

In an address delivered at a reception tendered to the delegates to the International Commercial Congress by the American Academy of Political and Social Science, Mr. Frederic Emory, the Chief of the Bureau of Foreign Commerce of the State Department, set forth in a happy way the position which commerce has attained in the public life of the world to-day. The promotion of commerce has, he said, become the chief business of diplomacy, a fact which in itself is most strikingly suggestive of the gradual amelioration of traditional jealousies and prejudices and the removal of causes of indifference due to ignorance or a mistaken self-interest. It now engages the best thought of statesmen, of scholars and of the popular press, and has aroused a spirit of inquiry throughout the commercial and industrial intelligences of the world which must be productive of large and permanent results. In truth, as he said, the academic and the utilitarian forces have joined hands in what concerns the promotion of commerce, and there can be no hazard in declaring that their combined efforts will be rich in fruitfulness as regards the peaceful development and distribution of the world's resources.—Bradstreet's.

It has been determined to hold a meeting in Massey Hall, Toronto, on the evening of November 9th instant, for the purpose of hearing a discussion of the South African question in relation to the British Empire. The chief speaker will be Dr. Parkin, Principal of Upper Canada College, and it is expected that addresses will also be delivered by Hon. Charles Fitzpatrick, Solicitor-General in the Dominion Cabinet, Lieut.-Col. Denison, Rev. Father Ryan, Mayor Shaw; Mr. A. E. Kemp, ex-President of the Canadian Manufacturers' Association, Mr. Sanford Evans and others. The decision to hold such a gathering was reached at a meeting of a committee of citizens which was presided over by Mr. Edward Gurney. It is felt that the present is an opportune time for enlightening the public in regard to the matters in dispute in South Africa, and that the speakers mentioned are well qualified to undertake the duty. Dr. Parkin in particular has given a great deal of study to colonial questions, and, moreover, is an intimate personal friend of Sir Alfred Milner, the present High Commissioner at the Cape, having been associated with him at Oxford University.

The customs revenue of the Dominion for the month ending October 31st, shows a big increase over the same period last year. There is nearly half a million dollars of an increase. The figures are \$2,460,010 for October, 1899, as against \$1,993,271 for October, 1898, or an increase of \$466,738. This makes nearly one million dollars of an increase for the four months elapsed of the present fiscal year.

There was an extraordinary military parade at Aldershot, near London, Eng., a few days ago when fifteen traction engines and forty trucks were inspected previous to their departure for South Africa. A stretch of sandy, rocky road was selected for the tests, and gave an excellent chance to observe the points of the engines. A steep ditch and banks, two and three feet high, were safely traversed. Though at times the wheels sank axle deep other engines pulled out the hapless ones. The Duke of Connaught and Prince Louis and Victor Napoleon attended the trials, and were much pleased

with the result. Twenty-four of these engines will be despatched to South Africa. There are no more efficient traction steam engines to be found than those made in Canadian works, and our manufacturers should certainly make a strong effort to have some of them included in South African orders.

When the clockmakers of the Black Forest region in Germany found that the trade upon which they had so long been dependent for a livelihood was dwindling away in the face of competition with the machine made clocks of Switzerland, a school for clockmakers was established. Some years ago, when the Saxon tanners discovered that they were being left behind in the industrial race, tanning schools were started in the leather working districts in order to study methods, improve processes and raise the standards of artisanship. The exports of German toys showed a slight decrease last year, from about \$9,500,000 to \$9,150,000. At once the proposition is made to found a toy-making school in the Nuremberg district, where the trade centres. Greater technical skill is thus to be diffused among the workers at the toy-making trades and a rational and earnest effort is to be put forth to counteract a tendency which may soon undermine a valuable branch of national production. So it has been throughout the history of German manufacturing industry. The chief weapon in the commercial warfare of the German people has been education. Although there has been a reasonable amount of tariff legislation, this has not been carried to fanatical lengths. The people have not been made to believe that an import duty would correct every disorder in trade and take the place of the wise employer and the industrious, skilled and educated artisan. They have been content to develop more slowly and more surely. A tariff might produce temporary results in a shorter time, but the technical school lays foundations which are at the basis of real and lasting progress that knows no backslipping. When the people of this country learn the German lesson and go to the root of this matter, educating each individual producer of every rank in every specialty, our industrial civilization will be approaching that point when it will be a source of pride to the nation and of permanent profit and gratification to each inhabitant.

A deputation representing the Indo-Egyptian Press Company, with headquarters in New York, were in Ottawa a few days ago asking the Government to allow their company to import into Canada duty free, a baling machine with which they wish to compress Canadian hay for export. The machine is claimed to be very effective for baling cotton, and the company wish to test it in baling hay. It occurs to us that the test might have been made in the United States, for hay is produced there, but if the experimenters desire to test it in Canada, let them pay duty on their machine or have one built by Canadian workmen.

A couple of years ago some pig iron was shipped from Southern furnaces to Japan. Owing to the failure of the consigner, this iron is now coming back to San Francisco. It will pay its own way around the world and still show a profit. It cost at the furnace \$6.50 per ton. The freight out was \$7.50 per ton more. This, with loading charges of 15 cents and storage charges of 60 cents, raised its cost to \$14.75.