

CANADIAN IMPORTS AND EXPORTS.

Customs valuations upon goods imported subject to *ad valorem* duties are made at the fair market value thereof when sold for home consumption in the principal markets of the country whence they were exported. The value of goods subject to export duty are to be their actual cost or the value which they truly bear at the port and time of exportation.

The following table is a comparative statement of the value of articles imported in the years 1885 and 1886:—

IMPORTS.

ARTICLES.	VALUE OF IMPORTS. 1885.	1886.
Bricks and tiles	150,807	134,650
Carriages, wagons, sleighs, &c	150,724	137,560
“ parts of	69,150	76,367
Cars, railway passengers	99,900	189,015
Cement	118,783	128,413
Corkwood	12,083	19,609
Engines	115,598	205,431
Felt roofing and other	54,757	20,920
Felt sheeting for vessels	2,625	1,456
Furniture, including hair and spring mattresses, pillows, &c.	172,543	185,633
Gravels and sand	19,972	24,141
Lime	11,503	9,347
Logwood	31,906	58,045
Lumber, sawn, not manufactured	374,632	313,770
Machines and machinery	1,154,897	1,190,604
Marble	79,662	90,498
“ manufactures of	21,519	23,410
Mouldings	4,314	21,232
Paints and Colors	520,339	539,083
“ dry	28,662	26,520
Picture frames	608	25,490
Plaster of Paris	5,986	6,138
Ships and other vessels built in any foreign country, except machinery	91,503	26,611
Ships and vessels, repairs on	13,965	13,162
Slate, mantle and roofing	12,102	9,610
Stone, building	30,491	41,675
“ grind and flag	17,862	22,207
“ manufactures of	39,422	39,362
Timber, lumber and shingles	224,190	456,320
“ unmanufactured	609,872	499,192
Trees, forest	363	634
“ fruit	42,254	42,129
“ ornamental, shrubs and plants	33,509	42,844
Veneers of wood and ivory	47,700	52,664
Wood, manufactures of	636,052	674,477
Wooden ware	22,991	31,675

VALUE OF EXPORTS, DISTINGUISHING CANADIAN PRODUCE AND MANUFACTURES FROM THOSE OF OTHER COUNTRIES.

ARTICLES.	1885.	1886.
	Domestic.	Foreign.
Lime	11,005	18,638
Machinery	86,163	80,455
Sand and Gravel	23,590	23,195
Slate	4,642	4,552
Stone and marble, unwrought	52,206	700
Stone (wrought) and Marble	17,235	1,125
Wood, viz.—		
Household furniture	169,115	2,967
Door, Sashes and Blinds	46,678	33,070
Other manufactures of The Forest	470,206	16,574
Ashes, pot and pearl	156,322	927
“ leached	16,613	16,106
“ all others	7,179	14,978
Bark for tanning	364,053	221,815
Basswood, butternut and hickory	26,474	18,611
Firewood	316,647	313,480
Hop, hoop, telegraph and other poles	84,789	106,745
Knees and luttocks	9,619	6,031
Lathwood	1,843	1,785
Logs, hemlock	14,890	28,885
“ oak	15,671	14,417
“ pine	2,300	24,452
“ spruce	49,474	82,016
“ all others	143,523	164,195
Lumber, viz.—		
Battens	12,640	10,979
Deals	638,577	693,370
Deal ends	265,039	302,035
Laths, pailings and pickets	270,227	124,118
Planks, boards and joists	80,387	287,720
Scantling	119,575	151,370
Staves standard	13,705	55,174
“ all other and headings	345,796	20,259
all other lumber	201,907	1,344
Masts and spars	42,691	300
Oars	—	37,454
Shingles	183,732	72,030
Shingle bolts	2,906	142,347
Sleepers and railway ties	197,826	367,457
Stave bolts	97,863	116,300
Shooks, box	28,710	1,555

