

EXPORTS FROM CANADIAN CITIES.

"Toronto Merchant" asks us for an explanation of the extraordinary figures we quoted last week from a pamphlet on Montreal's Export Trade. The table on page 21 gives the value of Montreal's exports in 1904 as \$67,844,729, and those of Toronto \$3,130, and the letter asks, "should Toronto not be nearer \$30,000,000."

We have already explained that the figure given cannot possibly represent the value of merchandise exported from Toronto. But there it stands, in the Blue Book for 1904, pages 18 and 19, and until explained cannot but give to strangers who happen to peruse the trade and navigation returns, a very wrong impression of Toronto's trade. The Government in its wisdom has ordered that in compiling statistics of exports the products of any inland place shall be credited to the port at which they were last entered outward. Thus Bridgeburg, an insignificant place with no large factories, near Fort Erie on the Niagara River, is credited with exports of \$4,234,218, while Hamilton is credited with only \$586 of exports. Now Hamilton, every one knows, is an important manufacturing city, and it must be that her products, amounting to millions in value, are cleared at Bridgeburg. Similarly, Niagara Falls, Ontario, however otherwise celebrated is not known as a place where \$18,071,625 worth of merchandise could originate. It appears to be the case that Toronto's products are credited to Niagara Falls, as the last port of entry outwards. These instances may represent a convenience to the Government statisticians, but they are hard upon the reputation of Hamilton and Toronto. Desiring an explanation of the figures of \$3,150 for twelve months' exports quoted by the Montreal Gazette pamphlet, the Monetary Times made application at the Toronto Custom House for the true export figures at that port, and was informed that no totals were allowed to be given out here—but that Ottawa was the place whence all such information must emanate. Accordingly we wrote to the Department of Trade and Commerce, on Monday, 9th January, and were told that the Department of Customs was the custodian of all such information, that our letter has been handed thither and that it would be replied to direct. This reply received on 19th January, we subjoin. It is unsatisfactory to a commercial writer and cannot but be humiliating to the Department of Customs, to confess that there are no export statistics of such cities and towns as we name below.

Editor Monetary Times:—

Sir,—I have the honor to acknowledge the receipt of your letter of the 9th inst., addressed to the Deputy Minister of Trade and Commerce and transferred to this Department, enclosing a statement of the trade of the principal ports of Canada for the year 1904, on the basis of imports and exports as taken from the Montreal Gazette Pamphlet, from which it would appear that the exports from Toronto are of very small amount, and Hamilton "nil," and also requesting the proper figures of exports at Toronto and Hamilton.

In reply I beg to state, that by Order-in-Council dated 26th May, 1900, the system of taking export entries was changed, so that from the 1st July, 1900, the entries are required to be delivered by the carrier of the goods to the Collector of Customs at the "Port of Exit" from Canada, and are in the statistical records credited to that port, the effect being that when merchandise is shipped from the vicinity of Toronto or Hamilton by rail, and leaving Canada by a frontier port, the merchandise so shipped is credited to the frontier port of exit by which it leaves Canada, and only such goods as are exported by vessels clearing from

these ports are taken into account and credited to them as ports of exit.

This practice has been carried out since the 1st July, 1900, and this Department having no record as to the value of goods shipped from these or other inland points of export, I am unable to give you the figures of the amount of exported goods originating at Toronto and Hamilton. Statement returned.

I have the honor to be, sir,

Your obedient servant,

JOHN McDUGALD,
Commissioner of Customs.

The anomaly of places of the importance of Hamilton and Toronto, importing respectively \$9,328,014 and \$47,671,288 worth of merchandise in one year, and yet exporting only \$586 and \$3,150 worth, is explainable by the facts above mentioned. But we submit respectfully to the Minister of Customs, who is a sensible business man, that it would be well to point out in the Blue Book how Bridgeburg and Niagara Falls are credited with the \$22,305,843 which should go to the credit of these two cities.

London, Brantford, Berlin, Galt, Guelph, Peterboro, Woodstock, are all Ontario manufacturing towns which do more or less foreign export trade, but not one of them gets credit in the Government table for a dollar's worth, and even Ottawa, the great lumber centre, gets credit for only \$64,235 of all her lumber which goes to the States. Instead, their manufactures or farm products are entered outward at towns along the frontier such as Sarnia, which gets credit for \$2,002,004 exported; Windsor, \$3,268,505; Prescott, \$4,233,014; Bridgeburg, Niagara Falls. The \$31,809,000 worth of goods put down in the list as exported from these five places represent merchandise from all over Southern Ontario.

It has long been known to those who have to do with statistics of our outward and inward foreign trade that Montreal, as our greatest port for trans-Atlantic merchandise, gets credit for many millions or dollars worth of exports which originate in Ontario or elsewhere in the West, just as she used to get credit for many millions of imports from Europe which are now entered at ports from Kingston to London. And so the Province of Quebec gets credit on page 21 for exports valued at \$102,816,197, while Ontario's exports are put down at only \$41,941,605.

DANGER FROM EXPLOSIVES.

The danger of a careless use of explosives is a matter which should be brought home to our people. Caution and restriction have for years been imposed upon our people with respect to the storing and handling of naphtha, petroleum, etc., and the law has made severe regulations concerning them. It is strange, however, that people will defy the reasonable limitations imposed by the law and run the risk of explosion and fire. Messrs. Scott and Walmsley, the well-known Toronto underwriters, have forwarded to us a copy of a letter they received a day or two ago from Mr. R. W. Elliot, who as a practical chemist has a thorough knowledge of explosives, and as an observer of current events is disposed to treat the subject as one of great moment to business men as well as underwriters. Says Mr. Elliot's letter:—

Gentlemen,—The loss of life and destruction of the ship, "Marpesia," naphtha laden, through explosion, with the losses of a similar character in the past, bring into prominence the danger of storing and handling naphtha, even in small quantities.