

11,400 tons each, and the Cunard Line steamship "Carmania," of 21,000 tons. And now the turbine engine is being fitted for other purposes than marine propulsion, for its economy is being found out. And they are made in various places in England besides the Parsons' works, notably in the British Westinghouse works in Manchester.

Mr. James Denny, the well known Clyde ship-builder has made known some valuable comparisons between the speed, carrying power, and coal consumption of turbine vessels and those with reciprocating engines. Compared with a Clyde paddle steamer with engines of the old type, the "King Edward" saved 20 per cent. in coal; and compared with triple reciprocating engines of same boiler capacity she made a mile an hour better time, and had much less displacement, owing to the lesser space in the hold occupied by turbine engines.

—The Government Commissions are having a busy time in Western Canada. Various boards of trade, notably Vancouver and Victoria, are preparing programmes of subjects for them. The Transportation Commission was sitting at Winnipeg on Monday last, consisting of Messrs. Reford and Ashdown, with Mr. C. N. Bell as secretary. The commission intends to leave Winnipeg on Monday, the 18th, to hold sittings at Regina, Calgary, Edmonton, Vancouver, Victoria, New Westminster and Nelson. They will probably go out by the main line, returning by the Crow's Nest Pass. At their Vancouver meeting on the 26th the Board of Trade of that city will present a number of subjects for its consideration. One strong object of the commissioners is to ascertain the best and cheapest way of transporting Canadian goods to the markets of the world by Canadian ports, and to discover the reasons for the diversion of Canadian trade through United States ports. At Victoria, committees of the Board of Trade have been discussing the injustice done the Coast manufacturers as a result of the exorbitant rates from western points compared with those in force from Manitoba and the North-West, and this will be brought before the Commission. The Tariff Commission will be in session also, and will probably have to consider various matters. One that has troubled the Board of Trade is salmon trap licenses and the ownership of foreshore rights.

CURIOSITIES OF TRADE.

It must prove interesting to Canadian readers, many of whom have very little experience of business outside of their own country, to learn what goes on in mercantile circles abroad. There are odd things and funny things continually happening in outlying parts of the world. Occasionally we have them rehearsed by travellers; and again we find them embalmed in novels. This week we find some unusual items in an English monthly, *The Mercantile Guardian*, conducted by Walter Lindley Jones, F.R.G.S. It gives an insight into the peculiarities of foreign markets. Here, for instance, is a remarkable attitude towards credit, which is said to prevail in the eastern part of the Mediterranean:—

"The report of a French Consular officer in the Levant gives a strange account of business methods. It is quite exceptional for shopkeepers to have capital to commence with, the fact that one has a shop at all is warrant enough for demanding credit. And it is mortally insulting to a trader to demand payment on delivery of goods. He will pay when he can and he will not expect any written receipt

when he does pay. Germans selling to the native traders exact acceptance of a draft, and as the Levantines, for some obscure reason, object to having their paper protested, a threat is usually enough to bring about an arrangement. These idyllic conditions are made more practicable by limiting deliveries to small quantities, and by the higher profits that a merchant of known forbearance is able to obtain."

Referring to West Africa, a writer for the journal says:—As to those quaintly preposterous letters asking for "honored samples and respected catalogues" which people in England are continually receiving, my friend explains, they are most often the work of some negro who has come into a little money. His instinct is to buy phonographs, bicycles, boots, suits and articles less useful in an absurd profusion. So he writes, or he and a committee of friends write, those amazing requests which add so much to the gaiety of counting-houses.

While people in many lines of business in England are shilly-shallying about opening an Egyptian connection, two London firms of wholesale stationers are going straight to the point. They are opening, one in Cairo and one in Alexandria, printing works.

Describing Damascus as being well catered for by Manchester houses, the *Guardian* says, however, that the centre does not appear to improve at all, that is to say, from the view-point of the general trader. "The mischief is that the vilayet stays just as it was when the present generation was born. There is an illicit business in Martini-Henris, Mausers, and Mannlichers, an improving trade in canned goods, some hardware and a little metal. Austria, Germany, Belgium and Italy send in paper, leather, matches, drugs, dyes, glass, and the cloths and yarns which form the overwhelming preponderance of local needs."

At Smyrna the zeal of the Customs officer is undiminished, and at that model port nothing electrical, unless it be a door bell or a pocket lamp, is given admission. Soap, if it contains—or is said to contain—more than half per cent. of caustic soda and of such innocuous ingredients as French chalk is stopped. No chemical, related, however, distantly to manufactured explosives, is allowed to enter, and patent medicines must be of a disclosed formula. Even bacon and ham, which are neither useful to bomb-throwers nor prejudicial to the complexion, must be accompanied by a certificate of health issued at the port of shipment, or origin and visaed by the resident Ottoman Consul. For the time being, at least, officers do not break open iron safes to satisfy themselves of the absence of contraband. The oath of the maker, certified by the Turkish Consul, is sesame now.

In New Zealand an interesting little passage-at-arms between the Government and the makers of cure-all medicines has led to the ignominious defeat of the former. First the legislature decided that proprietary medicines must carry their formula upon the label. That being done the "just-as-good" local druggist would, of course, dispense the mixture himself. When the makers announced their intention to stop advertising the press took fright and the Government withdrew. Then it was stipulated that medicines containing a particle of deadly drug should be labelled, "This contains poison." Again the State had to withdraw, and exporters of such goods may breathe a little more freely. No doubt the double victory will encourage others to defy the lightnings of so meddlesome an authority.

NEW BRUNSWICK ITEMS.

The following items from our Saint John correspondent were unavoidably held over last week:—

Great interest is created in railroad circles over the reported announcement that a Canadian Pacific Railway surveying party is running a line from the C.P.R. line at Debec, Carleton County, to Mattawamkeag in Maine, which is the junction point of the Canadian Pacific and Maine Central railways. There is a rich agricultural country in northern Maine and New Brunswick now served almost exclusively by the Bangor & Aroostook Railway, and the Canadian

Pacific Railway portion of the new line is able to divert Central at

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