

## CANADIAN TRADE WITH SOUTH AFRICA.

We gather from an interesting article in the Cape Argus that, while the expectations formed after the conclusion of the Transvaal War, as to the development of a very large trade between Canada and South Africa have scarcely materialized, largely on account of the depression which has since prevailed in the latter country, yet the preferential treatment accorded by it to products from the sister colony is likely to lead to important results. This is more particularly to happen owing to the establishment of the direct steamship service between South Africa and the Dominion. The chief items exported by Canada at present are timber, frozen pork, and poultry, tinned goods, and cattle. To a large extent the timber consists of poplar planks for building purposes and for cabinet making. It is interesting to learn that formerly this all went to Africa via New York, but the Argus thinks there is every promise that in time the whole of the Canadian timber imported into that country will be forwarded by this line. It can be put on board cheaper at Montreal than at New York, and the rates are practically the same as those of the Prince Line. One boat alone has taken, we are told, out as many as 30,000 deals, and Johannesburg is a big customer in this line. The average number of cattle taken over by the direct line is about fifty on each steamer. These, it is agreeable to note, have given good satisfaction, and none have died on the voyage. A considerable trade is being done in apples, which are of several varieties. The shipments of poultry have lately, says the Argus, fallen off. The export of eggs from Canada to South Africa is still in its infancy, but large shipments are expected during the coming season. Frozen salmon has gone over in small quantities. In regard to flour, there is good ground for supposing that the trade will reach to large dimensions. As it is, its condition is very satisfactory, although the large surplus available for export from Australia, and the somewhat cheaper lines that country has to offer us, have affected the Canadian export.

One unsatisfactory feature of the present situation is that the steamers have at present to make the trip to Canada with practically no return cargo, which would serve to lessen freight rates outward.



## FEBRUARY FIRE WASTE.

The New York Journal of Commerce and Commercial Bulletin, which keeps a carefully compiled record of the losses from fire in the United States and Canada states that the loss last month was \$25,591,000. The following table gives a comparison of the fire losses of the first two months of the present year with those of the preceding year:

	1904.	1905.
January .....	\$21,790,200	\$16,378,100
February .....	90,051,000	25,591,000
Total .....	\$111,841,200	\$41,969,100

The reduction in the fire loss for February this year is only satisfactory so far as it goes. It is greatly less than last year, but if the losses due to the great conflagration in Baltimore be deducted, it will be seen that the amount is this year actually greater by over \$5,500,000. The wastage is still going

on at an appalling rate. For the full year 1903 the fire loss was \$156,195,000; and for 1904 it was \$252,364,000, or deducting conflagration losses at Baltimore, Toronto, and Rochester, \$169,000,000.



## THE LATE EDWARD CLARKE, M.P.

It is long since so marked an expression by a community of esteem for a public man was given as at the funeral, in Toronto on Monday last of E. F. Clarke, M.P. And that striking testimony was deserved. The country loses a valuable citizen in Mr. Clarke. He served this city well as mayor, and has shown eminent capacity together with a high sense of duty in whatever position he was placed. Of his intelligence and his acquirements it is not easy to speak too highly. We do not recall any one whose qualifications as a public man his so much resembled as those of the late Hon. Thomas White, of Montreal. As speakers they were lucid and convincing. Both knew their country and its people; both were approachable and by nature courteous; both, while comprehending principles, were eminently fitted to deal practically with affairs; the same high standard of self-sacrifice to public work characterized both. "Ned" Clarke was a large-minded, large-hearted man, full of sympathy, and as free from vanity as he was from bitterness. If, while spending himself for his country he died a poor man, the community in which he lived should find in that fact a warrant to extend its gratitude to his dependent ones.



## POSTAL RATES ON PERIODICALS.

Sir George Drummond brought to the notice of the Senate recently the inequalities which at present exist in the local, foreign and Imperial postal rates, and affirmed the principle that the conveyance of letters, newspapers, books and periodicals should be at a lower scale of charges within the Empire than those ruling with foreign countries. That this is very far from being the case now does not require much proving. Even in letters, the rate to Great Britain from Canada for anything over half an ounce is double what it is to United States points. And when newspapers, magazines or other periodicals are considered, the discrepancies are remarkable. The postal charges on such articles from the United States to Canada is 1c. or less per pound, while from England to Canada it is 8c. per pound. This is equivalent to \$175 per ton, an extraordinary charge when the cheapness of ocean transportation is borne in mind. The consequence is that very few British periodicals enter Canada, and those that do are mostly American reprints filled with advertisements of United States concerns and goods. The effect of this upon Imperial sentiment must be very marked, let alone the influence it is likely to have in the drawing of Canadian trade out of Imperial into United States channels.

Another point in connection with postal rates touched upon by Sir George Drummond was the influence of the existing regulations on Canadian papers. It is all very well for us to have reciprocity in the matter of circulation of magazines and papers between Canada and the United States; but owing to the great population of the latter country and its consequent large number of publications this reciprocity does not work out fairly. As Sir George remarked, "a Canadian magazine is almost an impossibility." Finally, he presented the following facts to show that the