

CANADIAN SUGAR.

THERE is no sufficient reason why Canada should not produce all or the greater part of the sugar it consumes, seeing that the soil and climate are eminently well adapted to the growth and cultivation of the sugar beet. Some spasmodic efforts have been made in this direction in the Province of Quebec, and indeed there is now a large and well equipped factory there, at Berthier, for the manufacture of sugar from this vegetable. The fact has been satisfactorily established that beets grown in the vicinity of Berthier possess as large an amount of saccharine matter as any grown under the most favorable circumstances in France, Germany or Austria; and it is equally certain that not only that particular locality, but about all the available lands in Quebec, Ontario and the North-West are equally well adapted to that industry.

The increase in the production of beet sugar in Europe of late years is remarkable. In 1853 the production there was less than 200,000 tons, while in 1887 it amounted to 2,430,000 tons. Within these dates the production of cane sugar in all countries increased from 1,200,000 tons to 2,750,000 tons, an increase of only a little over 100 per cent., while the increase of beet sugar was about 1,200 per cent.

The per capita consumption of sugar in both Europe and America is rapidly increasing; indeed it is increasing more rapidly than is the production. The stocks of sugar in the chief European markets on May 1st last were 604,000 tons, against 743,000 tons on the corresponding date of the previous year, a decline of nearly 20 per cent.; while the consumption in Europe increased from 2,657,000 tons to 2,818,000 tons in the same period. The stocks of sugar in England and the United States at the later of the above named dates had decreased in quantity 200,000 tons from what they were a year before, and during that year the world's visible supply of sugar decreased from more than 1,000,000 tons to 735,000 tons. In the United States the consumption of sugar has increased rapidly during the past ten years, this being concurrent with the decline in prices. In 1878, when the average price of raw sugar was about 7½ cents per pound, the per capita consumption was 36 pounds, while in 1888 it had increased to 53 pounds, an increase of nearly 50 per cent.

Similar facts apply to Canada; and in view of the rapidly increasing demand for the article, the importance of the cultivation of the sugar beet and its manufacture into sugar here cannot be too strongly urged. The pursuit of the industry on a large scale would present special advantages to the whole country, not only benefiting the farmer with a crop that would give him a larger money return per acre than any other which he might grow; but it would involve the employment of large numbers of workmen in the factories, and large investments of capital in plants and machinery. Other countries far less favorably situated than this recognize the advantages accruing from this industry.

The production of beet sugar is exciting a great deal of attention in the United States, regarding which our readers have been informed from time to time, particularly concerning the encouragement given it in California. It is well known that Mr. Claus Spreckels, of that State, is largely interested in several beet sugar factories there. He is offering valuable

inducements to farmers to grow beet crops, not only agreeing to take at his factories all the beets they raise, at remunerative prices, but he is also offering premiums for the largest productions on given areas; and a recent Californian exchange relates that two farmers, near Watsonville, that State, where Mr. Spreckels has a factory, were recently paid by him, one \$500, for the most productive 10-acre tract, and the other \$250 for the most productive 5 acres. The first 10 acres are said to have yielded beets that produced 8,417 pounds of sugar per acre, while the 5-acre tract averaged 7,652 pounds per acre. Mr. Spreckels, so it is stated by the Philadelphia *North American*, will erect a beet sugar works near or at Reading, Penn., at a cost of about \$400,000, on condition that the farmers of that county will plant 50,000 acres of their land in beets, the opinion prevailing that the industry would be a very profitable one in that section of country.

Anent the encouragement that is given in different European countries to the cultivation of the sugar beet and the manufacture of beet sugar, duties are levied on sugars imported into these countries as follows:—

| | | Cents per pound. |
|--------------|--|------------------|
| France. | On brown sugar of 98° and under..... | 4.38 |
| | “ “ above 98° and on refined .. | 5.47 |
| Germany. | On all raw sugars..... | 2.59 |
| | “ refined sugars | 3.25 |
| Austria. | On all sugar under No. 19, Dutch standard | 3.27 |
| | “ of No. 19 and over, and on refined.. | 4.36 |
| Italy. | On all sugar of No. 20, Dutch stan., or less.. | 4.65 |
| | “ above No. 20 | 5.81 |
| Netherlands. | On all raw sugar of 99° and on refined | 4.91 |
| | On Melada and on grape sugar | 3.27 |
| Belgium. | On all under No. 7, Dutch stan., Class 4 ... | 3. |
| | On Nos. 7 to 10, Class 3..... | 3.59 |
| | “ 10 to 15, “ 2 | 3.95 |
| | “ 15 to 18, “ 1 | 4.22 |
| | On refined, over No. 18, and loaf | 4.49 |
| | “ crystallized | 4.80 |
| Spain. | On all sugars..... | 5.20 |
| Denmark. | “ | 3.80 |

Duties are levied on sugars in all other sugar producing countries, ranging from about 2 cents to 7 cents per pound.

THE NICARAGUA CANAL.

IN a recent issue of this journal (March 15th last), in discussing the advantages likely to accrue to Canada through the building of the Nicaragua Ship Canal, it was shown what some of these advantages would be, and how they would affect Canadian commerce. It was shown that the canal lies in an almost straight line drawn between Great Britain and Australia; that the difference in distance between the Canadian cities of Halifax, N. S., and St. Johns, N. B., and Boston and New York and the canal, is quite small, and that thousands of miles of distance would be saved by the Nicaragua route over that around Cape Horn, in all ocean voyages between American and European Atlantic ports, and all ports on the west coasts of North and South America, China, Japan, India, the Hawaiian Islands, Australia and New Zealand.

Since the publication of that article, the Nicaragua Canal Company, who are exploiting the construction of that canal, have begun work upon it and are making commendable headway with it; and a recently published pamphlet issued by the company gives some valuable information concerning it. One part of the pamphlet is devoted to a description of the engineering work upon the canal, and another part to a recital of the climatic and other advantages in which Nicaragua is