the Inspector of the division from which the un-inspected articles are sent of such removal, on a form which will be supplied by the Department."

ERIE VS. WELLAND CANAL.

The Dominion Government, at an expense of about \$19,000,000, has nearly completed the work of improving the Welland Canal through which its capacity will be greatly increased. A Buffalo exchange, in alluding to this subject, says:—

That with the facilities at Montreal and Quebec for the handling of grain, 14,000,000 bushels a week may be kept moving through the Welland Canal, and steamers carrying 70,000 to 90,000 bushels, with consignments of similar capacity, can make the trip from Chicago to Montreal in eight days. This would also bring about a revolution in western bound freight, cheapening it so that it would find its way into the interior of the United States and Dominion by the St. Lawrence routes and imports to Canada

would no longer come by the way of New York. The cost of transporting a bushel of wheat from Chicago to Liverpool, via the Canadian route, as compared with the Erie route, is estimated as follows:—

Table with 2 columns: Route, Cost. Rows include Montreal to Liverpool, Erie Canal, and New York to Liverpool.

The difference in favour of the Canadian route will thus be at least 3 1/2c per bushel.

Time by St. Lawrence Route: Chicago to Liverpool, via Montreal 26 days

Time by Erie Route: Chicago to New York 18 days, New York to Liverpool, say 12 days

A difference in favour of the Canadian route in time of 4 days.

At Port Colborne the enlargement is through dense rock, all under contract work of Messrs. Hunter, Murray & Cleveland, of this country.

In this, the State of New York, and especially the commerce of this port and that of the interior cities of the State, are very directly interested. It is an admission as to our duty if we still hope to retain the trade which has been secured to us in the past, through the outlay of large sums of money. The plain question is now presented to the people of this State, as to whether they will, without a restraining effort, see the supremacy of trade diverted from their own to foreign territory, or come forward, and by a judicious outlay so improve our canals as not only to retain the trade heretofore enjoyed, but to attract business from a still wider section of the West. New York, it is true has advantages that offset, to a considerable degree, the inducements of reduced rates and quicker time offered by the Canadian canals and St. Lawrence river in reaching foreign markets. Yet the best time to checkmate that, which in time might attain to the status of a formidable rival in the carrying trade, is before it has secured a hold upon the business it seeks to control. With an improved canal, such as modern engineering experience can suggest, New York need have no fears as to its future control of the inland commerce of the country; while, without such an improvement in our present facilities, a large share of the trade heretofore controlled by our merchants will be diverted to a foreign port.—New York Indicator

LAKE VESSELS CONSTRUCTED OF IRON.

A Buffalo correspondent of an eastern paper writes that the growing scarcity of timber suitable for vessel construction has made it necessary to prepare for a change from wood to iron. The machinery at Buffalo is not suitable to carry on the work profitably. Detroit parties entered into the business two years ago, and built several fine iron propellers for this port. They demonstrated the superiority of iron, and showed other builders that, if they would retain their trade, they must add this branch of work to their business. The leading shipbuilding firm of Buffalo now has an agent in the east making the necessary purchase of machinery, and in a short time will begin the construction of one of the largest freight propellers on the lakes. Cleveland is also moving in the matter, and will soon have all the appliances for this work. Everything at Buffalo is favourable for the success of the undertaking. The iron can be laid down as cheaply as at any other point on the bank of the river, while the skilled labour and supplies of all kinds can be readily obtained. It has been found that an iron vessel 250 feet long, of 36 feet beam and 15 feet hold, and weighing 800 tons, will carry 2,000 tons of freight, while a wooden vessel of the same capacity would require 275 feet keel, 39 feet beam, 17 feet hold, and would weigh 1,400 tons. Thus there would be extra power required in propelling this 600 tons more of dead weight, while the two feet additional draft would constitute another disadvantage. The ordinary repairs of an iron vessel during the first ten years of her running would be about \$10,000, and she would rate A 1 at the end of that time. The expenditure on a wooden vessel for the same period would approximate \$25,000, when she would rate A 2. The second ten years would still further decrease the value of a wooden craft, and show no material alteration in the condition of the iron craft. The capacity of an iron boat of the same gross tonnage as a wooden one is found to be from 25 to 33 per cent. more. Here, then, is a saving in power, a decrease in expense for repairs and insurance, and increased earnings from larger cargoes. Nothing would more clearly show the absurdity of our tonnage rule than the fact that there are iron workers and ship owners who think that 100 cubic feet of space in the hold of an iron vessel is actually more than 100 cubic feet of space in a wooden ves-

