

Sherbrooke, Sorel, Joliette, Three Rivers, St. Jerome, Coaticook, Stanstead, Fraserville, Rimouski.

New Brunswick—Sussex, St. John, Moncton, Fredericton, Chatham, St. Stephen, Edmundston, Woodstock

Nova Scotia—Halifax, Truro, Pictou, Yarmouth, Sydney, Lunenburg, Antigonish.

Manitoba and the North-west Territories—Winnipeg, Brandon, Calgary, Lethbridge, Regina.

British Columbia—Vancouver, Kamloops, New Westminster.

His Excellency is further pleased to order that petroleum in packages of 50 gallons or less may be entered at any duly established Custom port, and at all such ports when no excise officer is present or available. The duty of inspection shall be performed under the supervision of the Collector of Customs for such port.

The amending Act of last season makes important changes in the tariff of inspection fees. For both Canadian and imported oil the charges are made uniform, which is a large reduction on the American product. For instance, a package containing from 10 to 50 gallons will only cost 10 cents, instead of 30 cents; a package containing from 5 to 10 gallons, 5 cents instead of 10 cents, and less than 5 gallons 2½ cents in place of 5. Oils intended solely for use as lubricants and unfit from their properties for illuminating purposes, are exempt from inspection, but the packages in which such oil is contained must be conspicuously marked or branded "non-illuminating."

A NICKEL INDUSTRY—SHALL WE HAVE IT?

It is more than surprising that the Dominion Government have not yet imposed an export duty upon the nickel contained in the ore and matte which is being constantly exported from Canada, chiefly to the United States. The value of such exports to that country now amounts to millions of dollars annually, and the situation is such that the nickel cannot be had in sufficient quantities from any other source of supply than Canada. When the value of nickel as an essential in the manufacture of armor plates for war vessels was first discovered; when it was first demonstrated that the weight of armor plates might with advantage be reduced to from 40 to 60 per cent. of what is now otherwise required, the United States Government were quick to comprehend the value of nickel, and to thoroughly investigate the sources of supply from which what they might require might be drawn. This investigation showed that Canada, unlike any other country, as far as known, contained inexhaustible supplies of the article, and that it could be produced for practical purposes at about one-half the cost as compared with any of the supplies from any other country. At the time of this investigation and demonstration by the United States Government the McKinley Bill was just about being passed by the Congress, and it was therein stipulated that not only refined nickel, but also the nickel contained in ores, or in any other form, should, when imported, pay a tariff duty of fifteen cents per pound; and it was the report of the commission which had been sent out by the Secretary of the Navy, which showed the great value of the Canadian nickel deposits, that influenced the change in the tariff in this respect. That change placed nickel ore and matte on the free list, and made refined nickel dutiable at ten cents per pound.

As soon as these facts became known the Canadian Manufacturer took the position that if Canada desired to be benefited by our valuable nickel wealth an export duty should be immediately levied upon the nickel contained in such ore or matte as might be exported, more particularly to any country that imposed an import duty upon refined nickel. This journal has ever since contended for this export duty, but strange to say it has battled for it almost single handed and alone as far as Canadian newspapers were concerned.

It is well-known that the United States is building a large number of war vessels—have already built, equipped and put into commission quite a number of them—the armor of which is composed entirely of nickel steel, the nickel of which was and is being drawn from our Sudbury mines. Scarcely a day passes but what new and important demonstrations are made of the value of nickel for the most important purposes, particularly where great tenacity and strength are required. By the use of nickel steel not only the strength of armor plates is increased, but the weight of them greatly reduced; and in many other forms, such as propeller shafts for large and small steamers, the weight is lessened and the strength increased. It is evident that the day is passed when battle ships and all manner of war vessels will be armored with such heavy plates as are now in use on many of the ships of the different navies of the world. As in the case of the ill fated Victoria, which but a few days ago collided with the Camperdown, a similar ship, no doubt what was thought to be the most important and inpregnable feature of the vessel—her enormously heavy steel armour, was the direct and immediate cause of her destruction, accompanied with a most fearful and distressing loss of life. And we think it quite safe to say that that incident will be most fruitful in causing the abandonment of such heavy armor for such purpose.

But the abandonment of the practice of overloading war vessels with heavy steel armor plates does not imply that the use of armor plates is to be abandoned. If the armor of the Victoria had been of nickel steel, possessing infinitely greater power of resistance, and at the same time of only about one-half the weight of that with which she was encased, it is reasonable to suppose that the collision would not have sent her to the bottom of the sea, involving such a great loss of precious lives and valuable property. The incident demands, and common sense demands, that the armor of war vessels shall hereafter be composed of a material which possesses the maximum of resisting strength and the minimum of weight. That material is nickel steel. Hereafter no war vessel will be considered first class that is not encased in an armour of nickel steel, and as rapidly as the change can be made will the abandonment of heavy steel armor be made.

This work of armouring war vessels with nickel steel plates is now going on with much rapidity. No other material is being used for the United States navy, and our information is that the same company who are making the armor plates for American war vessels at Bethlehem, Penn., are also engaged in making similar plates for some of the ships of the Russian navy. And all of the nickel for these plates is being drawn from Canadian sources.

From what is known in the matter, we are led to conclude that if, when the United States Congress placed nickel ore and matte on the free list, retaining a duty of ten cents per pound upon refined nickel, Canada had promptly imposed an