department assumes no responsibility whatever for the loss beyond their endeavor to trace it up and restore it if possible. If it cannot be recovered the whole of the loss falls on the owner. This the Manufacturers' Association very properly considers unfair, and a matter that should be remedied.

We have on more than one occasion expressed the view in these columns that at the present rate charged by the Government for registration, viz., five cents, they should absolutely insure the safe delivery of the parcel to the extent of say $25 without any extra charge. As a matter of fact the danger of loss to the Government from this insurance would be very small, if we are to judge the future from the past. Out of the 3,675,000 registered letters which were carried by the Canadian Post Office last year only 132 of them went astray, and out of this number 64 were ultimately recovered, thus leaving a net loss to the senders of 72 letters. As this is only one letter to every 51,000, it would seem as though the risk of insurance would not entail a very great deal of expense on the Government while it would vastly improve the service and make it more widespread and popular.

In Great Britain the ordinary charge for postal registration is two pence or four cents, and for this amount each registered package or letter is insured by the Government against loss for $25. There is also a sliding scale by which insurance can be effected upon parcels carried by post up to the value of $600, this being the maximum insurance, and effected at a charge of 36 cents.

Of course it is not to be expected that parcels can be carried by post in Canada as cheaply as in Great Britain because of our limited population and the vast distances over which our postal matter has to be conveyed. We think, however, that, as we stated before, it would pay our Government to carry letters or ordinary parcels at the present rate of five cents for registration which should also include an insurance for safe delivery to the extent of $25. They might also adopt a scale of charges for insurance running from this amount up to say $500 at prices considerably in excess of those charged by the British postal authorities, and still low enough to increase this business very largely by enabling them to take a considerable share of the business now done by the regular express companies. The records of the British post office in regard to the working of their parcel post system are very interesting and go to prove that the public prefer to send small packages by Government postal facilities rather than by private carriers. This department earns several millions of pounds sterling for the Government of clear profit, and has proved itself one of the most paying ventures it ever undertook. What the post-office has done in Great Britain it can do in Canada, and we are glad to know that our present Postmaster-General, the Hon. William Mulock, is alive to the matter and has promised to put it in practical shape in the near future. We understand that under his direction authority for the establishment of a postal insurance system, such as has been spoken of above, was obtained from Parliament in 1899, but through pressure of business and other causes has remained in abeyance until the present when the department is now preparing to move actively in the matter.

No branch of business will be more interested in this matter than the jewelry trade, for none use the postal facilities to a greater extent in proportion to their numbers. We are glad to know that the gentleman at the head of the Canadian Manufacturers' Association (Mr. P. W. Ellis) is thoroughly alive to the needs of the trade in this respect, being at the head of one of the largest wholesale jewelry firms in Canada, and one which has had a very large experience with the parcel post system of this country. This being the case it may be taken for granted that he will see that every practical suggestion that will advantage the craft will be placed before the Postmaster-General in time to receive attention.

While we are always glad to receive communications from all parts of Canada, we cannot hold ourselves in any way responsible for the opinions expressed by our correspondents. It is absolutely necessary that the name and address of the writer should accompany each communication, not necessarily for publication but as a guarantee of good faith.

A GREAT HELP.

Editor TRADER:

DEAR SIR,—Having purchased the jewelry business of Mrs. S. C. Roberts, I write these few lines to ask you to forward the TRADER to me. I find in it great help in many instances, and eagerly look forward to its coming each month.

Respectfully yours,

C. L. BROOKS.

NANAIMO, B.C., Nov. 8th, 1900.

A DIFFERENCE OF OPINION.

Editor TRADER:

DEAR SIR,—Your correspondent in the November number of your journal should master the rudiments of his profession before he answers letters of inquiry from correspondents. He must plainly see upon a little consideration that he is wrong in saying that a mainspring in an English watch should make three-quarters of a turn in the barrel more than the turns in the fusee.

The upper turns of the fusee are much smaller than the lower, and the lowest is the only one that is about the same diameter as the barrel, so that 4½ turns is ample for a five-turn fusee and 3½ turns in barrel for a four-turn fusee, or 3¾ at the outside, and in a new watch he will generally find it in about this condition.

Yours, etc.,

St. John, N.B. READER.