

being done in Ontario by the Eastern and Western Good Roads Associations. The Eastern Association arranged with the Grand Trunk Railway for a special train, with the manufacturers of road-making machinery for machinery, with the cement manufacturers for cement, and in a tour of Eastern Ontario built several pieces of good road and made concrete pipe, which latter was the first the people in the eastern part had seen. Meetings were held at each point, which were attended by the members of local councils and others interested. As a result, many of the municipalities have abandoned the statute labor system, several are making their own concrete pipe, and some counties have bought out existing gravel roads and applied the county system of good roads, thereby availing themselves of the Government grant of \$1,000,000. It is to be hoped the Western Association may be able to arrange for a similar tour throughout the West, as much good would thereby be accomplished. Much yet remains to be done, however.

During the thirteen years for which we have statistics in the Province of Ontario, there has been expended by township councils in labor and cash about \$25,000,000, for which Mr. Morris ventures to say a very small percentage of value has been received. What is needed is a continued educational campaign in order to impress upon the minds of village and county councils and upon farmers and others the terrible waste which is still going on for want of proper country roads.



RECORDS OF CANADIAN EXPORTS.

We have received the following letter on this subject from the office of the Minister of Customs, Ottawa:—

Ottawa, 17th February, 1905.

Editor Monetary Times:

Sir,—The Honorable the Minister of Customs has carefully read the article entitled "Exports from Canadian Cities" in the issue of your paper under date January 20th, a marked copy of which you sent him, and has noted particularly your suggestion that it would be well to point out in the Blue Book how Bridgeburg and Niagara Falls are credited with exports which should go to the credit of Toronto and Hamilton.

Mr. Paterson appreciates the kindly tone of the article, and has asked me to write you, calling your attention respectfully to the explanatory notes which appear at the front of the Trade and Navigation Returns, from which you have evidently made your quotations. You will observe that it is stated in such notes that

"Under the regulations commencing July 1st, 1900, all export entries are delivered at the frontier port of exit, and the totals thereof are credited to the respective ports where the goods pass outwards from Canada. In view of the more complete returns obtained under this system, the additions heretofore made to the export statistics (prior to July 1st, 1900), under the head of "Short Returns" are now omitted."

The Minister has also asked me to explain to you that the change which was made on the 1st of July, 1900, in the method of recording statistics of exports from the country appeared to be necessary to ensure accuracy. Prior to that date, the regulations required that export entries had to be filed at the Customs office nearest to the place where the shipments for export originated, but in practice we found that there was no supervision over such shipments, and that

shippers who were located at places where there was no Customs office did not give proper attention to the regulations. In quite a number of instances we found that exports went out of the country without being recorded. It was also found that the old system did not ensure full credit being given to the places where the shipments originated. For instance the Province of Manitoba was not credited with its full exports of wheat for the reason that much of the wheat grown there was sent to Fort William and Port Arthur, in the Province of Ontario, and was shipped from there for export, the ultimate destination thereof not being known when the wheat left Manitoba.

It is believed that under the new system, whereby all exports from the country are recorded at the port of exit, we secure much greater accuracy. We hold the transportation companies responsible for the filing of export entries at the inland frontier points and at seaports, and, having supervision over the goods that go out of the country at these points, we are better able to see that proper export entries are filed.

Yours very truly,

JOHN BAIN,
Assistant Commissioner.

Mr. Bain's letter gives an explanation of the cause of the change made on 1st July, 1900, in the Government's method of recording statistics of exports, and gives one instance out of many which induced the Government to make the change. It is probably true, as the Department contends, that the new method secures more full returns of Canadian manufactures exported. But we still think it unfortunate that no means exist of ascertaining from any Government publication, what proportion of the whole exports of Canada any city or large town contributes. We do not know who could object to such information being compiled, unless it be a manufacturer who is a sort of commercial ostrich and thinks that the extent of his output or export must remain unknown to the inquisitive public so long as the Government returns do not give the export figures from his town. And we hope that the Department may be induced to effect some arrangement by which the activity of the manufacturing towns and cities, of whose progress we are proud, may be shown from year to year in the Government returns. That many Canadians would welcome such publication we feel quite sure.

And besides, the present complications are a stumbling-block to the Englishman or the foreigner who looks in a Blue Book for the amount of the export trade of our large inland towns, and is absolutely misled in respect to it. Witness the absurdity of putting down the foreign trade of our Ontario cities on page 19 of the Tables of Trade and Navigation as under:—

	Fiscal year, 1904.	
	Imports.	Exports.
Brantford	\$2,108,119	Nil.
Hamilton	9,328,014	\$586
London	5,200,343	Nil.
Ottawa	4,688,297	64,235
Peterboro	1,529,371	Nil.
Toronto	47,671,288	3,150

How is a man in Liverpool or Hamburg or Washington, who looks at this table, to know that the above figures give a distorted view of facts, and that he has to look under Bridgeburg (the frontier port) for an idea of the exports of Hamilton, and under Niagara Falls (the frontier port) for part of the exports of Toronto.