

THE GROWTH OF YARMOUTH.

Shipping, which once was almost the only industry in Yarmouth, still represents a very large amount of capital, but the list of vessels owned in this county shows a decrease of 4,407 tons, as compared with the previous year and very little shipping for this port is under construction. The year 1889 opened with encouraging prospects for shipping and this line of business has been very good during the year. Yarmouth ships have been very fortunate and our ship-owners made more money in 1889 than they did for years before. But a general decline in freights is now noticeable, and we regret we cannot say the outlook for shipping is as encouraging as it was in the beginning of last year. The financial troubles in the Argentine Republic have been among the causes which brought down freights. Vessels which found ready charter to carry lumber to River Plate from United States ports at \$16 and \$17, now get only \$12.50 to \$14.

The import and export trade of Yarmouth is in good condition. This is fast becoming the distributing centre for Western Nova Scotia. The volume of trade shows an increase in 1889 of \$222,289 over 1888. The returns for five years will be of interest:

1885.....	\$627,909	\$515,362
1886.....	509,806	487,721
1887.....	459,869	476,391
1888.....	668,624	518,826
1889.....	767,684	644,055

The arrivals and departures of shipping for 1889, foreign ports, were 670 vessels, 182,286 tons; coastwise, 1,933 vessels, 204,010 tons. Our manufacturing industries have done well, one of them, the woollen mill, having now apparently surmounted the discouragements which kept it back and for the first year since opening have made money. A large new factory has been added to the list, and the pipes are being put down for a new gas company. The amount of building and improvements to old buildings has been greater than for many years, the investment in this line for 1889 being estimated at \$200,000. About 60 new building and old ones rebuilt, besides extensive repairs have kept carpenters, painters, masons, and plumbers busy. The value of property liable to taxation, by the assessment just completed, is \$3,842,922, and the present population of the town of Yarmouth is placed at about 8,000.—*Yarmouth Times.*

BRITISH SHIPBUILDING IN 1889.

The British shipbuilding returns for the year just closed establish 1889 as the best on record. The work done was greater than in 1888 by 366,000 tons, more than double that of several preceding years, and exceeded 1883, when the last shipbuilding boom was at its height, by 20,000 tons. The following shows the amount of tonnage launched in the United Kingdom yearly since 1881:

Year.	Total production, approximate.....	Gross tons.
1881	.....	1,000,000
1882	.....	1,200,000
1883	.....	1,250,000
1884	.....	750,000
1885	.....	540,400
1886	.....	473,600
1887	.....	578,600
1888	.....	903,687
1889	.....	1,270,000

Full particulars of the character of the work are not yet available from all the various districts, but the *Glasgow Herald* in its annual review, has an exhaustive analysis of the operations on the Clyde. As that district takes its usual place at the head of the list of tonnage built during the year, the main features may be taken as fairly representative of the prevailing character of the work done in other parts of the Kingdom.

The total number of ships launched on the Clyde in 1889 was 250, aggregating 335,201 tons. Of this, steamers represented an aggregate of 253,374 tons and sailing vessels 80,946 tons, with 881 tons of miscellaneous crafts. Last year steamers made up 228,850 tons and sailing vessels 51,187 tons, the increases being thus 24,534 and 29,759 tons respectively. A striking feature of the year's work was the growing demand for large-sized vessels, not confined to steamers only, several large sailing ships of over 3,000 tons having been constructed, with one in hand to carry over 5,000 tons; a demand largely due to the exigencies of ocean passenger traffic and regular liners, but also attributable to the superior

class of steamers commonly coming under the denomination of ocean tramps. The following table, including crafts under 50 tons, is an instructive illustration of this tendency:

	Under	1889.	1888.	1887.
50 tons.....	.....	49	27	67
100 ".....	.....	27	18	18
500 ".....	.....	48	58	46
1,000 ".....	.....	20	34	10
1,500 ".....	.....	13	17	16
2,000 ".....	.....	27	22	16
2,500 ".....	.....	25	17	11
3,000 ".....	.....	16	17	10
4,000 ".....	.....	24	12	6
Above	.....	.....	.....	.....
4,000 tons.....	.....	10	9	6

Steel may now be considered as the material of which ships are built, and the steady progress made in the adoption of this metal, on the Clyde at least, is shown by the fact that, whereas in 1879 the percentage of steel to the total tonnage was only about 10½, last year it was no less than 97·2 of the whole. In a year witnessing such a rise in price of steel and iron as 1889, this has had a decided effect on the cost of shipbuilding, and compared with 1888 prices of vessels have shown an advance of 45 per cent. in some instances, with a smaller but still considerable advance in others. Even then the profits of shipbuilders are considered to have ruled comparatively small; the workmen, on the contrary, having by reason of the great demand for their services secured a handsome rise in their rate of wages and felt the full influence of the improvement in their trade.

