

and to Rotterdam, \$7,000. Even with the large value for the week, the total of our exports for the month of February promises to be unusually small.—The Paper Mill.

Reference to the Trade and Navigation Returns of the Dominion for the year ending June 30, 1900, shows that, excepting wall paper, no other paper was exported from Canada in that year. Considering that such materials as American paper is made of was exported from Canada to the United States in 1900 to the value, for wood pulp, \$1,193,753, and pulp wood, \$864,077, total \$2,057,830, it is quite surprising that shipments of a value greater than \$1,000 each aggregating more than \$87,000 should be made in one week from one American port, and not one dollar's worth from Canada in a year. This indicates that we are neglecting good opportunities for building up foreign trade in paper.

Re our export trade in wall paper: According to the authority alluded to, our exports of that article in 1900 amounted to 273,516 rolls, distributed, according to value, as follows:—

Great Britain	\$1,359	4.5 per cent.
United States.....	23,561	79.2 "
Australia.....	2,087	
British Africa.....	176	
British West Indies.	131	16.3 "
Newfoundland.....	2,334	
France.....	93	
Total.....	\$29,741	100. "

Canada's exports of pulp wood during 1900 were valued as follows:—

Great Britain.....	38,370	4.7 per cent.
United States.....	864,077	95.0 "
Newfoundland.....	325	.3 "
Total.....	\$902,772	100. "

Canada's exports of wood pulp in 1900, were as follows:—

Great Britain.....	\$562,178	31.0 per cent.
United States.....	1,193,753	65.0 "
Belgium.....	19,603	
Cuba.....	677	
France.....	25,066	
Germany.....	5,313	4.0 "
Japan.....	3,421	
Mexico.....	6,005	
Total.....	\$1,816,016	100. "

The total aggregate values of exports of these three articles, wall paper, pulp wood and wood pulp, in 1900 were:—

Great Britain.....	\$601,907	22.0 per cent.
United States.....	2,081,391	76.0 "
All other countries.....	65,231	2.0 "
Total.....	\$2,748,529	100. "

Imports of paper and manufactures of into Canada in 1900:—

Articles.	Great Britain.	United States.
Albuminized	\$3,648	\$104,435
Bags and sacks.....	25	12,628
Cardboard.....	1,700	26,758
Envelopes.....	7,669	20,860
Straw board tarred.....	72	14,737
Wall paper.....	8,655	79,021
Borders.....	56	2,642
Leather board	51	6,272
Mill board	653	17,218
Papeteries.....	76,027	297,065
Printing.....	57,326	134,130
Straw board in rolls.....	175	16,546
Wrapping.....	2,385	13,225
All n. e. s.....	105,215	252,188
Total.....	\$263,657	\$997,725

Total value of imports from these two countries as follows:

Great Britain.....	263,657	21.0 per cent.
United States.....	997,725	79.0 "
Total.....	\$1,261,382	100. "

THE PREFERENTIAL TARIFF.

In the February issue of Industrial Canada is published a letter written by Mr. W. K. McNaught to the president of the Canadian Manufacturers' Association bearing upon the import trade of Canada. The occasion arises through the recently expressed intention of the Canadian Pacific Railway Co. and the Grand Trunk Railway Co. to make the American ports of Portland and Boston their terminal points on this side of the Atlantic in shipments of Canadian exports to Great Britain and Europe, and their receiving ports of imports into Canada instead of Halifax, St. John, Quebec and Montreal, all Canadian ports. These two great Canadian railways, Mr. McNaught points out, have been largely subsidized with Canadian public money; are mainly supported by Canadian traffic, and should assist as far as possible to build up instead of destroy our national seaports, and our ocean-carrying trade with the Mother Country. He points out that a possible way to circumvent this proposed action on the part of the railroads is to refuse to allow the benefit of the preferential tariff on British goods unless imported direct through Canadian ports. The letter concludes with a notice of motion to be considered at a meeting of the Executive Committee of the Association, and is as follows:—

That, in the opinion of this Association, the best interests of the Canadian people demand that the tariff preference of 33½ per cent. now given to goods of British manufacture should be allowed only upon such articles as are imported direct from Great Britain or any British colony, having preferential arrangement with this country, to some port within the Dominion.

The letter was read and discussed by the Executive Committee and referred to the Railway and Transportation Committee for report thereon, and this report was to form the basis for further discussion at the next Executive meeting. In this way, we are told, the opportunity will be given for the fullest discussion of the subject by all who may be interested, either as importers or exporters "who make use of the facilities afforded by the railway and steamship lines, both to Canadian and United States ports." Any members of the Association who entertain views on the subject are invited to send them to the Committee before the matter is passed upon by the general Association.

Mr. McNaught's suggestion has received considerable attention, both inside and outside the Association, meeting with support from some and opposition from others. It was intended to appeal to a feeling of patriotism which, if attempted to be carried out, would prove to be an impossible thing—force a majority of the import trade of Canada into a channel not entirely suitable for it, and to put a restraint upon it which, for obvious reasons, would, we think, work disastrously to the best interests of the country. The trouble is that the railways discriminate in their freight charges against Canada and in favor of the United States, and it is not in the power of Parliament to prevent it, as long as their management and control resides in corporations and not in Parliament. The roads should be nationalized. There can