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**The Canadian Manufacturer Publishing Co., Limited.***McKinnon Building, Cor. Melinda and Jordan Sts., Toronto.***J. J. CASSIDY,** *Editor and Manager***W. B. HOPE,** *Business Representative in Canada, McKinnon Building, Toronto.***LE GRAND BENEDICT,** 23 Park Row New York, *Sole Agent for New York City and Vicinity.***J. D. MORRISON, Jr.,** Winthrop Building, Boston, Mass., *Sole Agent in New England States, Philadelphia, Penn., and Baltimore, Md.***C. A. G. BROWNE,** 145 Fleet St., London, E.C., Eng., *Sole Agent in Great Britain.***TRADE CONDITIONS OF EGYPT.**

Egypt, owing to its natural resources and to its situation with reference to the Suez Canal, the main highway of commerce between Europe and Asia, is a market well worthy of the attention of manufacturers and business men. It has an area of 394,240 square miles. The cultivated and settled parts aggregating 12,976 square miles.

Nineteen hundred years ago the population of Egypt was 8,000,000; under the rule of the Mamelukes (1517), it was reduced to 3,000,000. In 1875, the population was 6,000,000; and under the rule of Tewfik and his son Abbas II., since 1882, its population has steadily increased, so that at present it is between nine and ten millions. The capital of Egypt is Cairo, with a population of about 400,000. The commercial centre is Alexandria, with 250,000 inhabitants. Port Said and Ismailia have become important towns since the opening of the Suez Canal.

The dominant religion is Mohammedan, although about one-tenth, or more, of the population are Copts, who profess the Christian faith.

The language of the people is Arabic, while that of commerce is increasingly English. In Cairo, French and Italian are also largely used in commercial transactions.

The Khedive, under a partial suzerainty of Turkey, is the sovereign of Egypt; but practically at present and since 1882, Egypt is and has been entirely under British influence. Ismail Pasha, during whose rule the Suez Canal was built, borrowed large sums of money at exorbitant rates. When the interest came due, he was unable to pay. The European governments interfered on behalf of their subjects who were bondholders, deposed Ismail Pasha, and took charge of the

finances, placing England and France in control. In 1882, in the reign of Tewfik Pasha, son of Ismail, there was a rebellion against foreign rule, headed by Arabi Pasha. This was suppressed by the British, and Arabi Pasha, after his defeat at Tel el Kebir, was banished to Ceylon. Great Britain then took the entire management of Egyptian affairs into her own hands.

The people of Egypt, the bondholders, and the world at large, so far as their commercial interests are concerned, have largely profited since the banishment of Arabi. The land tax, which was formerly \$24 a feddah (about an acre), is now \$7.50, in this way benefiting the masses of the people. The bonds are selling at 106 and over and are perfectly secure. Justice prevails in the administration of the laws, and fellahs and nobles, natives and foreigners, can all secure their rights in a legal way. This has been notably demonstrated by the condemnation and sentence of an Egyptian prince to seven years' imprisonment for an attempted murder.

The fertility of Egypt is entirely dependent on the Nile, and its yearly inundations. As a rule, the river commences to rise in June and reaches its maximum in September; but this is not always the case, and the time and duration of the inundations vary considerably. A regular irrigation of the country is therefore necessary.

In modern times, Mehmet Ali (in 1842) commenced the construction of a large Nile dam—the Barrage—which was, however, after a short period of time, so much damaged that it was practically useless from 1867 to 1883; but since the country has been under British influence, the great Nile dam has been repaired and the canal system regulated and completed. The importance of these irrigation works is best shown by the enormous influence they have had on the fertility of the country. The average value of the crop has increased, since 1883, \$4,000,000 per annum; thus it can be seen that, financially, Egypt has been greatly benefited by the irrigation improvements of the last ten years. At present, the cultivated and revenue-paying area is about 5,000,000 acres. This will be considerably increased by the new dam that is about to be constructed at Assouan, the contract for which has already been placed; and if no political difficulties arise, Egypt will reap the full benefit of its fertile soil.

Beyond its interest to tourists, arising from its wonderful ruins and its antiquities, Egypt has not attracted much attention from the new world. The doings of the Hebrew prime minister, Joseph, in the days of the Pharaohs, are known in every household. The history of Egypt is familiar to every schoolboy who ever studied ancient history. Yet the names of Mehmet Ali and Arabi Pasha and the wonderful progress that Egypt is making under the present enlightened Khedive, Abbas II., seconded by the British, are almost unknown outside of that country and Europe. The commercial importance of Egypt and the opportunities for trade have never been properly appreciated.

In no way is the industrial progress of Egypt better illustrated than by the present development of its railway system. In proportion to the population, Egypt has more railway mileage than Austria-Hungary, Spain, or Portugal. All railways are Government property, with the exception of a short railway in the neighborhood of Alexandria (fifteen mil