continent except in Ontario, calcium carbide and corundum.

The total value of non-metallic products of the province is given as $6,805,791, made up as follows: Actinolite, $3,126; arsenic, $41,677; building stone, $850,000; carbide of calcium, $168,792; cement (natural rock), $107,622; cement (Portland), $563,255; corundum, $53,-115; brick (common), $1,530,460; brick (paving), $37,-000; brick (pressed and terra cotta), $104,394; felspar, $6,375; graphite, $20,000; gypsum, $13,400; iron pyrites, $17,500; lime, $550,000; mica, $37,219; natural gas, $336,183; pottery, $193,950; petroleum, $1,467,940; salt, $323,058; sewer pipe, $147,948; talc, $1,400; tile (drain), $231,375. Altogether, the total value of mineral products for Ontario last year was $11,822,525, a very respectable total.

## MONTREAL HARBOR ELEVATOR.

The Minister of Public Works has a way of surprising people, in or out of Parliament. It is not too much to say that he surprised the Harbor Commissioners of Montreal, who found at their meeting this week that while they had been waiting for Mr. F. J. Webber to furnish them with an estimate of the cost of preparing plans, that gentleman had, on the invitation of Hon. Mr. J. I. Tarte, actually been getting up plans, and they are now ready. Referring to the two plans submitted by Mr. Webber and Mr. Jamieson, Mr. Tarte said in his letter of 8th instant: "Let us make a choice between the two plans submitted, and let us set to work." Probably the commercial people of Montreal, and many merchants in Western Canada are most desirous to see somebody really "setting to work" in this much delayed matter of elevators in Montreal harbor. The Mr. Webber mentioned is president of the Steel Storage and Elevator Construction Company, of Buffalo, which is to build the C.P.R. elevators at Fort William. Presumably his plans will provide for steel construction at Montreal. If, however, wood construction is decided upon, Mr. Jamieson will have a show.

## OUR AUSTRALIAN LETTER.

New South Wales is following the Canadian example in sending agents abroad to push business. The Government has found it very difficult to get suitable men at the salaries offered. They vary from $3,700 to $5,000 per annum, with yearly increases. The export trade of New South Wales is practically confined to a few natural products. The other states will no doubt follow the example of New South Wales. Some day they will grow wiser, and let the Federal Government do the work.

One Sydney man thinks some Canadian officials have a queer way of encouraging trade. He wrote to Mr. James Robertson, the Canadian Government Commissioner of Agriculture, asking that gentleman to send him a case of frozen poultry similar to that sent to England, enclosing a letter of credit for same. He had a special trade in view and wished to see how they would carry, and suit the market. He got a reply which said it would be difficult to ship the poultry, as there were no refrigerating cars running across the continent at that time of the year. Secondly, they would have to be shipped in cold chambers to carry across the Pacific, and thirdly, there was no money for the Sydney man in the business. A Canadian who has just arrived said in respect to the first point that it was freezing all along the C.P.R. route when this letter was written, it was below zero at Winnipeg, and it was not necessary to ship in refrigerating cars; secondly, the Canadian steamers all have cool chambers. In the matter of profit the Sydney man was the best judge. It may surprise Mr. Robertson to know that very moderate dressed turkeys retailed at 36 cents per pound in Sydney at Christmas. Once before, in the matter of cheese, the Dairy Commissioner gave it as his opinion that it was useless to attempt a Canadian cheese trade in Australia because cheese was not likely to carry across the Pacific. Nevertheless a very delicate sort of cheese has carried and been sold at a profit. It would be well if Canadians concluded that Australians did know a little bit about their own business. Next season an application will be made to the Ontario Government officials.

A couple of weeks ago the Australian newspapers published a cable despatch to the effect that the Canadian Manufacturers' Association had urged Sir Wilfrid Laurier to invite Mr. Barton to visit Canada on his return from the Coronation, in order that it might represent to him the injury the Australian tariff was doing to Canadian manufacturers. Mr. Barton at once sent this foot note to the newspapers

"Mr. Barton, without saying he will or will not fall in with the proposal, points out that Canadian manufacturers have benefited by 35 years of protection, and he can quite understand their desire to have the Australian and other markets thrown open to them. At the same time, Mr. Barton says he supposes the Canadian manufacturers will also appreciate the desire of Australia to place her own manufacturing industries on as stable a basis as those of Canada."

I have reason to know that Mr. Barton would like to both go to the Coronation and return from it through Canada. It is possible, too, that a party of twenty-five or thirty members of the Federal Parliament will do so, too. Negotiations to this end have been nearly concluded, and it now depends as to whether the Federal Parliament will rise in time to permit it. Should they go it will afford it a rare opportunity to talk better trade relations with Canada.

Will The Monetary Times impress upon its Canadian readers that they won't get any reciprocity by pointing out the injury which the Australian tariff is doing to Canadian exports. This is a practical question, and the Australian is a pretty level headed fellow, and if you are to impress him you must point out to him what he is to gain by it. The Australian tariff was not constructed to hurt Canadian trade, and it does not hurt Canadians more than any other trade. It is intended rightly or wrongly, to build up Australian industries, and the party that made it won't sacrifice any part unless it sees it is getting a quid pro quo. Judging from those I have met here, there are not many Canadians who are capable of pointing out what Australia is to gain. One prominent man who ought to have known better is represented to have said: "Australia would be a —— fool to make such an arrangement with Canada, for she has nothing to gain by it." Australia has a good deal to gain by it, and if Canada hopes to get preferential trade agreement it is about time her prominent talkers studied that side of the question.

Sorry to see that the Canada Cycle and Motor Co. is not very prosperous, and that the Australian trade is in part blamed for the poor balance sheet. Cycle trade is not booming here as it once was. Nevertheless, there should be a profit in it. If there is not, there should be no serious difficulty in finding out why. F. W.

Sydney, New South Wales, Jan. 27, 1902.

## FINANCIAL MATTERS.

A banquet was given in Ottawa the other evening to Mr. Hedley J. Gardiner, manager of the Ottawa branch of the Royal Bank of Canada, who goes to Montreal to take a position in the head office of the bank.

The Bank of Toronto will establish a branch office in the new building of the Montreal Board of Trade whenever that building is ready for occupation. It will front both on St. Sacrament and St. Nicholas streets.

Arrangements have been made, we are told, to lease the ground floor of the Montreal Mechanics' Institute, St. Peter street side, for the executive offices of the Sovereign bank. The offices will front on St. James street, and extend along St. Peter street to the rear of the building.

Commenting on a recent article of ours, "Accumulations of the People," Monetary Times, 7th February, the figures of which it reprints, the United States Treasury Detector considers the record there given "a very interesting exhibit of the savings accumulations of the people of Canada."

It is supposed to foreshadow the connection of Brantford with the main line of the Grand Trunk Railway, and a result-