

# THE NATIONAL MONTHLY OF CANADA

VOL. III

TORONTO, OCTOBER, 1903

No. 4

## CURRENT COMMENTS

### The Protection Argument in Brief

IN the face of all the free-trade theories which are heard from time to time, there are some facts concerning Canada and the effect of the present tariff that remain indisputable. It is possible to lose sight of the important point in a maze of argument, but the strength of the protectionists lies in the simple fact that under present conditions Canada is getting much the worst of it in her trade relations with the United States. It needs but a very few figures to show why a more adequate protection is required.

Last year Canada imported from the United States to the amount of \$129,794,147 and exported to the same country only \$71,197,684. Of this latter amount, \$66,607,784 was home produce, while of the total imports over \$114,500,000 was produce required for home consumption. It is very apparent that in this Canada gets the worst of it. This is an agricultural country, and should export largely; yet the actual facts are that we buy from our American neighbors almost twice as much as we sell, and of produce that we ought to grow ourselves. The greater part of our exports are raw materials, such as the products of our forests and mines; and here again we are doing ourselves an injustice, for this raw material should be manufactured in our own country.

Of manufactured products, Canada imported in 1902 from the United States to the value of \$69,536,000; while she exported only \$6,024,373. A proportion of the imported manufactures were made of Canadian raw material, Canada thus buying back her own at a heavy advance in price; while a very large part of the total amount could be profitably manufactured at home if the tariff permitted. The entire question of tariff reform—whether or not there shall be protection for our own national industries or continued generosity to another country—thus reduces itself to the simple question of buying things from outside producers that we ought to produce ourselves, and selling them our raw material, or developing our own country by producing and manufacturing at home, and by exporting rather than importing.

### What Transcontinental Railways Cost and Earn

THE discussion which has arisen over the Government's railway policy draws attention to the magnitude, in political, mechanical, and financial respects, of modern railway building. The immense proportions of an enterprise such as the proposed new transcontinental railway are hardly grasped by the casual reader. A probable total cost of \$110,000,000 is what the Grand Trunk Pacific means financially,