



ESTABLISHED IN 1880.

PUBLISHED ON THE FIRST AND THIRD FRIDAYS OF EACH MONTH

J. J. CASSIDY, Editor.

Subscription, . . . \$1.00 Per Year.

ADVERTISING RATES:

\$12.00 Per Column inch per year; Thirty inches to Page.

The Canadian Manufacturer Publishing Company, Ltd.

McKinnon Building, Cor. Melinda and Jordan Sts., Toronto.

J. J. CASSIDY, . . . President and Treasurer.

J. C. GARDNER, . . . Manager and Secretary.

OFFICERS OF

THE CANADIAN MANUFACTURERS' ASSOCIATION

President,	A. E. KEMP.
First Vice-President,	D. W. KAHN.
Second Vice-President,	J. F. ELLIS.
Treasurer,	GEORGE BOOTH.
Chairman Executive Committee,	H. W. ELLIOT.
Chairman Tariff Committee,	W. K. McNAUGHT.
Secretary,	J. J. CASSIDY.

SECRETARY'S OFFICE: McKinnon Building, Cor. Melinda & Jordan Sts., Toronto.

CANADIAN INDUSTRIAL LEAGUE.

President,	JAS. KENDRY, M.P.
Secretary,	J. J. CASSIDY.

WOOLEN MANUFACTURERS' ASSOCIATION

President,	H. ROMANOND, M.P.
Vice-President	JAS. KENDRY, M.P.
Secretary,	J. J. CASSIDY.

KNIT GOODS MANUFACTURERS' ASSOCIATION

President,	JOHN PENMAN.
Vice-President,	J. HEWTON.
Secretary,	J. J. CASSIDY.

CARPET MANUFACTURERS' ASSOCIATION

President,	JAMES P. MURRAY.
Vice-President,	ROBERT DODDS.
Secretary,	J. J. CASSIDY.

CLOVE MANUFACTURERS' ASSOCIATION

President,	W. H. STOREY.
First Vice-President,	JOHN MACLAREN.
Second Vice-President,	A. H. CLARKE.
Secretary,	J. J. CASSIDY.

REPRESENTATIVES TO

TORONTO INDUSTRIAL EXHIBITION ASSOCIATION

H. W. ELLIOT.	GEORGE BOOTH.
W. K. McNAUGHT.	SAMUEL MAY.
J. J. CASSIDY.	

COLONIAL DEMAND FOR BRITISH MERCHANDISE.

In the report given in our last number of the Statement furnished by the delegates at the recent Congress of Chambers of Commerce of the British Empire, the following table was furnished as indicating the importance of the Canadian demand for British goods:

	Exports 1883	To Foreign Countries.	To British Countries.
Total Cotton Manufactures	£31,094,330	£23,605,037	
" Glass	350,383	415,557	
" Iron and Steel	10,210,499	6,113,413	
" Leather	506,227	1,513,128	
" Linen	4,010,178	764,962	
" Machinery, etc.	10,136,080	3,781,463	
" Silk	866,684	648,119	
" Woollens and Worsteds	12,047,033	4,357,002	
" Manufactured Exports	£94,922,148	£4,357,002	
" partially Manufactured Exports	£25,997,779	£4,190,784	

It will be seen at once from a perusal of the above figures that there has been a typographical error in the total of manufactured exports sent to British Countries, which should be given as £61,376,134. The difference is an important one as the total of the manufactured exports and the partially manufactured exports to foreign countries will amount to £120,000,000 and those to the colonies to £65,000,000, thus proving that the colonies and dependencies of England actually take at the present time one-half of her total industrial export. To Great Britain this is a very important fact in connection with the question of preferential trade, and we are glad that Mr. Castell Hopkins has drawn our attention to the mistake and thus enabled us to bring out still more clearly the importance of colonial trade with the mother country. It was this side of the question which the delegates wished to present to the Tariff Commission when recently in Toronto. The Canadian side and the Canadian benefits under a preferential arrangement are so freely admitted that they very properly considered it unnecessary to deal with that phase. But the Liberal leaders have always declared themselves extremely sceptical of the possibility of such a policy being adopted by Great Britain, and have often declared that it would not be in the interests of the motherland to do so. Hence the great importance of these figures.

RECIPROCITY OR PREFERENTIAL TRADE—WHICH?

At no time since Canada undertook the construction of the Canadian Pacific Railway, have there been such or so many pressing demands upon Parliament as at present for the prosecution of important public works designed to promote the development of our resources, and to increase our internal and foreign commerce. Among other projects may be mentioned the earliest possible completion of the St. Lawrence canal system; the improvement of the channel between Montreal and Quebec; the fast Atlantic steamship service; ocean cables; cold storage; extension of the Intercolonial Railway; a railway through Crow's Nest Pass; a bridge across the St. Lawrence at Quebec; together with demands for Government aid for local railways, for enlargement and improvement of the Victoria bridge at Montreal, for development of our mineral resources, etc. With respect to many of these enterprises, it is obvious that their importance or necessity must largely depend upon the decision arrived at with respect to the direction in which our trade policy may be framed, whether towards the United States through a measure of reciprocity, or towards Great Britain under a policy of preferential trade. Even if it should prove impracticable to accomplish either of these policies, it will be incumbent on Parliament to consider well the present tendency of our commerce, and its probable