

NOVA SCOTIA TRADE RETURNS.

THE trade returns of the Province for the year ending 30th of September, 1887, do not, we regret to observe, compare very favorably with those of the previous year: the exports, especially, showing a large falling off, the exports of 1886 having amounted in value to \$8,890,693, while those of 1887 only amount to \$7,493,055, showing a decrease of \$1,397,638. The largest portion of the decrease is in the trade at this port, the falling off there being \$721,700. This is, no doubt, owing in part to the repeal of the reciprocity treaty, which has curtailed the trade in fish with the United States to a considerable extent. The exports of sugar also have been much less than the previous year, but still these two articles and fish oil only give a total decrease of \$29,277 for the whole Province, leaving a balance of allowing the whole of this decrease as for this port) \$17,473 to be accounted for. The returns show a decrease in the export to Great Britain of \$47,858, to United States \$91,217, to P. E. Island \$22,381, to R. W. Indies \$29,786 and to French West Indies \$135,591; the whole West Indies. It weaver, including St. Domingo, show an increase of \$511,108. The exports to Canada have increased \$126,571, to New Brunswick \$17,658, and to Newfoundland \$35,426. The exports to the Brazil and South America for 1886 are valued at \$253,999 against \$12,507 in 1887, showing an increase of \$241,492 or more than double. We are glad to observe that this branch of trade seems to be reviving as we think there is every prospect of its being a remunerative one. The balance of trade with Canada is decidedly against us, even to the 30th September last, to which period the returns are made up, and must be still more so now as the imports since that date have been very large, while the exports have been out of all proportion small. The figures given in the returns are—

Imports.....	\$726,164
Exports.....	\$74,762
Balance against us	\$151,402

In addition to this it must be recollected that all, or nearly all, the freight which was formerly paid to Provincial vessels, now goes into the pockets of the Grand Trunk Railway Company. The largest decrease in the exports, which are the production of the Province, is in coal, \$180,025, and the next largest in animals, being \$87,319. This latter is caused by the withdrawal of the demand from Bermuda, the cattle required for that market, which were purchased here during the continuation of the American war, and for some time afterwards being now purchased and shipped from New York as formerly.

The falling off in the export of sugar is \$152,522, and of molasses \$50,422. The largest items in which an increase has taken place are gypsum, lime and plaster, \$89,417, grain \$54,900, soap \$32,500, and butter and lard \$21,047.

The imports have varied but little between 1885 and 1886 those of the former year having amounted to \$14,511,922, and of the latter to \$14,381,065, showing a decrease of only \$634, which taking into connection the large decrease in exports does not show a very favorable condition of trade, and may perhaps account in some degree for the tightness of the money market here for the past six months.

There is a decrease of \$422,392 in the imports of Great Britain, and \$24,013 from the United States, and an increase of \$19,157, from the British West Indies (the increase on the whole West Indies, including St. Domingo is only \$19,511). From Canada the increase is \$217,229 from P. E. Is. and \$143,098, from New Brunswick \$123,655, and from Madeira \$5,442.

The total amount of duties collected for the year was \$1,331,502, of which amount Spirits, Wines and Tobacco, produced \$343,132 or more than a quarter of the whole. This total amount of duties collected, exceeds those of the previous year, by \$152,515.4, the increase at Halifax alone being \$121,706.14, or nearly one third of the whole. Taking into consideration that the exports have decreased as before stated \$1,397,638, we think with all due deference to the Financial Secretary that this shows some overtrading has taken place in Halifax at least.

The total number of vessels for the whole Province entered inwards in 1885 was 634 of 923,223 tons, and in 1886, 633 vessels of 973,970 tons, showing a decrease in the number of vessels of 1 but an increase in their carrying capacity of 43,141 tons. The total number of vessels cleared outwards in 1885 was 635 of 916,322 tons, and in 1886, 6130 vessels with a tonnage of 923,622, showing a decrease in the number of vessels of 15, but an increase in the tonnage of 22,600 tons. The total number of vessels owned in the Province is thus given.

Vessels.	Tons.	Value.
1885	3,288	463,440
1886	3,609	400,835

Showing a decrease in the number of vessels of 283 in the tonnage of 2314 tons, but an increase in the value of \$462,628. The total number of new vessels registered during the year was 300, with an aggregate tonnage of 63,355 and valued at \$2,588,580. This is an increase of 6 in the number of vessels registered the past, over the previous year, but a decrease in the tonnage of 2,513 tons and in the value of \$3,172.—*Halifax Citizen.*

STEEL SCREWED BOOTS AND SHOES.—Experiments have been made within the past year showing that the soles of boots and shoes can be attached to the uppers by screws which are inserted one-half an inch apart along the edge where the uppers are generally driven, and if these screws are made of steel and hardened, the sole of a shoe or boot can be made to outlast the upper. The test of the value of steel screws over any other method of attachment has been proved by trial. The party had the boots manufactured with a steel sole. The upper of the boot when lasted was brought

over the insole in the usual way and held in its place by the ordinary wooden peg. The thick outer sole was then put on, and the screws—precisely the pattern of the ordinary half-inch wood screw—were driven in through the insole upper, and into the stout insole which held the outsole with the most perfect tenacity. The boots we saw had also cork insoles, keeping the points of the screws, which hardly came through the leather insoles, from wearing the stockings. The invention appears to be an excellent one.

