

authority for the statement that, "in the ten years from 1875 to 1885 the wealth of the United Kingdom has advanced from £8,500,000,000 to £10,000,000,000." This is no doubt satisfactory, but the past increase may co-exist with causes for anxiety or even alarm. A country in a progressive condition generally increases in wealth so long as population continues to increase, and sometimes after population has come to a stand.

Mr. Irwell undertakes to show that it would not pay England to treat the colonies exceptionally for the purposes of securing a larger portion of their trade, including the whole of the trade of Canada. In 1890 the colonies took £94,522,469 of British exports, while foreign nations took £233,729,649. Of her imports £324,530,783 came from foreign countries, and only £96,161,284 from the colonies. From the mere juxtaposition of these figures the conclusion is drawn that "the plan of a customs union must be one of sentiment rather than practical advantage." And the question is asked: "As the colonies treat the mother land no better than foreigners, why should she give the special advantages, unless she will herself derive some distinct benefit from so doing?" Mr. Howard Vincent, who looks at Fair Trade from the Imperial point of view, would answer this question by saying that the benefits of discrimination would be reciprocal. That statement would not, however, prove that discrimination would on the whole be beneficial to England. "The protectionist policy of foreign countries," Mr. Irwell admits, "injures the trade of British merchants, because it makes the goods so high in price that the demand for them is considerably lessened; but if she abandoned the policy of free ports she would injure herself far more than it is in the power of any foreign nation to injure her." Deducting re-exports, the United Kingdom imports manufactured goods to the value of only £50,000,000, while she exports of them £228,000,000 worth. A duty on this £50,000,000 of imports, it is contended, would fail to produce a coercive effect on the countries that produce them, and that a war of tariffs in this form would be pure insanity.

The object of British Fair Traders is to secure for England a larger share of the trade of the colonies. Mr. Irwell replies that "the mother country already possesses the trade of Australasia and South Africa, the exports from which amounted to £76,000,000 in 1890. Of this amount £26,000 represent the trade of the Australian colonies with one another; of the remaining £50,000,000, the exports to the United Kingdom amounted to £39,000,000, and only £11,000,000 went to other countries. The total imports to these colonies, some £82,000,000, consisted of £40,000,000 from the mother country, £29,000,000 inter-colonial trade and only £13,000,000 from foreign countries." These figures serve the purpose of the reviewer as far as they go, but when the trade of the colonies is in question, why leave out Canada, the most important of them all? There is no doubt a power of argument in the simple

statement that "the imports to the United Kingdom from all self-governing colonies represents but ten per cent. of the total imports, while those of foreign countries represent over seventy"; and of the exports sixty-five per cent. go to foreign countries, and only sixteen to these outlying British possessions. Would a policy which exceptionally encouraged the smaller trade at the expense of the larger be a wise policy? The conclusion that if England took more from the colonies and less from foreign countries, the latter would in return take less from her, is so probable that it cannot in practice be ignored. Mr. Irwell goes far when he says that "the American people are such large buyers of British manufactures that England cannot afford to lose their trade, however badly they may treat her"; but it cannot be said that it is devoid of truth. His conclusion is that no effective pressure can be brought to bear upon the United States or any other foreign nation, unless duties are placed upon provisions and raw materials, and that such duties would be suicidal.

Col. Vincent's reply to Mr. Irwell would now be in order.

#### REVISED RULES FOR ELECTRIC LIGHTING.

An important conference of the electrical representatives of the various American Underwriters' Associations was held at the rooms of the National Board of Fire Underwriters, 156 Broadway, New York, on Thursday, 18th, and Friday, 19th August, 1892. The following boards were represented, viz., the National Board of Fire Underwriters; the Underwriters' Association of New York State; the Underwriters' Association of the Middle Department; Philadelphia Fire Underwriters' Association; the Fire Association of Underwriters, Baltimore; New Orleans Board of Fire Underwriters' Southeastern Tariff Association; Boston Board of Fire Underwriters, and the New England Exchange.

Taking as a basis the code of rules adopted by the National Electric Association, these rules were carefully considered and revised, section by section. A proof of this revision has been sent to the various Boards in the United States and Canada, with a request to have them carefully looked over, and to make any suggestions which may be deemed proper as to changes or additions.

It is proposed to hold a second meeting in New York city as soon as reports have been received from the various boards thus invited, and such boards are cordially requested to be represented at this meeting. On that occasion, we understand, the subject of forming a permanent association will be discussed, and also a plan by which there may be uniformity in the matter of approving of various kinds of wires and fittings. It is hoped that the result of these meetings may be the adoption of uniform rules throughout the United States and Canada.

All who are familiar with the matter of electric light and power as affecting fire hazard will appreciate the importance of united action in relation to the subject. A

neat pamphlet, containing a copy of the revised rules, has been distributed among fire underwriters' associations. As the trolley system of street cars is being introduced in various places in Canada, we quote below the rules re Electric Railways:

**POWER STATIONS.**—All rules pertaining to arc light wires and stations shall apply (so far as applicable) to street railway power stations and their conductors.

Power stations must be equipped in each circuit as it leaves the station with an approved automatic breaker or other device that will immediately cut off the current in case the trolley wires become grounded. This device must be mounted on a fire-proof base and in full view of the attendant.

**TROLLEY WIRES.**—1st. Must be no smaller than No. 0, B. & S. copper, or No. 4 B. & S. silicon bronze, and must readily stand the strain put upon them when in use.

2nd. Must be well insulated from their supports, and in case of the side or double pole construction the supports shall also be insulated from the poles immediately outside of the trolley wire.

3rd. Must be capable of being disconnected at the power house, or of being divided into sections, so that, in case of fire on the railway route, the current may be shut off from the particular section and not interfere with the work of the firemen in extinguishing the flames. This rule also applies to feeders.

4th. Must be safely protected against contact with other conductors.

**CAR-WIRING.**—All wires in cars must be run out of reach of the passengers, and must be insulated with a waterproof insulator.

Lighting and railway power wires must not be permitted in the same circuit with trolley wires with a ground return, except in street railway cars, car houses and power stations. The same dynamo may be used for both purposes, provided the connection from the dynamo for each circuit shall be a double poll switch, so arranged that only one of the circuits can be in use at the same time.

#### TRADE DEVELOPMENT.

An illustration of the possibilities of Canadian trade is found in the circumstance that a business between China and the West Indies and South America through Canada is being developed. That is to say, passengers are now going from China by C. P. R. steamers to Vancouver, by rail thence to Halifax, and by steamer from the latter port to the West India Islands and Demerara. Chinese merchants are using this route in preference to that by the Isthmus of Panama, because they save time on the passage. "What is more, we are told that Chinese merchandise is following by the C. P. R. route and the steamers from Canada to the West Indies.

This information comes to us as a surprise, but we cannot call the result unforeseen, or unexpected, for we are told that the C. P. R. tariff by this route was issued last year, and upon the peculiar map issued by that road, representing the northern