

of animal and agricultural products. Seventy-seven per cent. of the total value consisted of exports from the United States, via Canada, to Great Britain; the remainder going either to the United States or Newfoundland.

The difference in the Canadian and United States returns of the aggregate trade of the two countries is very striking, our own returns showing an increase over the United States figures of \$21,498,516. This discrepancy is difficult to explain, although there are various ways of accounting for it. Undoubtedly greater care is exercised by the Canadian customs officials in securing accurate statistics. This remark applies with great force to the imports, accuracy being essential in making up the amounts of duties to be collected. It is possible also that some of our imports entered as from the States, because they were purchased there, may be included in the United States transit and transshipment trade, and it is perfectly certain that this remark also applies to our exports, Canadian goods purchased by United States merchants being frequently treated in our books as exports to that country, when in reality they have only been purchased for export, while they are treated by the United States authorities as exports of foreign commerce or as a part of their transshipment trade.

The total coasting trade of Canada last year amounted to a tonnage of 24,579,123. Of this large total Ontario is credited with 1,829,834 tons, the largest in her history, Quebec and Nova Scotia, half a million each, the figures respectively being, 4,433,796 and 4,390,852. New Brunswick totalled 1,083,134, British Columbia 3,630,833, and P. E. Island 1,198,538.

There was an increase of 35 in the number of vessels built last year, but a decrease in the tonnage of 5,800 tons. The average selling price has declined from \$37 per ton in 1868 to about \$1: 50 per ton in 1893. The actual number of vessels built in Canada was 313, and of Canadian vessels sold, 42.

#### EDITORIAL NOTES.

As a result of the visit of A. McKay, M. P., and Chas. Myles to Ottawa, a telegram has been received from Ottawa stating that the collector of customs has been authorized to admit the rails for the H., G. and B. electric railway free of duty. The rails were ordered from Scotland, the quantity being 1,500 tons, and, as the duty is \$6.75 per ton, the company will save an expenditure of \$10,125. About 600 tons of the rails have already arrived, and \$4,000 duty was paid on them, which will be refunded. —Hamilton Spectator.

If it is a fact that the rails for a Hamilton electric railway are to be admitted into the country duty free, then it would be right to admit duty free all rails intended for any other electric railway in Canada; and whatever duties may have already been paid upon any such rails, should be promptly refunded. The permission to admit rails for the Hamilton railway duty free might be considered a distinct disavowal of the policy of the Government to charge a duty upon such rails, and as a foreshadow of what will be made the law in the forthcoming tariff. If such rails are to be free in the new tariff, then other forms of steel, such as structural shapes for bridge builders use, for architectural purposes, etc., should also be free; and if these be free then why not boiler

plates and all other forms of iron and steel. If steel rails are to be free, what is to become of what we have so fondly hoped for in the way of a policy that would give us blast furnaces and steel works? Whatever the policy of the Government is: it should be adhered to.

A deputation of fruit growers and their friends attended upon the Government at Ottawa a few days ago, headed by Mr. A. H. Pettitt, of Grimsby, to protest against the ratification of the proposed French treaty, as likely to interfere with the grape growing and wine making industries of Canada. In addition to this Mr. Pettitt asked for the adoption of a tariff for revenue only and the abolition of exemptions, whatever that may mean. On being asked if he also advocated the abolition of the duties upon pork, he declined to express an opinion. Dear, good, consistent man that he is, Mr. Pettitt is one of those self-sacrificing patriots who want the duty increased upon whatever he may produce, and lowered or abolished upon whatever he may have to purchase. This journal has always opposed the ratification of the French treaty as a Tupperian freak that would greatly benefit France and greatly injure certain Canadian industries of great value. With grape growing and wine making industries of our own, upon which we could rely with certainty for domestic wines of absolute purity, and which give profitable employment to so many of our people, it would not be an act of wisdom to give free entry into our markets of the wretched so-called cheap wines of France. But it is queer that when grape growers approach the Government asking protection for their industry, they utilize the occasion to demand the removal of protection from even more important industries.

Electric Power, a technical journal published in New York, advises the placing in each electric car of a simple device to indicate to the motorman that the speed of his car has exceeded the maximum allowed, and, furthermore, to prevent runovers, each car should be provided either with a brake, which could act automatically and instantaneously, or a sander which could be trusted to fulfil requirements. "This," it says, "may savor of municipal paternalism, but, as we have seen by the records of the past six years, it is certain that the electric street railway companies will take no steps to prevent fatal accidents unless compelled to either by public indignation vigorously expressed, or by compulsory legislation duly enforced. Indeed, humanity cuts so small a figure in the question as to be practically, in so far as they are concerned, negligible. If the law as to speed had been enforced, and the proper safeguards been placed upon the cars in the first place, electrical street railways would have taken a far wider extension than they have, and the operating companies would have saved thousands spent in litigation and damages, the public would have been reassured as to the safety of electric travel, while the manufacturers would have profited by the increased demand for apparatus, unhampered by the odium which clings about the very name of trolley."

A circular issued by a firm dealing in cotton attributes the recent decline of the price of that staple to the fall in