

### UNITED STATES IMPORTS AND EXPORTS OF GROCERY STAPLES.

Imports of tea into the United States during the past fiscal year were 72,833,070 lbs., against 68,337,295 for the previous corresponding period. Of this, 39,597,366 lbs. came from China, and 29,277,708 from Japan, and the average value in the countries of production was 13.05 cents, against 14.16 cents per lb.

The imports of coffee in the same period were 801,750,146 lbs., of the average value of 6.64 cents, against 851,691,346 lbs. of the average value of 7.48 in the previous year. 628,417,812 lbs. came from Brazil; 90,332,351 lbs. from other parts of South America; 45,298,800 from Central America; 11,701,201 from the West Indies; 10,498,299 from the East Indies; 4,465,794 lbs. from the United Kingdom, and 3,655,289 from the Netherlands. Coffee is less than half the price it was in 1894.

Imports of crude cocoa amounted to 33,151,028 lbs. of the value of 14.26; against 23,322,778 at 13.58. Imports of prepared cocoa were 958,551 lbs. at 30.70, against 633,453 at 35.12. Imports of prepared chocolate, exclusive of confectionary, were 1,110,122 at 17.91, against 856,757 at 14.56 the previous year.

In 1897-98, the net imports of molasses into the Republic were 5,507,850 gallons of the average value of 13.76 per gallon, against 3,450,900 of the average value of 15.09. Of this, only 15,300 gallons was free of duty, that is, presumably, from the Hawaiian Islands, against 49,276 for corresponding period.

The United States imported of raw sugar no less than 1,748,391 tons at 2.38 cents per lb., against 1,149,292 at 2.24, in the previous year; and of refined 25,333 tons at 2.69, against 42,531 at 2.41 cents.

Rice imports were 135 million pounds at 2.06 cents, as compared with 121 millions at 2.14.

Imports of bananas were enormous, being of the value of \$5 1-3 millions, against \$3 7/8 millions; of lemons the value was \$4 1-3 millions, against \$2 7/8 millions; and moderate increases were also shown in coconuts, oranges and other fresh fruits.

Imports of figs last year consisted of 7,131,293 lbs. at 4.70, against 9,560,837 at 5.29; of prunes 598,700 lbs. at 10.58, against 300,186 at 13.04; of raisins 4 1/2 million pounds at 5.72, against 6 millions at 5.86; of currants the great quantity of 30 million pounds at 2.58, against 24 millions at 3.32; and of almonds 9 3/4 millions at 12.27, against 5 2-3 millions at 11.47.

The United States imported nutmegs to the extent of 1 1/2 million pounds at 24.10, against 1 1/2 millions at 27.28 in the previous year; and of whole pepper 11 1/2 million pounds at 8.78, against 13 1/8 millions at 6.46.

Turning for a moment to exports, we find that the exports of canned salmon were 30 7/8 million pounds at 9.63, against 27 1/4 millions at 9.39; and of canned beef 38 1-3 million pounds at 9.12, against 37 millions at 8.83.

Exports of canned fruits from this country were of the value of \$2 1-3 millions, against \$1 2-3 millions; of dried apples 19 1-3 million pounds at 6.45, against 31 millions at 6.11; of prunes 5 2-3 million pounds at 6.78, against 16 millions at 6.41; and of raisins 4 2-3 millions at 5.20, against 3 millions at 5.37.—*Merchants' Review.*

—It is reported that the "punkah pullers," or native ventilators, in West Borneo are in revolt, because the Rajah of Koti has bought \$30,000 worth of electric fans, and the coolies, who formerly worked fans, or punkahs, by hand, will now be out of a job.

### BRANTFORD'S MANUFACTURES.

Brantford has not inaptly been termed the Birmingham of Canada. There are over three thousand five hundred mechanics in Brantford. That seems like a "large" statement to make, but figures prove the estimate is not exaggerated. Take the following factories for instance, and see what a big hole they make in three thousand five hundred employees:

Factory.	Hands Employed.
Massey-Harris Co. ....	800
Goold Bicycle Co. ....	400
Waterous Engine Works Co. ....	390
Verity Plow Co. ....	270
William Buck Co. ....	264
Cockshutt Plow Co. ....	200
Dominion Cotton Co. ....	200
Wm. Paterson & Son ....	150
Goold, Shapley & Muir Co. ....	119
Slingsby Woollen Co. ....	110
Brantford Carriage Co. ....	100
Schultz Bros. Co. ....	75
Farmers' Binder Twine Co. ....	70

Total hands ..... 3,139

These are only some of the principal manufactories of Brantford. Here is another list in which a good many hundred men are employed:

