

sumption, compared with the previous years, were as follows: 1898, \$106,286,484; 1897, \$98,498,952. This is exclusive in both cases of coin and bullion. The duty paid for 1898 amounts to \$18,339,592, and for 1897 the amount collected was \$16,941,691. Free goods in 1898 were imported to a value of \$40,055,245, as against \$38,004,891 in ten months the previous year, while the dutiable goods were valued at \$62,617,083 in 1898, and \$55,897,187 to April 30th, 1897. The coin and bullion imported for the ten months in 1898 amounted to \$3,611,910, and in 1897 to \$4,596,924. The imports for the month of April entered for consumption, exclusive of Vancouver, B.C., amounted to \$10,127,634, compared with \$8,395,828 for April, 1897, and while there was this wide increase in the imports, the duty collected for April, 1898, was \$18,000 less than the duty collected for the same month in 1897.

The exports of Canada for the ten months, exclusive of coin and bullion, amounted to \$130,090,077, compared with \$102,943,632, for the same period in 1897, an increase of something like \$27,000,000. Agricultural products, as was to be expected, have contributed more than half of the aggregate increase, showing a gain of \$115,000,000 in value, being \$13,668,000 for the ten months of 1896-97 and \$28,774,000 for the same period 1897-98. This satisfactory showing is to be attributed mainly to the steadily increasing price of wheat and a revival in the flour trade. Animals and their products were exported from the country to a valuation of \$6,000,000 in excess of the same period last year, while products of the mine show a \$3,000,000 increase.

RECENT LEGISLATION IN P.E. ISLAND.

The legislature of Prince Edward Island, in the Dominion of Canada, past during its last session, an act to amend the Evidence Act of that province. This amendment was intended, we are told, to facilitate the collection of the tax imposed by the province upon commercial travelers, and to prevent evasions of the law imposing that tax. Under the provisions of this Act any creditor, who sells goods through a commercial traveler, and has to resort to P. E. Island courts to collect his claim for goods sold, or for promissory notes or acceptances, must prove at the trial of any action to recover, that the traveler who negotiated such sale had, at the time, a license under the provisions of "An Act to Impose a Direct Tax on Certain Classes of Traders." A circular to this effect has been issued bearing the name of Angus McMillan, Provincial Treasurer, and we have seen it in the hands of a wholesale house in one of the upper provinces.

If the people of Charlottetown, or the island of which it is the capital, choose, like the people of Fredericton and some other places down east, to adopt, and through recent more enlightened years to adhere to, such narrow and antiquated views of trade as to repel visitors and tax people who offer them goods, we can only wonder and wait. But the circular of the Charlottetown Provincial Treasurer goes farther in its statement of the effect of this law. "The provisions of said Act also apply," he says, "to all creditors seeking to prove claims against debtors under the provisions of an Act passed during the same session, intituled 'An Act Respecting Assignments for the Benefit of Creditors,'" although "the Act does not, however, apply to contracts entered into previous to the passing thereof on the 14th of May, 1898." This means, if we interpret it correctly, that if a house, in Montreal for example, sells a bill of goods to a retailer in Georgetown, Summerside, and the retailer neglects or declines to pay it when due, the

authorities of the province will not assist that house to collect its justly due debt because a license to trade had not been paid to the Government. This, it seems to us, is something more than merely saying to merchants at a distance: "Keep away from us; we don't want you; we will fine and harass you if you dare attempt to sell us goods." It is virtually helping that debtor to defraud his creditors; because, if the Montreal merchant cannot produce his license the Summerside or Georgetown dealer may snap his fingers at him and make him wait for his money. This is one of the recent provincial enactments that needs revision.

ORGANIZED LABOR IN THE BOOT AND SHOE INDUSTRY.

Organized labor in Canada will not win laurels for its services to the boot and shoe industry of Ontario. Without any disposition on the part of this paper to advance sectional interests, it may be said that industrial conditions naturally favor Ontario as the centre of the shoe-manufacturing industry. The province possesses an abundant supply of bark suitable for tanning purposes and convenient to transportation facilities. No province in the Dominion has better advantages in the matter of hides, the cattle markets of Ontario standing out prominently in Canadian trade circles. The advantages of Toronto and other Ontario cities as distributing points are recognized in the number of wholesale distributing houses centred there. In a word, Ontario tanners can make leather and Ontario merchants can sell shoes, but Ontario manufacturers find it difficult, if not impossible, to convert profitably the leather into footwear.

The solution to the difficulty lies in the labor problem, which is a most important item in the cost of producing footwear. Ontario workmen will not work at wages which will allow manufacturers to follow an aggressive policy in their competition with eastern producers. The employees of the J. D. King Company have for some weeks been attempting to force the recognition of trade unionism in spite of the fact that labor leaders generally concede that trade unions can be successfully conducted only when they extend over the whole field of competition. If organized labor can equalize labor conditions all over the Dominion, then the Ontario manufacturers would consider them in the light of valuable allies rather than opponents; but until trade unionism is an accomplished fact throughout the Dominion it is impossible for any manufacturer to accept it and submit to the inevitable dictation which follows.

While the strike continues in Toronto, business that would in the natural course of affairs come to Toronto, and money which would be paid out to workingmen in this city, is going to other cities. The shoe factories of Quebec city have within recent years shown phenomenal growth. The Quebec Chronicle says that:

The city of Quebec has now thirty-two boot and shoe establishments, exclusive of those at Levis and Lorette. They are as follows: W. A. Marsh & Co., Migner, Goulet & Garant, J. H. Larochelle, John Ritchie, Jobin & Rochette, Rochette, Allaire & Cie., successors to Rochette & Dion; J. Muir & Co., C. E. McKeen, heretofore the Adams Shoe Co.; W. H. Polley & Co., Thomas Duchaine, J. N. St. Pierre, Dominion Shoe Co., Bresse & Co., P. Boissonnault & Fils, H. Griffith, T. Schrybert, Filion & Dion, J. S. Langlois & Cie., Amos Campbell & Co., Budden, Nermette & Lachance, Migner, Boucher & Co., G. Bouchard, Fils & Cie., E. W. Woodley, Samson & Clement, successors to Leclerc & Cote; Jos. Poirier, A. Poirier & Cie., Demers & Cie., Canada Shoe Co., Victoria Shoe Co., Chas. Paquet, Frs. Berrouard, J. H. Blais. Four of these manufacturers have a capacity to turn out goods from 2,000 to 3,000 pairs per day. Five others have a capacity of