

abroad. We do not know, of course, what their views may be as to increasing prices. Anything of the nature of a combination to put up prices unduly would meet with determined opposition by the buyers of such goods. But the several wholesale houses whom we have consulted express the opinion that no changes, or at least very slight changes, in prices will result from the present series of gatherings.

CANADIAN FLOUR ABROAD.

The *Daily Chronicle* of Georgetown, Demerara, contains a further instalment of testimony from residents in that South American colony as to what they consider the merits and demerits of Canadian flour. Mr. Wyatt, salesman for Sandbach, Parker & Co., stated that "there seems to be an old-standing prejudice against Canadian flour. I did not find it keep, however, as well as the American. Three weeks after it was received the dealers complained that it began to go. . . . American flour sours, too, occasionally, at a certain time in the year." But he said in reply to an enquiry whether round-hooped barrels would insure a more favorable reception for our flour than flat-hooped: "Certainly, if they [Canadians] would make them up the same as the 'St. Lawrence' and the 'Knickerbocker' brands from New York, we would be able to sell them more readily." Mr. Winter, who had received Canadian flour "in the forties," said that exactly what Mr. Wyatt complains of now was felt then.

"But the mode of importation in those days was very different to that now by steamer. The flour then came in mixed cargoes, lumber, fish and staves. We got all our white oak staves from Quebec in those days, but the flour used to come in lumber vessels. A sort of tunnel was made in the lumber, and flour and fish and other articles of that nature stowed in between the piles of lumber on either side in the vessel's hold. I have seen the boards come out with ice upon them, and have had iced drinks from it. No flour could come in good order in that way, and then the flat hoops distinguished it just as it does now. We never got American flour direct at all. It all came through Halifax. Those were the good old days of the Navigation Laws; they carried the flour to Halifax first, and made believe to land and warehouse it, so that it came in free of the Imperial duty, and only paid the colonial duty whatever it might be."

The chairman of the committee, Hon. A. Weber, made the statement about a flour shipped to Cayenne, in French Guiana, that a gentleman of his acquaintance in that colony had tried a Canadian flour and found it very good; and, he added, "the French are very particular about their flour." One brand of this flour, Mr. Wilson said, was the "Blush Rose," another the "Sunbeam." The conclusion of the chairman was that there is no great difference between Canadian and American flour, that if Canadians would send good brands and pack it suitably for that market, their flour would go down just as well as that from the States. Mr. Edwards declared his opinion that "if those samples I had from Donaldson's were put into American barrels and sold here, they would be appreciated as well as any flour in the market, as an extra flour." And Mr. Wyatt corroborated this. Mr. Mackay next enquired whether

anything had been heard from the Islands where they have taken the flour—Barbados and Trinidad,—and the reply was that the flour reached Barbados in the same condition it did in Guiana, and in respect of barrels there was the "same complaint as here—that they are much larger, and the flour is less concentrated in the barrel than the American. That is another reason—I don't know anything about this myself—but they say it is more loosely packed and more liable to sour, and that the wood the barrel is made of attracts air more than the others. The air gets at the flour somehow."

Here is food for thought on the part of Canadian flour millers. It is for them to say whether they will take advantage of the advice.

BETTER ROADS.

Interest has been awakened in the United States on the subject of good roads by recent agitation. The owners of good horses and valuable vehicles find it a practical question, and there is now a National League for Good Roads as well as a Road Horse Association of the State of New York, working manfully to get improvement effected all over the land. And a committee from the New York Chamber of Commerce, consisting of five members, will discuss the matter jointly with these. A prominent newspaper, the *New York World*, has sent out to investigate the roads a wagon equipped with a staff of writers and artists, whose travels will be fully described in its columns.

State leagues have been established in Maine, New Hampshire, New York, New Jersey, Maryland, Virginia, Illinois, Missouri and Arizona, and conventions are to be held this month in a number of States.

On Jan. 17 a meeting of the General Board of the league and the governors of State leagues will be held at Washington. The following is an outline of the work to be done at the convention:

To combine the efforts of all persons now engaged in the work for road reform and to awaken interest in the subject among the people at large.

To urge the passage by the House of Representatives of the United States Senate's bill for "National Highway Commission of Inquiry."

To aid in providing for a proper road exhibit and for free instruction in road-making at the World's Fair in Chicago, and lastly, to circulate information on the subject of road-making and legislation.

The Vermont League, we are told, has a branch in every county in the State. If Canadians would imitate the practical energy of our neighbors, we should have an improvement in roads before the close of 1893.

MARITIME COMMERCE.

The trade of New Brunswick until the year 1824 generally increased. It was, however, says Cooney, "checked by those casualties to which commerce is liable and which no human prudence can avert." It was in this year that the commerce of the province

according to the same authority attained its greatest magnitude. A few months before the Miramichi fire, says the author, we were happy and cheerful. "Our trade was looking up and brightening were our prospects. The bosom of our river sustained a large fleet loaded with the productions of many climes. Our wharves and warehouses groaned under the weight of the wealth they contained, the market was well stocked with its staple commodities, ships clustered on our seaboard, commerce flourished in our towns and plenty filled our hamlets."

Of the various counties of the province in those early times, Northumberland took the lead in its export trade; at least Cooney gives a statement of its trade for the years 1827 and 1828, and it is sufficient to state that such trade was measured by the hundreds of thousands of pounds and extended into the millions. During the ten years preceding this 36 vessels, with a tonnage of 9,747 tons and a value of £97,470 1s. were built in Miramichi alone. The favorable state of trade was ascribed to the wholesome restraints which circumstances had imposed on it. In 1824, when the trade of the province was at its greatest extent there were only exported of:

Alewives.....	580 bls.
Dry fish.....	263 quintals
Herring.....	20 boxes.

Contrasting this with the shipments in the year 1830, supposing the price of both years to have been the same, in the former year there were received from the fisheries £653 10s, while in the latter it was £5,444 10s, leaving a balance to the credit of the fisheries in 1830 of £4,782. These detached items are given merely to show how rapid was the increase in one branch of the province's staple trade when prosecuted with enterprise and vigor. "For some time before the great fire of Miramichi the timber trade was prosecuted to such an extent that the British markets became surfeited and the wholesome restrictions which had for a long time regulated the trade were relaxed, and then it began to decline." The Miramichi fire took place October 5th, 1825, and is described as under: "After a long and weary vigil of anxiety and travel, the slowly returning day faintly glimmered upon our misery. But a few hours had elapsed, and hundreds were hurled from comparative affluence into utter destitution. By one fell swoop all that agriculture had reclaimed, all that art had erected, and all that commerce had amassed were flung in shattered fragments through the blazing air." Cooney's sad summary concludes with the following:

Persons burned and drowned.....	160
Buildings destroyed.....	595
Head of cattle destroyed.....	875
Value of property destroyed, £204,323, on which there was insurance amounting to.....	£12,050

From the year 1824 to 1845 there is abundance of data, much of it partial and insulated. From this mass of details some interesting statistics are extracted. During the first named year, according to McGregor, the imports of the province were in 914 vessels, measuring 219,567 tons and navigated by 9,961 men. The value of their