The advantage of steel screws is this: The large metallic heads, which are countersunk into the leather sole and brought down to the surface of it, will take all the force of the tread, and will scarcely show a trace of wear in months of service. Also another superiority which iron or steel has over other metals is, that the chemical action of the tannin so fastens them into the leather that after a screw has been inserted a month it is very difficult to withdraw it.

We believe that the day of flax thread for attaching soles to uppers will be over (we fear it is so for laborers' wear) when the steel screws are tried, and, as durability is the great object, a steel screwed sole will outwear three pairs of the best sewed ever made. The grand trouble with sewed stock is the rotting out of the flax thread. Hipping is the bug-bear, and every time a shoemaker puts his awl into a shoe to sew up a rip in these high-pressure times, the charge is half a dollar, and neither manual labour or that of the famous McKay sewing machine will produce stock that, in cut cases, can be repaired not to thus rip. Steel screws will put on a sole that will hold the leather till the last particle is left to tread upon, and we think the application of steel screws a good one.—*Hulse and Leather Interest.*

NEW CANADIAN LINER.—We observe that an addition is about to be made to the well known Canadian fleet. A magnificent screw steam liner has just been completed by Messrs. J. and G. Thompson, shipbuilders, Glasgow, exceeding even the China in her dimensions; but, unlike the other vessels of the Canadian line, she has no stowage accommodation, being intended solely for first-class passenger trade between England and America. The vessel is built in eight compartments, measures 350 feet in length over all, by 43 feet breadth of beam, with a depth of hold of 29 feet, and a tonnage of 3200. The engines, manufactured by Messrs. Thompson, are of 630 horse-power nominal, but of course, work up in practice to a much larger amount. In diameter the cylinders are 85 inches, and the stroke is 3 feet 3 inches in length. The condensers are on the surface plan now in general favour and throughout the machinery and all appliances connected display the application of every modern improvement. Steam is to be supplied by four large boilers fitted with brass tubes, and heated by twenty-eight furnaces. In order to secure the efficiency of these vessels for the transport service, in the event of the executive requiring to impress them for the conveyance of troops, the Government inspector has been continually watching it during its progress, especially towards its completion. It is intended that this vessel shall be launched on the 19th instant, when it is expected the vessel will be named "Russia" by the Hon. Mrs. Campbell, of Blythwood.

VESSELS BUILDING IN THE DISTRICT OF QUEBEC, MARCH 27TH, 1887.—The following statement of the number of vessels building at the port of Quebec, March 27th, 1887, has been furnished by C. H. Cocker, Esq., Lloyd's Surveyor at this port, and may be relied upon as perfectly correct in every particular:—

Names of Builders.	Tonnage.	Progress.
P. V. Valin.....	600	Framed.
Do.....	400	Planking.
Do.....	400	Framing.
W. H. Baldwin.....	1200	Finished.
Gingras & Son.....	1400	do.
Do.....	600	Planking.
Do.....	600	do.
Valin & Degal.....	1200	Finished.
John Gilmore.....	1200	do.
Charland & Co.....	1000	do.
Do.....	800	Planked.
Dunn & Samson.....	1200	Framing.
H. Dubord.....	1200	Finished.
Gingras & Son.....	1900	Ready to launch.
Samson Bros.....	400	do.
Dunn & Samson.....	1200	do.
N. Ross.....	800	Finished.
E. W. Sewell.....	200	Framed.
E. Richard & Co.....	1000	do.
T. H. Oliver.....	400	A few floors across.
E. Herr & Co.....	1300	Framed.
McKay & Warner.....	6 Lake scows.	from 200 to 400 tons.

* Surveyed under Lloyd's Register of B. and F. Shipping.

† Vessels marked thus are surveyed under English Lloyd's and French Veritas.

‡ Marked thus are entirely under Veritas.

The following statement shows the amount of tonnage of vessels building in the district of Quebec, for the quarter ending 31st of March, from the year 1860 to 1887, inclusive:—

Year.	Tonnage.
1860.....	1760
1861.....	1950
1862.....	2110
1863.....	4530
1864.....	5200
1865.....	3580
1866.....	4000
1867.....	1000

—*Quebec Gazette.*

CANADIAN SECURITIES IN ENGLAND.

GOVERNMENT SECURITIES.

Canada 6 per cent. Jan. and July, 1877.....	98 to 100
Do 6 per cent. Feb. and Aug.	97 to 99
Do 6 per cent. March and Sept.	99 to 98
Do 6 per cent. Jan. and July.....	98 to 97
Do 6 per cent. interest stock.....	97 to 98
New Brunswick 6 per cent. Jan. and July.....	96 to 97
Nova Scotia 6 per cent., 1875.....	97 to 99

RAILWAYS.

