

The British Cotton-Growers' Association proposes to raise a fund of half a million pounds, payable in five years, to carry on the work of cotton growing in the British colonies.

The Mexican Government, through Sir William Mulock, have expressed a willingness to bear one-half the cost of instituting a steamship service between Mexico and Canada. It is believed the Canadian Government will reciprocate, and that before long steps will be taken to inaugurate a service. A steamship line to Mexico will be a great advantage to manufacturers or exporters who do business with that republic, seeing that it will mean direct communication and the avoidance of vexatious delays.

The prosperity of the United States during 1903 is indicted by the large quantity of wool and woolen goods imported in that year. We imported 173,575,891 pounds of wool, valued at \$22,811,734. These figures have not been exceeded in either weight or value in any previous year, excluding of course the free wool period of 1895-7. The woolen goods imported last year were valued at \$19,321,504. This is in excess of the imports of any previous year since 1898 and is nearly one-half the value of the annual imports previous to the Wilson bill. It will be remembered that at that time 1890-94, a ruling of the Treasury Department resulted in a large increase of our imports of woolen goods. In one year alone, 1890, the imports of woolens were valued at over \$52,000,000. Although last year's imports were high for the Dingley tariff, yet the efficiency of that law is disclosed by comparing last year's imports with those, previous to 1894.—Textile World Record.

Messrs. W. F. King, Chief Astronomer of Canada, and O. H. Titman, Chief of the Geodetic Survey of the United States, have been appointed commissioners to delimit the boundary between Canada and Alaska, as laid down by the tribunal that assembled in London last Fall. They cannot undertake their work till the snow has disappeared from the mountains, which will mean the beginning of summer, and it will probably be spread over two seasons. In addition to this survey, however, of the stretch that was not very fully marked by the commissioners, the two governments will need to mark the entire line from end to end with permanent monuments of some kind in order that there may be no future disputes as to its exact location. This may take eight or ten years more as it involves the covering of hundreds of miles of unsurveyed and unoccupied territory with practically no roads.

The Bulletin of the American Iron and Steel Association reproduces the gist of the letter written by Mr. George Johnson, Dominion Statistician, to the Duke of Argyle, showing the effects of the tariff preference given by Canada to Great Britain, which was, by the courtesy of Mr. Johnson, published in the April 1 issue of this journal. Following the article in the Bulletin are comments by Mr. Swank, the editor, as follows:

Although the mother country has clearly gained, and gained largely, by the Canadian preferential tariff, it is equally plain that the Canadian manufacturers and the men they employ have been heavy losers by the same tariff policy. Whether our neighbors will be willing to continue to sacrifice some of their most important industries for the benefit of British manufacturers may be doubted.

There lies before us some evidence that the welfare of the colonies is not first in the thoughts of English statesmen, even of the protectionists. On March 15, in the course of a debate in the House of Commons, in which the heavy imports into Great Britain of bounty-produced Canadian pig iron were mentioned, the Chancellor of the Exchequer, Mr. Austin

Chamberlain, said of the bounty: "It now amounts to about 12s. 5d. per ton on pig iron produced from Canadian ore and to about 8s. 3d. on pig iron produced from foreign ore, and is subject to a reduction each year till 1906-7, when it will be 35 per cent. of the original figures. The abolition or modification of these bounties would be a proper subject for consideration whenever our fiscal and commercial relations with our colonies come under review." Our free trade London contemporary, the Iron and Steel Trades Journal, says that the Chancellor's admission, above quoted, "emphasizes the fact that while we shut out bounty-fed sugar made in Germany, we let in bounty-fed pig iron from Canada." And it adds: "Clearly to be consistent, our protectionist legislators ought to insist on a countervailing duty of 12s. a ton to prevent the 'unfair' of this Canadian iron."

It seems from the above to be very doubtful whether it is the purpose of Mr. Chamberlain's party, any more than it is of the British free traders, to encourage the development of manufacturing industries in the British colonies.

Our esteemed contemporary, The Monetary Times, publishes a lengthy editorial describing the remarkable enterprise and perspicacity of a number of British manufacturers who have chartered a large steamer which is being fitted up as a high commercial travellers' sample trunk, intended to display to the world the products and manufactures of the United Kingdom. It is stated that no fewer than 150 trades and industries will be represented by samples, in the care of two hundred trade representatives. This unusual business venture, we are told, is intended to promote, first, inter-imperial commerce; second, the personal introduction of the seller to the buyer; third, to provide a means by which British manufacturers can investigate the peculiar conditions and requirements of individual markets; fourth, the advertisement of British industries by bringing to foreign and colonial ports a representative exhibition of British manufactured articles. The expedition is booked to sail from London on April 27, the first call to be at Halifax, and from thence to other Canadian ports, possibly including Toronto, Hamilton, London, Winnipeg, Bobcaygeon, Woodbridge, and other places at times when the Fall Fairs are in bloom; after which the circumnavigation of the globe will be continued. It is a grand project.

Mr. Francis King, the secretary, has sent us a copy of a Memorial addressed by the Dominion Marine Association to His Excellency, the Governor-General, in Council, in which reference is made to the following subjects: Tonnage dues and inspection fees upon steamboats in Canada; reciprocal steamboat inspection arrangements with the United States; fees of Customs officers; charges on vessels landing at Government wharves; Government aid to Canadian shipbuilders; canal tolls, and the proposal for an enlarged Welland Canal. Attention is particularly directed to the clauses relating to the subjects last named. In view of the expenditure of \$101,000,000 about to be made upon the Erie Canal, it is urgent that no further delay be made in commencing the improvement of our own inland water route necessary to ensure and maintain its supremacy.

The Cleveland Marine Review points out that at this time a year ago shipyards of the great lakes had orders for sixty-two vessels valued at \$13,491,500. Now the number of orders on hand is only twenty-five, many of them for small vessels, and the aggregate value is only \$3,970,500. In the list of a year ago there were forty-eight freighters, capable of carrying in a single trip 230,950 gross tons on eighteen feet draught. In this year's summary there are only ten freighters of a combined capacity of 63,400 tons. In merchant work on the seaboard there is little encouraging to report. On the contrary, the situation is especially discouraging, for there is not a single new order of any importance to chronicle. There is not now, and has not been for two years and more, an order given for a vessel for the foreign trade of the United States. But the showing is such as to prove that the United States occupies a most ignoble position in the world's output of ships.