Timber, square, viz.—

Ash	111,770	1,014	83,490	—
Birch	246,031	—	265,273	—
Elm	257,168	3,316	259,768	123,163
Maple	3,001	—	1,799	—
Oak	575,575	66,078	704,986	123,163
Pine, red	101,210	2,412	131,043	6,368
“ white	201,930	21,450	175,059	137,291
All other	100,221	5,476	75,732	9,712
Other articles of the forest	144,253	182	150,212	696

Total. 20989708 1383597 21034611 1830476

The proportion of exports from British Possessions to the United Kingdom to the total exports was, in 1885, not so large as that of imports, it having been 42.78 per cent., and the amount per head was only \$1.81 as compared with \$2.43 per head of exports to other countries. The proportion of imports from British Possessions to the total imports into the United Kingdom has remained much about the same for a number of years, as shown by the following figures:—

PROPORTION OF IMPORTS FROM BRITISH POSSESSIONS TO TOTAL IMPORTS INTO THE UNITED KINGDOM.

1871	22.03 per cent.
1875	22.57 “
1880	22.50 “
1884	24.56 “
1885	22.75 “

But the proportion of exports to Great Britain to the total Colonial exports has decreased during the same period:—

PROPORTION OF EXPORTS TO THE UNITED KINGDOM TO THE TOTAL EXPORTS FROM BRITISH POSSESSIONS.

1871	50.45 per cent.
1875	49.47 “
1880	46.46 “
1884	42.33 “
1885	42.84 “

The total foreign trade of British Possessions has increased very largely since 1871, but, as will be seen from the following figures, the trade with foreign countries has increased in a greater ratio than that with the United Kingdom:—

PROPORTION OF THE TRADE WITH THE UNITED KINGDOM TO THE TOTAL FOREIGN TRADE OF BRITISH POSSESSIONS.

1871	51.41 per cent.
1875	52.53 “
1880	49.36 “
1884	46.72 “
1885	48.44 “

It has been shown that the Colonies buy considerably more from England than England buys from them, and that the quantity is steadily increasing. This fact, which is probably at present more particularly the consequence of the numerous financial transactions that take place between them, shows that the greater portion of the wants of the Colonies can be supplied by the United Kingdom. It has also been shown that, in proportion to their total exports, the exports to Great Britain are not keeping place with those of foreign countries.

The Permanent Exhibition.

Every visitor to Toronto should spend an hour or two at the Permanent Exhibition of Manufactures, open free to the public. It occupies a spacious building specially constructed for the purpose on Front Street West, opposite the Queen's hotel. All who have seen it are surprised and delighted with the comprehensiveness of the display and the system and elegance of the arrangement. The benefit of such a scheme to the manufacturer, the merchant and the retailer are obvious at a glance. It saves a vast amount of expense and trouble by bringing sellers and customers into closer relations. The Permanent Exhibition offers to firms outside the large centres of distribution the advantages of a branch office at a much less cost. Their goods are seen by thousands who might not otherwise take the trouble to make special enquiry after them. To a public familiarized with the benefits of yearly exhibitions the idea of a permanent exhibition where the advantages, instead of being temporary, will be continuous, need only be stated to be appreciated. Messrs. Nicholls & Howland deserve great credit for the enterprise they have shown in successfully carrying out this useful project.

New Brunswick Matters.

The New Brunswick correspondent of *The Empire* has the following to say regarding the trade of that province:—The feeling in business circles in New Brunswick is astonishingly cheerful in view of the commercial disasters which befell the province during the first six months of the past year. During that holy year the failures aggregated \$5,000,000 liabilities. The returns for the past six months indicate a return to normal conditions, the total liabilities being \$300,000. Nearly all the later disasters are the heritage of the Maritime Bank collapse. To get back to the beginning of things, every failure of any consequence was caused directly or indirectly by lumber. Lumber brought down the firms which the Maritime

Bank with foolhardy recklessness had been trying to carry, had thus swamped the bank, which in its turn caused the suspension of McLellan and Blair's private bank, and swept away other business houses. The private banking firm did not deserve its fate and, but for the terror that prevailed at the time, might have pulled through. The St. John agent for a leading bank was strongly in favor of helping Mr. Blair out, and the facts that the creditors have now eighty per cent. from the liquidators, and that Mr. Blair has resumed business with the confidence of the public, goes to prove that the banker was right.

