

duty of five cents a gallon on the American oil is prohibitive, as it cannot be brought in and refined in Canada at a profit. It is claimed that the industry is in a serious position, and that the only relief which will be effective is to admit oil from the United States by reducing the duty to two cents a gallon. Advocates of this measure say that the Canadian oil will still find a market, as it will cost the refiners about twenty cents a barrel less than the imported crude oil. The consumer will get the benefit of the lower price of Canadian refined oil, about one cent a gallon, on the extra production of the Canadian refineries. The capacity of the Sarnia refinery is 780,000 barrels a year and of the Petrolia refinery 90,000 barrels. At the present proportion of 54 per cent. of refined oil from 100 per cent. of crude, this would call for 1,600,000 barrels of crude oil annually. The Canadian production for 1903 is estimated to have been 483,500 barrels.

The Customs departmental returns shows that in the three months of October, November, and December since the surtax on German products came into full operation, our purchases from that country have decreased by 40 per cent. The following statement of imports of dutiable goods from Germany bears out this statement:

| | 1902. | 1903. |
|---------------|-------------|-------------|
| October..... | \$935,324 | \$609,943 |
| November..... | 657,926 | 392,166 |
| December..... | 789,504 | 353,926 |
| Totals | \$2,382,754 | \$1,356,034 |

It will be noticed that in November the shrinkage of German imports was more conspicuous than in October, and that in December the change was more noticeable still. This is the condition of things that brought Germany to time, and what prompted the recent request of Herr Bopp that Canada should reopen the question of tariff relations with his Government.

Arrangements are being made by the McGill University authorities for the inauguration of a new railway department, which is to be established in connection with the faculty of applied science. It is understood that the sum of \$20,000 is the amount required for the running expenses. Of this amount both the Grand Trunk Railway and the Canadian Pacific Railway have agreed to pay \$5,000 each, yearly, and the Canadian Northern Railway will also contribute \$2,000 as its share of the expenses. A request has been sent to the Government, asking that it donate a sum in the name of the Intercolonial Railway. So soon as the yearly amount mentioned is guaranteed the university will have only to furnish the accommodation required. In this connection, the details of the curriculum have not as yet been settled. It is known, however, that the course will include instruction in leveling, surveying, bridge-making, ballasting, track laying, and in all other subjects with which a practical road man should be familiar.

Henry Birchenough, a writer on statistical and political subjects, who was sent to South Africa by the British Board of Trade as a special commissioner, in a report, published in a Blue Book, lays stress on the magnitude of the South African market, which, he says, has increased 250 per cent. in the last ten years, the greatest increase having been shown in the last two years. The value of this trade now exceeds the sum of \$235,000,000. He points out that a decade ago British

exports to South Africa were under \$45,000,000, while during the last year they exceeded \$130,000,000. In 1893 South Africa stood sixth in the list of Great Britain's customers, but last year it was only beaten by India. The commissioner predicts that South Africa will this year be the largest buyer in the world of produce and manufactures of the mother country. The most serious competitors of the British tradesmen are the manufacturers of the United States and Germany. American rivalry is in concentrated and well defined branches of trade, but in the natural products, such as foodstuffs, timber and paraffin, which form a large portion of American imports to South Africa, the United States competes with Australia and Canada, but not with Great Britain.

An Order-in-Council has been issued approving the regulation for the payment of bounties on certain articles manufactured from steel, under an act introduced by Mr. Fielding last session. On rolled round wire rods sold to wire manufacturers for use in making wire in their own factories in Canada, the bounty is \$6 per ton. On rolled angle ties, joists, girders and other rolled shapes of iron, as well as rolled plates when sold for consumption in Canada only, the bounty is \$3 per ton. The manufacturer must furnish satisfactory evidence to the Minister of Trade and Commerce that the articles have been produced in Canada and sold to Canadian consumers. The manufacturer will have to take an oath before a Collector of Customs or a Justice of Peace, but as to production and sale, and a certificate confirming the claims for bounty will have to be procured from the purchaser. The manufacture subject to the bounty is to be under the supervision of such officer as may be appointed by the Minister of Customs, while the books of the company or individual claiming the bounty are to be subject to the inspection of an officer authorized by the Minister of Trade and Commerce. A claim for bounty must be made to the Department within four months after delivery of the articles for use or consumption in Canada. Persons or companies intending to claim bounty under the Act must give notice to the Department before commencing to manufacture the articles specified, and must also give the name of the company and its responsible officers, the place of manufacture, expected output, etc.

Mr. E. S. Busby, collector of the Port of Dawson, Yukon Territory, writing to THE CANADIAN MANUFACTURER, speaking of the increasing consumption of Canadian manufactures, says that since he has resided there he has seen the imports of such goods increase from 7 per cent. to 75 per cent. of all such imports; and if Canadian manufacturers are careful to send only really first-class goods, they will, in his opinion, control 85 per cent. of a trade, which, in 1903 amounted to about \$5,000,000. It was Mr. Busby who had charge of the Canadian Customs House at Skagway and put in force the bonding system via the White Pass and Yukon route.

One of the anomalies of the Canadian tariff is that barbed wire is admitted duty free, and a heavy duty is imposed upon machinery for making barbed wire. The Government gives a premium upon the home production of wire rods, but imposes a duty upon the machinery for drawing such rods into wire; and as far as our knowledge goes, there are no works in Canada which produce such machinery. If barbed wire were made dutiable such machinery would be produced in Canada, and, of course, barbed wire would also be made here.