Atlantic and St. Lawrence.....	55 to 57
Buffalo and Lake Huron.....	51 to 41
Do preference.....	51 to 50
Buffalo, Brant, and G. derich, 6 p. c.....	65 to 70
Grand Trunk of Canada.....	19 to 21
Do equip. mort. bds., charge 6 p. c.....	88 to 91
Do 1st preference bonds.....	62 to 64
Do do deferred.....	60 to 60
Do 2nd preference bonds.....	59 to 62
Do do deferred.....	60 to 60
Do 3rd preference stock.....	37 to 40
Do do deferred.....	60 to 60
Do 4th preference stock.....	22 to 24
Do do deferred.....	60 to 60
Great Western of Canada.....	13 to 13
Do new.....	12 to 13
Do 6 without option, 1873.....	92 to 95
Do 5 do 1877-78.....	84 to 86
North. R. R. of Canada 6 p. c. 1st pref. bds.....	82 to 85

BANKS.

British North America.....	48 to 50
Mercantile and Exchange.....	9 to 7

MISCELLANEOUS.

British American Land.....	20 to 25
Canada Company.....	68 to 72
Canadian Loan and Investment.....	2 to 1 dis.
Hudson's Bay.....	103 to 103
Trust and Loan Company, U. C.....	1 to 1 dis.
Atlantic Telegraph.....	25 to 40
Do do 3 per cents.....	63 to 72

HEAVY RAILROAD SUIT FOR DAMAGES.—The Providence and Boston & H. R. Co. Company has sued the Merchants' Navigation Company for \$10,000, for failing to keep their contract to run two steamers between New York and Boston in connection with the railroad thence to Boston. One of the boats, the Commodore was wrecked, and the other, the Plymouth Rock, sold, and the Company really sold themselves to the Neptune Company, which in its turn sold its two new boats to the Bristol and New York line. The Stonington line is now without boats, and their pier at New York has been given up to the Albany propellers. Contrary to the report in the New York papers, the new steamer Vermont does not draw too much water for the Connecticut River, and will take her place on the Hartford and New York line as soon as completed, as the State of New York—*Springfield Republican.*

BRITISH CUSTOMS' RECEIPTS.—Subjoined is an account of the Customs' receipts of the past year, compared with those of the two preceding years. The total, which now comprises only 13 heads, will next year be reduced to 11 by the omission of pepper and timber, the duties on which were repealed on the 29th of May last:—

	1884.	1885.	1886.
Tobacco.....	\$6,001,727	\$6,217,489	\$6,553,944
Sugar.....	5,324,350	4,445,641	5,663,483
Spirits.....	3,247,889	3,405,491	4,018,623
Tea.....	443,871	3,083,293	2,558,131
Wine.....	1,219,271	1,348,830	1,411,655
Corn.....	22,222	67,000	82,442
Fruits.....	28,535	48,430	38,402
Coffee.....	291,879	24,002	336,818
Chicory.....	127,093	127,092	103,600
Pepper.....	124,328	124,400	125,622
Timber.....	20,300	20,822	25,331
Cocoa.....	17,500	17,871	19,191
Other articles.....	64,176	75,543	50,951
	\$22,458,211	\$21,704,572	\$21,460,351

Ships Loading for the B. N. A. Provinces.

AT LIVERPOOL.—For Montreal: Lancaster, Onaida, Pomona, Ardmillan, Farganball, Ardence, Ferche, John Ellis. For Quebec: McLeod, Tip Tree, Hope, Ben Nerik, Arthur, Exline. For Halifax: Attila, St. Jacob, Joshua S., Alice Key, Liverpool, Regina. For St. John, N. B.: New Lampedo, Panther, (S. S.) Susan L. Campbell, Challenger. For St. John, N. B.: Diana, Pro Tem, Cora Linn, Henriette Greer, Maud, Neva, Walter, Baine. For Charlottetown, P. E. I.: C. C. Owea, Uadine, Amanda, Helen, Mole Inn. Confederation. For Georgetown, P. E. I.: Fannie Gordon.

AT LONDON.—For Montreal: Chaudron. City of Hamilton, John Bull, Laurel. For Quebec: Allan, Sunbeam, Planet, Lady Bowen. For Halifax: Lavina, Forest King, Perseus Queen. For St. John, N. B.: Scotia, Choice. For St. John, N. B.: Glenlivet, Caroline Brown. For P. E. Island: Abouan, Lotus. For Newfoundland: Beagle.

IN THE CLYDE.—For Montreal: Anglesa, Myrtle, Abouan, Glenlivet, Pericles, Clydesdale, Polly, Shannon, Queen of the Clyde. For Quebec: Culberts, Tadmor, Cameo, Liverpool, Queenshill, Home, Imperial, Research, Bannockburn, Bethia Jewett, Zeina, Tweeddale, Spartan, Carleton. For St. John, N. B.: Alice Wilson, Acadia (S. S.), Waterlily. For Halifax: Rosneath, David McNatt, Athol. For St. John's, N. B.: Meteor, Glancus, For Charlottetown, P. E. I.: Empress.