The bottom did not suddenly drop out of lumber. Some of those firms which breathed their last in the disastrous days of last winter and spring had been long in *articulo mortis*. The end of two, if not three, was only delayed so long because Mr. McLellan, bank manager, supported them on the money of his depositors. The weeding out process has on the whole increased public confidence, and it is safe to say that the community is better off than it was this time last year.

But the lumber business has not improved. The sales last year to transatlantic points were smaller by about ten per cent. than in 1886. It is believed that the export to the United States has also declined, but complete returns are not yet available. The greater part of the New Brunswick export of lumber to the Republic is of United States produce. It is sawn from logs cut on the St. John River in the State of Maine, the mills being situated at St. John and owned by United States subjects residing here. By special legislation this lumber is admitted into the United States duty free, a privilege which has not as yet been accorded to Minnesota logs manufactured in Ontario. The exports of “non-produce” from the port of St. John is altogether comprised in this item. Returns received from the Custom House show that the value in 1886 was \$1,874,000 and in 1887 \$1,403,000. At a recent commercial union debate in the board of trade the great advance and prosperity of this Aroostook free lumber business was cited as evidence in favor of the scheme. But these figures do not appear to point to much increase.

New Timber Limits.

The *Winnipeg Free Press* is authority for the statement that the present surveyors are engaged in examining the timber limits to the north of the Riding mountains, along the rivers that flow into Lake Dauphin and Lake Winnipegosis, in the interest of Mr. P. McLaren, of Perth, Ont., who having disposed of his Ontario timber limits, is now turning his attention towards the Northwest. Hitherto the timber limits in that district have been regarded inaccessible, but McLaren, with long experience in the lumbering regions in the Ottawa valley, evidently considers himself capable to wrestle with the difficulty.

The *Birtle Observer* observes: There may be two or three ways of getting at those great northern forests. Any course will be difficult and expensive. One plan is to float the logs down the rivers to Lake Winnipegosis and Lake Manitoba and then follow the connecting rivers to Lake Winnipeg. In this way all the timber on the various streams could be secured, steam tugs being used to convey the rafts of logs through the lakes. There is also fine and extensive groves of spruce on the islands and shores of Lake Winnipegosis that could be cut and removed in the same manner. Judging from maps there seems to be a roundabout and difficult connection between Lake Winnipegosis and Lake Manitoba, from which Water Hen river issues, but there is some way to overcome this obstacle. A railway from Portage la Prairie to Lake Manitoba, eighteen miles distance, would secure the great lumber trade which will be developed in the near future. There is still another way of getting at considerable of the spruce timber of the north. Some of the most extensive and valuable forests are on the Swan river: this large stream approaches the Assiniboine to within a distance of eight miles in the neighborhood of Fort Pelly. The land between the rivers is level and is mostly covered by scrub. In some places the creeks that flow north to Swan river and others that flow south into the Assiniboine nearly join and with a little cutting to form a connection, a dam on Swan river would send a flow of water through to the Assiniboine. Should Mr. McLaren connect Swan river with the Assiniboine near Fort Pelly a vast timber trade would find its way down the Assiniboine river, and would most likely leave the water at the crossing of the M. & N. W. Railway at Millwood, where there are already extensive saw mills which could no doubt be secured.

—It is said that Mr. Hugh Robertson, projector of the big timber raft, which recently came to grief, is about commencing the construction of a timber ship, with spars and steering apparatus. It is not the intention to sail the ship to her destination unless circumstances compel them to do so. The ship will be erected at the Finger Board, Joggins.