

A circular of some interest to the general public has been issued dealing with the entry of dutiable postal packages. Under the existing regulations, packages to gain the preferential tariff cut must bear a certificate that the goods enclosed are of British origin and manufacture. The result has been to cause more or less trouble in a small way owing to the absence of the certificate and consequent payment of the full duty rate. The department now orders that where the merchandise is not for sale and not of more than \$25 value, Customs officers and postmasters may, notwithstanding the absence of the certificate, allow the reduction of one-fourth in the duty rate where the goods are from a British country, and when they are reasonably satisfied that the goods have been manufactured in such country.

The present is a most favorable opportunity for Canada to embark in the iron and steel industry. The demand for all kinds of iron is unprecedentedly large, and it is growing at an enormous rate. The market for iron and steel is world-wide and there is no reason why Canada should not soon make a bid for foreign business, as well as supply its own demands. We do not believe that any country in the world is better adapted than Canada for the manufacture of iron and its products. In addition to our unlimited supplies of the raw materials of the iron industry, we have a unique advantage in the possession of a monopoly of nickel, whose use is fast increasing in the manufacture of steel and other metals. If Canada were to put in force a vigorous nickel policy, forcing the refining of the ore to be done in the country, the iron industry would be benefitted not less than the nickel business itself. The one industry is complementary to the other, and together they would give us an immense advantage over any other country. The country is tired listening to The Globe's theories to the effect that Canada enjoys unique advantages in the possession of a monopoly of nickel. What the country desires and demands is that the Government adopt a policy that will cause Canada to profit by reason of these advantages.—Toronto World.

At a mass meeting of manufacturers, ship-owners and merchants held at Glasgow last week a resolution was passed expressing alarm at the serious injury to British and colonial trade arising from the continued and threatened extension of foreign competition. Mr. Anderson, of the Anchor line, said America and Germany were taking markets where Great Britain had long been pre-eminent. He added that British subjects had not received just support from the Government, asserted that the Board of Trade has assumed the character of police, and claimed the Foreign Office only moved when the steed was stolen.

In "Modern Machinery" is described a Maxim gun mounted on a tricycle. During the late Easter manoeuvres at Aldershot, the 26th Middlesex (Cyclists' Corps) experimented with a De Dion and Bouton moto-cycle (electric ignition) equipped with a service Maxim gun. The wheels of the tricycle are fitted with pneumatic tires and ball bearings, and, should the electric power prove insufficient, an ingenious arrangement provides for four separate safety cycles being coupled together and attached to the polo of the gun carriage. The result of the experiment was watched with

interest, as it is generally considered that a large demand is likely to arise for this class of motor-driven vehicle. The gun was limbered up and towed by four cyclists on an ordinary road at fifteen miles per hour.

The keen disappointment in Ottawa business circles at the Government's failure to deal with the insolvency law this session will be widely echoed in this country. It seems difficult to believe that either the Premier or Mr. Fielding could possibly need the reminder they received in the petition presented on behalf of some 300 English firms doing business with the country, that this is, above all others, the most pressing question which it is possible for the Government to tackle in connection with the development of Anglo-Canadian trade. No doubt the Government programme for the session is heavy enough as it is. But in this particular matter a duty lies upon Ministers which, for the credit of their own and their country's reputation, should have been discharged long since. As Mr. Fielding's figures recently showed, a preferential tariff which is not accompanied by a legitimate measure of legal protection for the interests of the British trader, is likely to prove a strictly limited boon.—The Canadian Gazette, London, Eng.

The Toronto World publishes a cartoon in which the N. P. is represented as an immense elephant being led by Sir Wilfrid Laurier. The legend above it is "Stolen from the Tory Party," while below the animal is made to say, "Oh, yes, they may try to disguise me, but I'm the same old Jumbo they considered dangerous and wanted to destroy a few years ago." The World and the Conservative papers and politicians seem to regret very much that the Liberals have charge of the elephant, but so long as it is the same old Jumbo that has always been such a favorite with Canada, the people are not unhappy because of the change of keepers.

Representatives of the 350,000 travelling men in United States will meet in Albany, N.Y., on June 30th at the fifth annual convention of the Commercial Travellers' National League. Nearly a thousand delegates are expected. The principal object of the convention is to form plans to combat the combines. It is estimated that 50,000 commercial travellers in that country have been thrown out of employment within the past few years by these great combinations of capital.

Some one credits a Detroit vessel agent with figuring up the total loss of the grain shovelers' strike at Buffalo in this way:—Loss suffered by marine and elevator interests on grain vessels about \$1,000 an hour, and for twenty days this would bring the loss to \$480,000. The tie-up of twenty-nine freighters with package freight for twenty days is estimated to be fully \$288,000. The loss of the sale of 500,000 bushels of grain is estimated at \$100,000. This, together with losses on the tie-up of ore, fuel and coal, will bring the total loss up to \$1,038,000. The loss to the strikers is estimated at \$278,000 for twenty days. It is needless to say that these figures are anything but inclusive or complete and only touch on the fringe of the loss. It is questionable if any individual could sum up the absolute total loss caused by the striking long-shoremen, anyway, the above estimate is far and away below the actual.