

## AMERICAN EXPORTS.

The United States exports for the twelve months ending with June 30 last approached a billion and a half. The exports of breadstuffs, cattle and hogs, provisions, cotton and mineral oils, are about a hundred million in excess of the figures of 1900, the division being as follows:

	1900.	1901.
Breadstuffs.....	\$253,455,000	\$267,487,000
Cattle-Hogs .....	29,034,000	36,357,000
Provisions .....	168,894,000	179,875,000
Cotton .....	241,666,000	313,284,000
Mineral oils .....	74,455,000	69,906,000
Total .....	\$767,504,000	\$867,089,000

The agricultural interest is the greatest contributor to the nation's foreign trade, the first four items mentioned, with a total of \$798,000,000 in value. The distribution of the breadstuff exports among the different ports is as follows:

	1900.	1901.
Baltimore.....	\$37,042,269	\$39,026,604
Boston .....	22,623,345	30,027,915
Newport News ....	17,825,919	16,153,281
New York.....	62,545,081	60,945,491
Norfolk, Va.....	4,133,297	3,986,560
Philadelphia .....	28,707,399	29,138,214
Galveston.....	13,111,041	10,732,944
Mobile .....	1,251,070	2,087,746
New Orleans .....	20,139,504	23,889,152
Puget Sound .....	5,223,143	8,787,205
San Francisco.....	14,128,461	13,336,517
Willamette .....	7,602,178	9,769,106
Duluth .....	3,058,419	1,707,692
Superior .....	5,041,398	4,367,645
Other districts.....	11,022,179	13,531,167
	\$253,454,793	\$267,487,239

New York still retains a marked pre-eminence as an exporter of breadstuffs, but it is not so great as it used to be. Other ports are in the race, for which Montreal's present harbor improvements are a preparation, and they show gains at New York's expense, gains, moreover, that are but the continuation of others that have been going on for years—Gazette.

## PENNY-WISE AND POUND-FOOLISH.

Another class of grocers is the one which wastes all its time on penny details, while dollar matters are suffering for want of their attention. One has seen the grocer who will spend an hour down cellar tying together odd pieces of string, total value ten cents, or knocking bent nails out of old boxes, while somebody is upstairs flimflaming the clerk, or some incorrigible dead beat is inducing the clerk to trust him for expensive groceries. Or the grocer will be too busy to leave his job of picking out damaged berries from the piles at the door, to courteously receive and wait upon a heavy-buying customer, leaving the task to a half-trained clerk and running the risk of the customer not being suited.

The penny-wise and pound-foolish grocers leave their mark upon the store. Usually the force of clerks is too small and not well enough paid. The extreme economy in the delivery department prevents customers obtaining supplies in time, and next day they go to another store. The quality of the stock suffers because the grocer is too intent upon "price" to sufficiently heed the importance of quality, and more custom is driven away. This class of dealers forget to paint and clean the store as often as these duties should be done, and a mere glance at the interior of the store will reveal the faults of the owner to the practiced eye.—Merchants' Review.

## STRANGE THINGS OBSERVED.

How ambitious and mellow a man becomes when he falls in love.

How fond a woman is of her wedding ring no matter what her age.

How many men are absolutely ignorant of their household affairs.

How many women regard themselves as good enough for the most select set.

How many men think they would have adorned professional life.

How many women pin their faith to men's opinions.

How many men like to talk about the money they make.

How many women have not the faintest idea of how banks do business.

How many men think they would become millionaires if they had the means to speculate in stocks.—Philadelphia Bulletin.

—The report of the directors of the Suez Canal states that the net tonnage for 1900 was 9,738,153 tons, a decrease of 157,677 tons compared with 1899, but an increase of 499,549 tons compared with that of 1898. The transit receipts, which in 1899 amounted to 91,318,772 francs (\$17,624,230) and were higher than in any previous year since the opening of the canal, fell to 90,623,608 francs (\$17,490,356) in 1900, being a decrease of 695,164 francs. The number of vessels which passed through the canal was 3,503 in 1898, 3,607 in 1899, and 3,441 in 1900, of which 2,295 in 1898, 2,310 in 1899 and 1,935 in 1900, carried the British flag. There has consequently been a falling off in the tonnage of British vessels, which amounted to 6,297,743 tons in 1898, 6,586,310 tons in 1899, and 5,605,421 tons in 1900. During the same period the tonnage from German vessels has increased from 969,597 tons in 1898 to 1,070,767 in 1899 and 1,466,391 tons in 1900. Of 2,407 merchant vessels and vessels in ballast, of a net tonnage of 6,612,316 tons, passing through the canal, 1,661 ships, of a net tonnage of 4,705,634 tons, were British, being fully 69 per cent. of the number and fully 71 per cent. of the tonnage; 291, or 12 per cent., were German vessels, whose tonnage was 11.1 per cent. of the whole; France, Holland and Austria-Hungary combined furnishing a total of 11.8 per cent. of the vessels and 9.6 per cent. of the tonnage of the carrying trade to the east through the Suez canal.

—Real estate agent—Yes, sir; taking into consideration everything—location, resources of surrounding country and energy of its inhabitants—Sodville is destined to become the metropolis of the state.

Prospective purchaser—Have you many stores or manufacturing plants in the town yet?

Real estate agent—No; not yet. Town's only three weeks old. But we've got a Carnegie library and three newspapers already.



THE Crown domain of the Province of Ontario contains an area of over 100,000,000 acres, a large part of which is comprised in geological formations known to carry valuable minerals of various kinds, and which extend northward from the great lakes, and westward from the Ottawa River to the Manitoba boundary.

Iron in large bodies of magnetite and hematite; copper in sulphide and native form; gold, mostly in free-milling quartz; silver, native and sulphide; zincblende, galena, pyrites, mica, graphite, talc, marl, brick clay, building stones of all kinds, and other useful minerals have been found in many places, and are being worked at the present time.

In the famous Sudbury region Ontario possesses one of the two sources of the world's supply of nickel, and the known deposits of this metal are very large. Recently discoveries of corundum have been made in Eastern Ontario, which are believed to be the most extensive in existence.

The output of iron, copper, and nickel in 1900 was much beyond that of any previous year, and large developments in these industries are now going on.

In the older parts of the Province, salt, petroleum and natural gas are important products.

The mining laws of Ontario are liberal, and the prices of mineral lands low. Title by freehold or lease, on working conditions for seven years. There are no royalties.

The climate is unsurpassed, wood and water are plentiful, and in the summer season the prospector can go almost anywhere in a canoe. The Canadian Pacific Railway runs through the entire mineral belt.

For reports of the Bureau of Mines, maps, mining laws, etc., apply to

HON. E. J. DAVIS, Commissioner of Crown Lands,

THOS. W. GIBSON, Director Bureau of Mines, Toronto, Ont.