

consideration of the local requirements, there is little danger of any falling off in the imports from the United States, excepting only in those articles which are being manufactured in Canada by branches of American firms. The present outlook is as favorable as that of the past two or three years, and the past rates of imports should readily be maintained. . . . There are no cities in the district, and, of course, no large stocks are carried. The merchants who buy new lines of goods will not make large orders. As a rule, they are very conservative. The increase in consumption of American-made goods should encourage American manufacturers to greater activity, especially now when, according to present indications, the next few years will be very prosperous ones in Canada."

Consul Wakefield gives a partial list of manufactures into the Orillia Customs district from the United States as follows :

Pianos, sewing machines, typewriters, cash registers, cash carriers, machinery for farm work, sawmills, pulp mills, manufacture of wooden ware, paper-making and carriage machinery, belting and oils ; carpenter's and other tools, such as saws, axes, spirit levels, wrenches, screw drivers, spokeshaves, and similar tools ; all planes, level glasses, glass-cutter's augers, bitstocks, tape measures, tool kits (small and large), steel squares, chisels and chisel handles, all kinds of trowels, game traps, rulers for surveying lumber, grindstones, machines for holding shoes to be polished, carpet sweepers, door and farm bells, door catches, corkecrews, castors, punches, pliers, window fasteners, saw-sets, locks, bolts, and hinges ; cottons ; various kinds of hard woods ; files, saws, oil heaters, gasoline engines and launches, steam engines, hunting axes, automobiles, and printing presses ; electrical apparatus, such as storage batteries, and storage-battery lamps ; heaters, irons for laundry work, fancy shades, electrical watchmen's clocks and time detectors, watch movements, clocks, canes, umbrellas, coal and coke, compasses, bronzes, binder twines, scales, awls and awl hafts, tack pullers, can openers, picture nails, brass hooks and couplets, faucets, stair plates, wire-line snaps, horse bits, steel brackets, harness buckles, cabinet clamps, pulleys of all kinds and sizes, carpet stretchers, lumber pencils, cattle leaders, steel swivels, anti-rattlers for carriages, plumb bobs, cobbler's sets, wagon oils and greases, chalk, stove bolts, and fire clay ; nickel goods, such as chafing dishes, teapots and coffee-pots, crumb trays, and similar articles ; coffee mills, oil tanks, scythes, stoves, spring balances, brushes of all kinds, brackets, burners, mirrors, and drinking glasses ; putty, paper, shoe, and kitchen knives ; curling tongs, clippers, collar buttons, scissors, key chains, spirit lamps, metal polish, dark lanterns, spoons of all kinds, razors, oil cups, cheaper grades of cutlery, small ware, fine carving sets, razor straps, harness snaps, rollers for doors, hayforks, knives and cutters, scoop shovels, post-hole augers, steam fitters, pencil and ink erasers, pencil sharpeners, brushes of all kinds, feather dusters, varnishes, floor stains and cleaners, cement, etc. In sporting goods : Rifles, shotguns, revolvers, all kinds of ammunition ; fishing tackle (poles, lines, reels, fancy baits, baskets, etc.) ; golf sticks, balls, and golf bags ; tennis racquets, nets, and balls ; baseballs, mitts and bats.

This astounding list of imports of American manufactures into the small town of Orillia is but a duplicate of the experience of every other small town, and large town, and city, and settlement in Canada ; and if those Canadian manufacturers who are scattering money broadcast in reaching after trade in foreign countries can find the time to do so, we suggest that they seclude themselves in perusing the list of American goods imported into Orillia. There is not one single item included in the list the like of which is not made in Canada, or could be to good advantage. But outside of a comparatively few Canadian manufacturers who are liberal patrons of Canadian trade papers, those who make such goods succeed beautifully in hiding the fact from Canadian buyers, and spend much of their time in berating the Yankees.

### THE COAL DUTY.

Several of the Boards of Trade in important manufacturing centres in Ontario have passed resolutions advocating the removal of the duty imposed upon bituminous coal, some of them requesting the Canadian Manufacturers' Association to assist in the matter, to which answer is returned through Industrial Canada that "The people of Nova Scotia of both political parties believe that their prosperity depends upon the maintenance of the protection on coal, and they may rest assured that the Canadian Manufacturers' Association will not assail this important feature of our national policy." Ontario manufacturers cannot therefore hope for any assistance from the Association in ridding themselves of the payment of this duty upon their fuel, which amounts to about two million dollars a year.

The Association, through its organ, advances reasons why the duty on coal should not be removed, among them being that it would be an assault upon the national policy ; that it would mean the loss to the revenue of the Government of \$2,000,000 a year ; that this sum could be so applied by the Government as to give Ontario cheaper coal, and that \$2,000,000 annually would pay the interest on \$66,666,000 which might be expended in cheapening transportation between the Maritime Provinces and Ontario. In other words the Association, composed in large part of Ontario manufacturers, asks them to pay the interest on more than \$66,000,000 to assist the coal miners of Nova Scotia to sell their product in Ontario. It is a most generous proposition, and one which the manufacturers of Ontario will no doubt fully appreciate.

The Association cites the fact that the Intercolonial Railway from Montreal to St. John, N.B., and to Halifax, and Sydney, N.S., with branches to almost every important centre in those provinces, cost the country less than \$66,000,000, and that probably for half that amount it could be extended to Toronto, and other distributing centres in Ontario, and by steamship connection to Port Arthur, at the extreme west end of Lake Superior. The Association informs us that this being accomplished the Government could carry the farm products of Ontario and the North-West to St. John, Halifax and Sydney, for export, and bring back Nova Scotia coal at a rate low enough to give Ontario consumers cheaper fuel. Of course, all this is to be done at the expense of Ontario manufacturers who would be taxed not only to enable Nova Scotia coal miners to sell their product in Ontario, but also to help the farmers and others of Ontario and the North-West to carry their products to our Maritime shipping ports. The scheme is most beautiful in its conception and generous in the extreme to Ontario manufacturers who are to be depended upon to pay for carrying it out.

But why should the Association ask Ontario manufacturers to carry it out? The Association claims the fealty of the manufacturers on the ground that its aim and object is to look after their interests. It is perfectly proper for it to advocate the extension and improvement of transportation routes, but why should such important works be instituted at the expense of the manufacturers of Ontario only? Why not allow other interests to share in the burden? Why should the farm products of the North-West be facilitated in their transportation to the seaboard, and thence to the other side of the Atlantic at the expense of Ontario coal consumers?

The Association, through Industrial Canada, points out another way also in which the Government might enable Ontario consumers, at the expense of Ontario manufacturers of course, to get Nova Scotia coal at a low cost, viz., by applying a portion of the revenue derived from the coal duty