

\$414,517,358, an increase of \$36,827,673 over last year. The imports for consumption, including coin and bullion, amounted to \$202,791,595, compared with \$181,225,385 in 1901. The value of dutiable goods was \$118,657,496, as against \$105,958,585 in the previous year. The value of the free goods imported was \$77,822,694, as compared with \$71,729,540 in 1891. The total exports were \$211,725,563. In 1901 they were \$196,487,632. Our exports of domestic produce alone amounted to \$196,105,240, an increase of \$19,366,048 over 1901.

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Quebec is once more endeavoring to regain its lost supremacy as a seaport, and a scheme is now under way which will give considerable business to that place. Captain Wolvin, of Duluth, with some friends has organized a company, known as the Great Lakes and St. Lawrence Transportation Company. The company was formed avowedly for the purpose of making an experiment. It chartered a number of vessels on the Upper Lakes, purchased eight steel barges and a tug, the E. B. Eddy, from the Prescott Elevator Company, two floating elevators from the Montreal Transportation Company, and began the experiment with this outfit. Up to the end of June its vessels had brought fifteen cargoes to Quebec, but as it was an experiment no arrangement had been made with steamship companies for return freights from Quebec, and every one of the fifteen vessels went back to Duluth empty. These were serious disadvantages, and yet under them all the Company was well satisfied with the result and decided to form on a permanent basis. The capital stock of the Company was increased to \$2,500,000, and, instead of chartering steamers, orders have been placed for ten new steamers, with a capacity of 2,200 tons each. The Company is already making arrangements for terminal facilities in Chicago and other

great freight centres, and has been granted ample facilities in Quebec itself. In regard to return cargoes, contracts have already been entered into for next year. Even this year return cargoes are beginning to offer. Two of its barges have just carried loads of pulpwood to the International Paper Company at Niagara Falls, and will return with coal. It may be considered, therefore, that an enterprise of considerable moment to the country is fairly launched.

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The success of the experiment of Minneapolis mills in grinding Manitoba wheat into flour for export promises to be followed by large shipments of grain across the border the coming year. A Minneapolis despatch says: An interesting trade experiment which has been referred to in despatches, is about to become a success. For several months the Washburn-Crosby Company has been trying to get Western Canadian grain into Minneapolis to mill it in bond. As the price of wheat in Canada is likely to be lower than in the United States this is the way the Minneapolis millers figure they will be able to hold the export trade in competition with English mills using Canadian wheat. If the Minneapolis mills can successfully mill in transit Canadian grain they will have nothing to fear from Canadian milling competitors in the English market. It has taken time to work out the experiment. At first the Canadian Pacific was hostile, and the Canadian wheat buyers were hostile. But the railway has now been persuaded that there is more money in it to haul wheat to Minneapolis and flour and other by-products from Minneapolis east than to haul wheat alone east from the Canadian fields. Eventually the Washburn-Crosby Co. expect to employ a 3,000 barrel mill in this trade.

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So far as can be gathered from the reports that have been received on this side of the proceedings of the conference of