

Mr. A. H. St. Germain, the North Toronto gentleman who proposes to establish an auto-car line from Toronto to Richmond Hill, has received intimation from the English firm whom he had engaged, that they would not have the electrical conveyances ready as soon as expected. The order has consequently been placed with a Canadian company and the work will be done by Canadians. This should serve as an admonition to those who think they cannot have fine electrical apparatus built in Canada. The advertising columns of THE CANADIAN MANUFACTURER will at all times inform them where they may get their work done reasonably and efficiently.

Torontonians have been, and are still, complaining that the street cars do not contain sufficient seating accommodation for the number of passengers who ride on them. Many suggestions have been made by way of solving the difficulty and securing seats for all. The "no seat, no fare" plan has been tried and it appears to be rather unsatisfactory in its operation. Why not seek redress after the plan followed by the Maryland Legislature and provide for a reduced fare for every passenger who has to stand. If the Legislature fixed a two-cent rate for this purpose it would very soon remove all cause of complaint.

Our Canadian correspondent has said on various occasions that the policy of the present Dominion Government is subject to change with the wind. That this is the case is easily seen when one reads the correspondence of last week and that of the present issue. Apparently there was no prospect, a week ago, that the Canadian Government would impose an export duty on pulp wood. Just now there is a loud call for an export duty on nickel ore and matte, and while these articles have nothing in common with the paper and pulp industries, the authority to tax them as they go out of the country is coupled with that to tax out-going pulp wood. And as Sir Wilfrid Laurier is no longer in conciliatory mood, it is among the possibilities that an export tax will be imposed on pulp wood. But it doesn't matter now, American manufacturers of wood pulp have had plenty of time to provide against such a contingency, and have improved it.—The Paper Mill.

How?

In the recent "prosperity" debate in the House of Representatives, Jerry Simpson, the Populist Kansas Congressman, tried to score a new point against the Dingley tariff by exploiting the alleged fact that Mr. Dingley was wearing a London made silk hat. Mr. Dingley explained that the hat was made in New York, but the London trade-mark was placed inside to please the Anglomaniacs, who always preferred things because they were English. He has since been informed that no silk hats have been imported for at least a dozen years. Thus ended Mr. Simpson's ludicrous attempt to make Mr. Dingley's headgear a national issue.—Home Market Bulletin.

Another vindication of the Great American "I am." It is extremely funny to hear a contemporary of such solemnity and weight as our Boston friend arguing from such a standpoint and in such terms as these.

It is interesting, also, to note that in the Colonies generally the primary interests of trade with the Mother Country are receiving attention. The statement has been made from Canada, apparently on official authority, that after August next a distinct preference (amounting to twenty-five per cent. of the amount of duty) will be given to the products—not only of the Mother Country, but also of British Colonies which treat Canada in a similar manner. From Australia it

is satisfactory to learn that the Federal Convention have passed clauses providing for the establishment of uniform Custom rates, within two years after the establishment of the Commonwealth, with intercolonial free trade immediately thereafter. It would appear, therefore, that economic progress is, if slowly, at all events approaching within measurable distance, and that those who have for so many years advocated Imperial Federation as a means of drawing the Mother Country and the colonies more closely together, have a prospect of seeing their aspirations realized in even a more practicable and durable manner than they could have expected at the time when the late Right Honorable W. E. Forster took the first step towards the formation of the Imperial Federation League.—Chamber of Commerce Journal, London, Eng.

Our esteemed contemporary of the old world is nothing if not cautious. We are glad to hear its announcement that economic progress is approaching, for we have great respect for the opinion of the representative organ of the great business houses of the metropolis of the world. We would suggest, however, that Imperial Federation should be only for tariff purposes as its extension further would be very apparently impracticable. The Journal would certainly have had no doubt as to the authority for the statement ament the conditional reduction of the Canadian tariff, had it in the least degree followed Canadian legislation in these matters for the past two years.

Notwithstanding section 3 of the Naturalization Act, Chapter 113, of the Revised Statutes, or anything in any Act of the Parliament of Canada, or of the Legislature of any province, no person may acquire or hold, either in his own name or through a trustee, or otherwise, any mining lands or mining rights in Canada, or be a director of a mining company, unless he has been a resident in her Majesty's dominions during the twelve months immediately preceding the time when he acquired such mining rights, or became such director.

Such is the bill which James McMullen has fathered in the Dominion House. It is to be hoped that he will lose no opportunity of impressing upon the Commoners the desirability of making law of his bill. The twelve months' residence proviso will bring the Americans to time on the double-quick.

During 1897 Canadian imports totalled \$115,979,713 in value. The exports from Canada during the same period amounted to \$154,676,089.

The United States in 1897 exported wood and manufactures of wood to the extent of \$40,330,793. Canada exported to the United States the same commodities to the amount of \$15,895,214 during the same year. Why can not Canada supply the United States' foreign customers direct? During 1897 the United States supplied Australia with \$942,196 worth of products of the forest. Canadian Trade Commissioner Larke, says that part of the Australian market was offered to Canadian lumbermen and they would not take it. Why?

Ontario millers are strongly in favor of Mr. Richardson's bill in the Dominion Parliament, which require railway companies to take wheat on their cars at ordinary shipping points. As it is at present farmers are sometimes obliged to haul their wheat to an elevator, although a railway station is much nearer than where the elevator is located. They have been laying their grievances before Sir Henry Joly and will press their view.