

at Ottawa a few days ago in regard to the operations of the electric light act. There are two things which were urged upon the Minister. One was the establishment of an electrical standardizing bureau at Ottawa as a separate institution for the adjustment and standardizing of commercial electrical meters, etc. The other was the adoption of some means to prevent the theft of electrical energy from companies by customers, which is said to be prevalent. Hon. Mr. Brodeur listened to all that was said, and seemed to be very favorably impressed. Mr. Ormond Hyman, electrical expert of the Department of Inland Revenue, was present during the interview. The delegation consisted of Mr. J. J. Wright, Toronto Electrical Light Co.; Mr. E. A. Evans, Quebec Railway & Light & Power Co.; Mr. A. A. Wright, M.P., Renfrew Electric Light Co.; and Mr. C. W. Henderson, of the Westinghouse Co., Hamilton.

Mr. H. B. Ames, of Montreal, has done a service to Anglo-Canadian Trade by his straight talk to the recent meeting of the London Chamber of Commerce. Mr. Ames admitted the comparative failure of the preferential tariff to increase the imports of British manufacturers. In 1872, he said, Great Britain had 58 per cent. of Canada's import trade, and in 1902 only 25 per cent., while in the same period the United States trade with Canada increased from 33 per cent. to 60 per cent. Mr. Ames pointed out that the reasons of the United States gaining exactly what Great Britain lost, is due to the Americans studying the requirements of Canadian markets. British manufacturers persist in offering their own make of goods without regard to local requirements, they quote f.o.b. in English money, they do not send out travellers to study Canadian markets, and they do not back their agents by advertising; and when they do get orders they do not fill them promptly. The lack of sufficient advertising in Canadian papers is perhaps responsible for most of the falling off in British trade, for with the prohibitive rates of postage, British papers do not go among Canadian readers, who on the other hand are made familiar through the Canadian press with the names of the leading manufacturers of the United States.

The advance figures of the annual report of the chief of the United States Department of Mines for 1903, relating to the anthracite coal trade of Pennsylvania, show a total production for the year of 67,000,000 tons. This output is valued at \$135,000,000 at the mines and \$300,000,000 at the points of distribution.

A manufacturing plant is in operation at Wilmington, Del., equipped with special machinery for making bricks of concrete, such as specified by engineers, to go under high buildings, in railroad construction, sidewalks, etc., and it has many orders for the brick, which are impervious to water and made of any color. Wet common concrete is used. One barrel of Portland cement and 1½ yards of sand is required to make 1,000 common cement concrete brick, standard size, and they cost less than \$3.50 per 1,000; face brick about \$5.

Importers of consigned goods imported into Canada will in future be required to produce, in addition to the true invoices, contracts of sales, installation and delivery. Such invoices must include the actual price paid for the goods, cartons, coverings, cases, and all expenses incident to placing the goods in condition ready for shipment. No discount other than such as has been actually allowed must be shown. All

such goods consigned to a person other than the owner must have the invoice from the exporter to the owner filed with the invoice to the consignee when the entry is made. If machinery or other articles imported include work to be done in Canada, similar to installing a plant or the assembling of machinery parts, a reduction may be made for the cost of the work done in Canada, provided such reduction will not reduce the value below that at which such goods are sold in the markets of the country whence and at the time they are exported direct to Canada. Branch houses doing a wholesale business in Canada, receiving goods from the parent house, must be careful that the invoices show the value to be the fair market value of similar transactions to the trader in the country of export, the customs department, in special cases, reserving the right to fix the value for duty purposes. Petroleum for use in concentration of ores or metals, when brought in by miners or mining companies for their own concentrating establishment, may be imported free of duty. Malleable sprocket or link belting chain, when imported by manufacturers of agricultural implements (except binders), is reduced from 80 per cent. to 20 per cent., and this also includes the preferential rate when the conditions are complied with. Paper tubes and cones, all sizes, for use in winding yarn, may be brought in free of duty by manufacturers of cotton yarns or fabrics for use in their own factories.

Mr. W. R. Holloway, United States Consul General at Halifax, N.S., writing to his Government, says:

The Dominion of Canada Exhibition, otherwise known as the Winnipeg Fair, will be opened on July 24 and continue till August 6 next. The Dominion Government has granted the sum of \$50,000 to assist in making the fair a success. All applications or requests for information must be directed to Exhibition Department of the Canadian Manufacturers' Association, Toronto, Ont. Foreign exhibits are invited, and foreign exhibitors will be accorded the same benefits, power for processes of manufacturing, exhibiting, etc., as are granted to Canadian manufacturers.

In its main assertions Mr. Holloway's information is correct, but it is incorrect to say that all applications for space or requests for information can only be obtained through the Canadian Manufacturers' Association at Toronto. Proposing exhibitors who wish to exhibit under the auspices of the Association should apply to it for information, but otherwise to Mr. F. W. Heubach, the general manager of the exhibition, at Winnipeg.

The Canadian Post Office Department has inaugurated a system of letter insurance. Under the regulations a letter may be insured for sums ranging from \$10 to \$25, the amount of insurance being governed by the price paid by the sender. For instance, to send a \$10 insured letter, the cost would be 2 cents for the regular postage, if it was not "overweight," 5 cents for registration and 3 cents for the insurance, making 10 cents in all. For a \$15 letter the insurance charge would be 4 cents; for \$20, 5 cents; and for \$25, 6 cents. Upon paying the amount required the person sending the letter receives a special receipt from the postmaster, and the letter itself receives a red seal which is affixed to the envelope. A letter tendered for insurance must be inclosed in a strong envelope and properly fastened with gum or wax.

The Turbinia, the new turbine steamer for the Toronto-Hamilton route, is now on her way across the ocean, and will be in Toronto in a few days.