

FALL TRADE.

1874. AUGUST. 1874.

Bryce McMurrich & Co.

WHOLESALE

DRY GOODS MERCHANTS,

Are now receiving their

FALL IMPORTATIONS

By steamers from LONDON, LIVERPOOL, and GLASGOW, and expect Stocks in all Departments will be FULLY ASSORTED in course of present month.

Agents for sale of DUNDAS COTTON MILLS MANUFACTURES.

WAREHOUSE—34 Yonge Street, TORONTO.

THE MONETARY TIMES,
AND TRADE REVIEW.

TORONTO, CAN. FRIDAY AUG. 14, 1874.

OUR MARINE AND FISHERIES.

The report of the Marine and Fisheries' department came recently to hand, and we find it very full and interesting. The Dominion has a large maritime element, and the business of this branch of the Government has become quite extensive, and is annually increasing. The report enters quite fully into all the services connected with the department, which are treated in a lucid and highly satisfactory manner.

Last year (1873) there were no less than 1,123 persons engaged in the outside service of Marine and Fisheries—that is, all persons employed except the departmental staff at Ottawa. The total amount voted by Parliament for the various services was \$930,040, of which the sum of \$850,634 was spent.

No efforts are being spared to light up our navigable waters, so as to protect shipping and promote our shipping trade as much as possible. During the twelve months under consideration, many new lights, light-ships, and fog-whistles, buoys and beacons, were erected in the Maritime Provinces, in the Gulf of St. Lawrence and the upper lakes, Lake Superior coming in for a liberal share. The localities are far too numerous to be particularized by us, but some idea may be obtained of the extent and increase of this service by the following statement, which shows the total

expenditure for 1873 in each division, with that portion of it made on new works. It is as follows:

Division.	Total cost.	New works.
Ontario	\$61,036	\$18,999
Trinity House, Mont.	31,143	5,555
Below Quebec	65,545	32,803
New Brunswick	29,266	16,691
Nova Scotia.....	100,953	90,181
Columbia	13,207	10,000

The department has made a beginning in taking Meteorological observations, but the system is as yet incomplete. Parliament voted \$37,000 for 1873, but it appears only \$10,000 were spent. Toronto is the central office, and the chief stations are Halifax, St. John, Frederickton, Ottawa and Winnipeg. Considerable fault was found that no notice was received from either Washington or Toronto, of the disastrous storm of the 24th of August last, which swept the Gulf of St. Lawrence so destructively. This storm is said to have been exceptional, not having given any notice at Western stations of its approach; but there can be no doubt that, when complete and well worked, a Meteorological system must be highly useful in announcing storms and saving life and property.

The Dominion continues to keep up a considerable force of harbor and river police at Quebec and Montreal during the summer months. The cost in 1873 was \$32,653, the fees collected being \$26,518. The sum of \$41,016 was spent upon sick, disabled and shipwrecked seamen, which was \$8,880 over the fees collected. Taking, the last five years, however, this fund has still a small amount to its credit.

Boards of Examiners for masters and mates of vessels, Capt. Scott, R.N., being chairman of each, sit regularly in Quebec, Halifax and St. John. Since commencing in September 1871, 369 certificates to masters were granted, of which number Halifax contributed 117, St. John 225, and Quebec 27. The number of mates who passed was 70. Certificates were also granted to 236 masters and 82 mates who were unable or unwilling to be examined, but who were masters or mates prior to 1870. This certificate, however, is not recognised in Great Britain.

The report takes strong ground in favor of the establishment of a Canadian shipping register. There can be little question of the advantages which would accrue from this if established in a thoroughly reliable manner. Mr. Smith, the Deputy Minister, was unable, when the report was written, to say what the registered tonnage of the Dominion actually was, but, he states it as his opinion, that it will be as near as possible to 950,000 tons. Figures are given

which, if correct, rather go to prick the pretty oratorical bubble we have heard so frequently of late, about "Canada being the third maritime power in the world." The report denies this very pointedly, and sets down the marine of the Dominion as only seventh on the list, as follows:

Great Britain.....tonnage (about)	6,500,000
United States	4,696,026
Norway and Sweden	do. 1,559,515
Italy	do. 1,211,077
Germany	do. 1,098,846
France	do. 1,084,824
Canada.....do. (say)	950,000
Spain	do. 678,886

We do not like to see thus summarily demolished, the proud boast made about the maritime position of Canada among the nations, at the time of the great confederation debate, and since so often and eloquently repeated amidst the cheers of crowded audiences. We believe it is a fact, that many of these nations do not make up their tonnage returns as we do, and we shall look into, and possibly return to the subject, on some more fitting occasion.

We are glad to see that the system of steamboat inspection is now in active operation. There are at present seven inspectors, of whom Mr. Samuel Risley is Chairman, who ought certainly to be sufficient to perform the work in the most ample and satisfactory manner. Mr. Wm. M. Smith attends to the three lower provinces, and an officer of the Fisheries' department to the Province of Columbia. The number of steamers inspected in 1873 was 554, and the engineers who received certificates numbered 824. Eighty-five new steamers were inspected during the year, the total value of which would be \$1,700,000, taking the average value of each to be \$20,000. The steamboat inspection fund has a balance of \$18,504 in the hands of the Government, after paying all the expenses of inspection.

The year 1873 was very disastrous to shipping off our coasts. A long list is given of the vessels which were lost, conspicuous among which are the ill-fated ocean steamer Atlantic, and the lake boat Bavaria. The loss of 321 sea-going vessels, with a tonnage of 94,054, the value of which is estimated at \$2,685,683, was notified to the department; but these figures are believed to be far beneath the real losses sustained. No less than 789 persons are known to have been lost. On our lakes the number of wrecks was 29, and the value thereof, \$158,450. Lives lost, 24. It is quite apparent from the statistics, that 1873 was a very dangerous year, to those who "go down to the sea in ships."

It appears that the only subsidies given