sel, although both are measured by the same rule, 100 cubic feet of air space making one ton of vessel under the law. One of two things is certain: either shipowners or shipbuilders are lamentably ignorant, or there has been fraud in the measurement. We use the term "iron workers" understandingly—meaning engineers, whether civil or steam, or boiler makers are not shipbuilders, and therefore the less they have to say about the difference between wood and iron vessels the better it will be for them, when this humbug is fully exposed. If shipowners on the lakes or elsewhere, would introduce iron and supplant wooden vessels, we say well but let it be done systematically. If they are about to introduce machinery let it be for building the vessel first, and then for the engines. The present rule of thumb mode of getting a pair of shears, a punch and a small engine for working them, and calling it machinery for shipbuilding has gone far enough. The iron plates for steamships and steam boilers should be rolled, punched and counter sunk when hot, the edges being so thickened that the 42 per cent of loss by rivet hole is restored by thickening the edges and ends of the plates, making both the shell of the vessel and boiler equally strong in all their parts. This improvement is now available, and both strengthen and cheapen construction when the plant is furnished. This mixing up displacement and capacity tonnage, this indulgence of self delusion, is unworthy of the counting house or the machine shop. We have no apology for wooden vessels. They will speak for themselves as long as trees grow. But timber is too valuable to be used for large vessels. The country will be denuded of timber quite soon enough for other purposes, but whether of wood or iron, vessels should be built with a view to economy. The frames of wooden vessels should be bent to form one length from keel to rail. If built of iron, the plates should be worked hot, making a stronger and more capacious vessel, and one that will cost less for labour by at least 50 per cent. The first outlay in obtaining the plant will yield a profit of a hundred fold, as it is as good for 100 as for one vessel.—North-Western Lumberman

THE LATE MEDICAL ELECTION.

Under the above caption the Ottawa Citizen publishes the following letter:— In the interests of fair play and justice, I beg that you will give me sufficient of your valuable space for the following remarks, in reference to the late election of a representative of the Hathersall district to the Medical Council of Ontario. I have been shown an article in the Central Canadian of the 10th inst., commenting on the election of Dr. Cranston, of Arnprior, which I cannot but characterize as unfair, unmanly, and, through insinuation, untruthful. I do not know Dr. Killock personally or otherwise, and admit the fact though perhaps not to know him may be to argue myself unknown. He may possess all the qualifications of "skill and ability" with which the Central Canadian credits him, but it is silly, even on the part of that universally accomplished and uniformly well-informed man, a country journalist, to imply, in the face of the vote of 65 out of an electorate of seventy-seven good judges, that Dr. Cranston does not possess those qualifications. The Central Canadian attempts to make little of the selection of Dr. Cranston for the position by hinting that it was partly due to sympathy for him for having been defeated in his last year's contest with Dr. Kostyn. Now, let me remind your readers that Dr. Kostyn's majority on that occasion was simply one, and your correspondent knows of one individual whose vote would have made a tie but for the influence of friendly associations from boyhood with the regretted deceased. In the face of such a defeat it is not to be wondered at that Dr. Cranston should, on the present occasion, have secured so overwhelming a majority of votes. Dr. Cranston is a reserved man—one who does not make any display of his acquirements and talents—but he is one who will fill efficiently, and with dignity, the position to which he has been elected by an intelligent and educated body of gentlemen, who may, at least, be supposed to know their own business.

The Roman Pantheon is at last to be freed from the many modern edifices built up against it. Proposals for their removal have been under discussion since the very commencement of this century; but difficulties hitherto insurmountable have always stood in the way. Finally, however, the present Minister of Public Instruction, Signor Bacelli, has ordered the work of isolation to be commenced forthwith, and to invest his order with greater solemnity, signed it on the anniversary of the foundation of Rome.

Russia is very backward in postal intercourse. While in England 30, in Germany 14, and in France 13 letters are transmitted per annum per head of the population, in Russia the number is under one per head. This is attributed partly to the knowledge that in Russia letters are opened in the most unscrupulous manner. There are towns in Russia where a postman only delivers letters once a month, and in some of the largest provincial towns there is only a post twice a week. At present the gross revenue from the post amounts to 14,000,000 roubles, which just covers the expenditure.