

## TRADE OF CANADA WITH BRITISH WEST INDIES.—Continued

## III.—SUMMARY.

ARTICLES.	1902.	1903.	1904.	1905.	1906.
	Value.	Value.	Value.	Value.	Value.
Imports dutiable.....	\$ 1,302,242	\$ 1,603,565	\$ 4,441,566	5,186,934	\$ 4,351,727
“ free.....	226,928	25,765	374,192	889,953	1,098,746
Total imports (merchandise).....	1,529,170	1,829,330	4,815,756	6,076,887	5,450,473
Coin and bullion.....	1,982	923	70	126	3,521
Total imports.....	1,531,152	1,830,253	4,815,828	6,077,013	5,453,994
Exports, home produce.....	1,922,098	2,158,850	2,152,129	2,918,630	2,726,995
“ foreign.....	27,948	25,983	27,645	45,544	31,421
Total exports (merchandise).....	1,950,046	2,184,833	2,179,774	2,964,174	2,758,416
Coin and bullion.....	24,333	.....	.....	.....	.....
Total exports.....	1,974,379	2,184,833	2,179,774	2,964,174	2,758,416
“ imports.....	1,631,152	1,830,253	4,815,828	6,077,013	5,453,994
Total trade.....	3,505,531	4,015,086	6,995,602	9,041,187	8,212,410

cluded among the United States trade returns. This is especially so with regard to oats, Canada supplying practically the full demand for this grain. Bran and hay, too, while apparently imported altogether from the United States, are to a considerable extent really from Canada.

The recognition of this condition focusses attention upon the transportation problem. At present the advantage in shipping facilities is overwhelmingly with the United States. As the delegates were told in Trinidad, while it takes days to obtain goods from the United States it takes weeks to get them from Canada. It is the strong recommendation of the Canadian delegates that larger and faster vessels be put upon the routes and that weekly trips be established.

The following hints to Canadian shippers from Mr. Allan's report should prove of great value if carefully followed:

(1) B-L and invoice should accompany all shipments.

(2) Duplicate B-L and invoice should be posted by first mail after shipment and sent, as a rule, via New York.

(3) Bankers should be instructed to hold drafts until arrival of goods.

(4) Quotations should be made f.o.b. steamer and not f.o.b. cars; or o.i.f., at the port of delivery, and not o.i.f. to Canadian shipping point.

(5) Detail cost of packages and wrappings or coverings separately in invoice, as these are seldom subject to duty.

(6) Packages should be plainly post-marked, marked and numbered, and contents of each package detailed in invoice and number of each specified on B-L.

(7) Packages should be strong enough for light-

ering ashore, in which operation they necessarily receive much rough treatment.

(8) Goods should be covered with marine insurance unless instructed to the contrary, and policy should include six days in steamer's warehouse, as this period is allowed for removal of goods.

(9) If the shipper is doing a fair West India business, he should have a reliable representative to whom reference can be made by bank or others, as occasion may arise.

(10) Complaints have been made that letters are not promptly answered, and shipping papers are not accompanied by covering letters.

The fact that in certain commodities Canada may never be able to compete with United States exporters, is no reason for neglecting to make a vigorous bid for custom in the many other lines where adequate and prompt shipping arrangements seem likely to insure ultimate, if not immediate, success.



## METROPOLITAN LIFE BUILDING.

Highest and Largest Office Structure in New York or in the World.

The supplement to the present issue of THE CHRONICLE gives a view of the enlarged Metropolitan Life Building, in New York. It will have the distinction of being not only the highest but the largest office structure in the world. The total height of the tower section is to be 658 feet above the street level. Although this new part of the building will doubtless be spoken of as a tower, its ground dimensions are those of a large building, the frontage on 24th Street being 85 feet, and on Madison Avenue, 75 feet. There are 48 storeys above the sidewalk and 2 storeys below it. From