Bailey Cutlery Co.
Blacker Brick Co.
Bixel Brewing and Malting Co.
Brantford Box Co.
Brantford Soap Works Co.
Brantford Stoneware Co.
Brantford Starch Co.
Chalcraft Screw Co.
Fair, T. J., and Co.
Gardner, H. B.
Halloran, M. K.
Knowles, Ham & Nott Co.
Mitchell, C. J.
Ott, John
Pelee Island Wine Co.
Pilgrim, T. M. & Co.
Rouse & Co.
Robson, J. & R.
Simpson Manufacturing Co.
Snowdrift Co.
Spence, A. & Sons.
Smith, J., Sons & Co.
Scarfe & Co.
Waterous, J. E.
Workman & Elliott.
Wood Bros.

There are undoubtedly more than 500 men employed in the above factories, and it will thus be seen that an estimate of 3,500 hands in the Brantford workshops and foundries is rather under than above the mark. The skilled labor of Brantford has resulted in placing this city in the proud position of being the second exporting manufacturing centre in Ontario, and the third in the whole of Canada. Quebec, Hamilton, London, Ottawa and Kingston all have to acknowledge the supremacy of Brantford's manufactures and Brantford's artisans. Montreal and Toronto are the only cities that surpass us. [in exports].

Here are the figures taken from the Government returns for 1898, showing the total value of manufactured articles, the produce of Canada, exported from the principal cities of the Dominion during the fiscal year ending 30th June, 1898:

Montreal .....	\$2,397,554
Toronto .....	1,553,876
Brantford .....	848,584
Halifax .....	759,133
Quebec .....	431,317
St John .....	327,285
Windsor .....	324,264
Three Rivers .....	199,438
Guelph .....	159,944
St. Catharines .....	141,144
Vancouver .....	136,473
Hamilton .....	106,880
Victoria .....	702,774

### MONTREAL'S OPPORTUNITY.

Within a fortnight, or a month at the utmost, the Soulanges Canal will be open to navigation, and vessels 255 feet in length and drawing 14 feet of water will be able to come to Montreal from extreme points of the Great Lakes. The difference in the capacity between such carriers and the barges that can use the 7-foot navigation of the Erie Canal will be so great that the New York route will cease to be a serious competitor with the all-St. Lawrence line. Even with trans-shipment at Port Colborne the advantage will be so marked that, from the navigation point of view, the Erie will no longer be a dangerous rival. The Canadian Government has done its part, and after many years has given the country such a waterway from the ocean into the middle of the continent as could hardly have been dreamed of a generation ago. No country in the world has such a system of canals supplementing such a waterway. There remains, however, a good deal yet to be done that the full advantage of the Government's work may be attained. Our grotesque manner of dealing with port interests in regard to wharfage accommodation kept action waiting on discussion year after year, for a score of years, till a strong man, knowing what he wanted, insisted on something that was not the best, and the new piers are being constructed on a plan as to number and area that most who understand the shipping business condemn as inferior. When people came last spring with a proposition to construct elevators, etc., that would supplement the new canals, the spirit of contention that delayed the harbor works so long again exhibited itself, and as a result at least a year has been lost. The capitalists were rebuffed, and the Government, after promising action, went back to the principle that private enterprise has certain legitimate functions to perform in connection with the grain trade, and that if these are neglected it is not the country's care. Now, neither the private nor the public elevator is being constructed, and next season will probably see the capacity for feeding the port largely increased, with no better means of clearing it than now exist. Large vessels, such as the new canals will accommodate, cannot afford to lie idle in the harbor waiting for an ocean ship to get ready to receive their cargo. Storage accommodation is necessary, and if it is not provided, either the full benefit of the canals will not be obtained, or the lake craft will find their way to Quebec. In any case Montreal will lose, and chiefly because of the blind action of her own people.—*Montreal Gazette.*

### ANTIQUÉ CEMENT ANALYZED.

Samples of cement used in the antique water conduits about Ephesus and Smyrna were recently subjected to chemical analysis, and the various samples were found to be quite similar in composition. The waterworks from which the samples of cement were taken were constructed from a period several centuries before Christ to 300 years after. The chief constituent of the samples was carbonate of lime, but mixed with it was from two to eight per cent. of organic material. This was ascertained to consist of a mixture of fatty acids. Experiments were made with a cement consisting of burned lime and olive or linseed oil, but it was not found to be permanent. On the other hand, a mixture of two-thirds air-slaked lime and one-third olive oil hardened readily, and possessed great endurance, leading to the belief that this was the composition of the ancient cements which were analyzed.—*Engineering Review.*