

any person whatever, should, in the way of legitimate business "promote the sale in Canada of United States manufactured goods?" Is it any more an offence than to promote the sale of goods from Great Britain, France, Germany, or any other country? There is not a member of the Association, if he is a manufacturer, reside where he may and be his occupation what it may, who does not consume United States materials in his business; notwithstanding which this journal is upbraided for publishing information to the members and others where such materials can be had. Why should Industrial Canada object to such goods? The very cover of it is ornamented and embellished with a design originated by a New York Yankee, to whom was paid good Canadian money, contributed by the Association. Is Canada so poverty stricken that no home artist could produce such a design, nor Great Britain either? And this impertinent organ of the Association undertakes to advise us that it would be appropriate to call this journal the "American Manufacturer"; that under its present name it is "a wolf in sheep's clothing." We suppose, however, that this is about the only answer it can make to our arguments.

#### EDITORIAL NOTES.

Mrs. A. T. Watt, secretary of the "Made in Canada" committee of the King's Daughters' of Victoria, B.C., has sent us a circular letter in which it is announced that a "Made in Canada" Fair will be held in Victoria immediately after Easter, believing that such a Fair would be an object lesson in the resources and industrial development of Canada, and result favorably to the increase in the growth of national sentiment. The ladies are asking the co-operation of Canadian manufacturers in the belief that such a fair would be of direct benefit to them; and if samples of their products are sent for exhibition at the Fair they will be well advertised.

A deputation from the Carriage Makers' Section of the Canadian Manufacturers' Association waited upon the Dominion Government a few days ago to urge that a specific duty of \$50 each be imposed upon imports of carriages. They claim that the Canadian North-West is being flooded with cheaply made American carriages. In 1903 Canada imported from the United States 977 carriages valued at \$64,411, an average of \$66 each, and exported 438 carriages to that country valued at \$39,540, an average of \$90 each. The Canadian duty upon carriages is 35 per cent. ad valorem.

Regulations for the payment of bounties on lead contained in ores mined in Canada have been improved of by the Dominion Government on the recommendation of the Department of Trade and Commerce. It is provided that the smelting of ores is to be under the supervision of an officer of the department, who can at any time demand and receive a portion of the floor sample of any ore delivered at the smelter for smelting purposes. All claims for bounty are to be substantiated by oath of the manager of the smelter works, and verified and certified to by a departmental officer. The cost of supervision must be borne by the claimants.

Efforts are being made in Washington and other parts of the United States to bring about the abrogation of the Rush-Bagot treaty of 1817 which limits the naval force of Great Britain and the United States on the Great Lakes. The ostensible desire is that United States war ships suitable for

training purposes may be permitted on the lakes. American shipbuilders on the lakes have long desired the abrogation of the treaty in order that they might build warships for the United States navy, which, they say, could be taken to the sea through the St. Lawrence river route. They also say that were the treaty abrogated Great Britain and Canada would enjoy the privilege of building warships on the lakes as well the United States. We hope that the Rush-Bagot treaty will not be meddled with. It has heretofore proved its value, and the purpose for which it was made is as imperative now as it was in 1817. Neither Canada nor Great Britain desire to build warships on the lakes, nor do they desire the United States to do so. As far as training stations are concerned, let the young man who inhabit the land on the American side of the lakes go to salt water to get their training; and God forbid that they should ever be called upon to exhibit their skill on our international fresh water seas. As to the shipbuilders, let them remember that peace has her victories no less renowned than war, and that they can do a flourishing business building grain carriers. Canada will never ask for the abrogation of the treaty, and if the United States insists upon it, no United States warships will ever reach the Atlantic Ocean via the St. Lawrence route. American warships on the lakes would always be a menace to Canada, as evidently intended. The treaty should be let alone.

In Industrial Canada of August, 1901, appeared the following:

As our readers will notice, the present issue is marked by a new addition in the form of a cover. The design for this was chosen from a number submitted to the committee having the conduct of Industrial Canada in charge, and the design of Mr. John Russell, of New York, was awarded the prize of \$50.

The Dominion Marine Association will ask the Government to enlarge the Welland canal; in order to take full advantage of the geographical advantages possessed by the Dominion. Were this done, they say the result would be a very decided advantage to Canada, which would bring to our waters much of the trade now going by American routes. The result of this improvement to the Welland canal would be that whereas freight by the American route would be carried in 6,000-ton steamers 900 miles to Buffalo, and 450 miles in 1,000-ton barges to New York, by the Canadian route it would be taken in 6,000-ton steamers 1,100 miles to the east end of Lake Ontario, and 2,000-ton barges 170 miles to Montreal. This would be both a gain in mileage and the capacity of boats, which the marine men say would practically give the Canadian waters the bulk of the traffic and amply repay the cost of the improvements to the Welland canal.

Mayor Urquhart, in his address at the inaugural meeting of the Toronto City Council gave a brief review of the progress of the city during the past ten years, showing that the net debenture debt of the city had decreased from \$18,188,735 in 1893 to \$15,843,398 in 1903. In the same period the population had increased approximately from 192,000 to 250,000. The net debt per capita is now \$63.37, instead of \$95.73, the figures of a decade ago.

The Imperial Oil Company's petroleum refinery at Sarnia, Ont., is said to be running at less than one-half its capacity, being unable to obtain crude oil to keep the plant in full operation. The Canadian production is going down, and the