There is yet another feature of the Clyde returns to which attention may be directed, and that is the proportion due to work for foreign nations. Last year fully one-third was built for other than British owners; a decidedly greater proportion than during the previous year. Of this, Germany took 42,428 tons, against 11,823 tons in 1888. It is plainly evident, therefore, that were a subsidy bill passed here American shipowners could not cope on equal terms, even working expenses apart, with Germans, in say the South American trade, unless like them they were at liberty to have their vessels built in what is beyond dispute the best market.

A reference to the table given above will show that during the past two years over two million tons have been added to the world's marine from British shipyards alone, and last year closed with uncompleted work in hand on the Clyde almost as great as the output during the whole twelve months. There is no reason to think that the Clyde is singular in this respect, and this makes it well nigh certain that during the present year a further addition of over a million tons will be recorded. Ships and steamers have undoubtedly done better financially during the past two years than at any time since 1881-3, but the rate at which available tonnage has increased and is still increasing, suggests that it is being overdone. Whether this is so or not remains to be proved, but there are experts who contend that it will require an extraordinary development of ocean-going commerce during the present year to find vessels remunerative employment especially those built lately at enhanced cost.

—The Canadian Fire Underwriters' Association has suspended rates on textile fabric mills.

STOCKS IN MONTREAL

MONTREAL, Jan. 8th, 1889.

Stocks.	Highest.	Lowest.	Total.	Sellers.	Buyers.	Average.
Montreal.....	232	225	230	232	230	228½
Ontario.....	136	132½	97	135	132½	127½
People's.....	101½	97½	265	101½	99½	101
Molson's.....	167½	162	10	165	156	165
Toronto.....	232	210	.....	222	214½	216
J. Cartier.....	.....	.....	.....	.....	.....	.....
Merchants.....	145	139	30	145	141½	136½
Commerce.....	125	122	823	125	124½	118
Union.....	98	95	.....	98	95	97
Mon. Telegraph.....	96	93	519	94½	93	88½
Rich. & Ont.....	63½	60	.....	63	60	56
City Pass.....	205	198	.....	204	198	190
Gas.....	204	202	455	203½	202½	197½
C. Pacific R. B.....	76½	75½	222½	76	75½	52½
N. W. Land.....	85	80	.....	85	81½	64

TWO QUAINT BILLS.

A friend has sent to us for inspection a bill which he received yesterday from a German locksmith, who recently repaired a trunk for him. The charge was:

To 1 Drunk Repair.....75 cent.

Such a bill coming to a man who has been out making New Year's calls is, to say the very least, hard to explain. It ought to be filed away with the bill sent out a few years ago by a German furniture dealer:

To 3 Iron Brackets at 2.....\$6  
1 Wooden do.....2

Total.....4

It was not understood why the "total" was reached by subtraction instead of by addition until the dealer explained: "V'y, you see, I sent three iron brackets und one of dem wouldn't do, so I bring him back und deduct him from der bill, of course."—*Washington Post, Jan. 2.*

—In a recent grammar examination in one of our Boston schools a class was required to write a sentence containing a noun in the objective case. One of the boys wrote the following sentence: "The cow does not like to be licked." "What noun is there in the objective case?" asked the teacher. "Cow," said the boy. "Why is 'cow' in the objective case?" "Because the cow objects to being licked."—*Boston Transcript.*

—Referring to the carelessness with which electric light systems have been constructed in New York, the *Shipping List* says: "The electric lighting companies are likely to pay dearly for their long defiance of the laws and utter disregard of the public welfare. The tearing down and confiscation of many miles of their expensive wires and the practical shutting up of their business is nothing less than a self-imposed hardship which has resulted from their persistence in putting forbearance to the test. It will be well if other companies, who have been granted public franchises and privileges with a view to benefiting the public, but who are grossly abusing the same, will take timely warning and give heed to some of the rights of those whom they are supposed to serve and who are not without redress."

—There are many people alive yet who want something for nothing. About fifty of them live in Sioux City. A man named R. A. Sears, of Minneapolis, sent out offers to give three pieces elegantly upholstered parlor furniture as an advertisement to all who would send 90 cents to pay boxing. Many sent the money and got three cute little iron toys, with plush seats and pretty finish. The recipients were surprised, and yet cannot say that they were badly swindled, for they got all they paid for.

—Customer (in drug store)—Give me about ten grains of quinine in four ounces of whiskey. My physician says if I don't take plenty of quinine I'm a dead man.

Clerk—Sorry, sir, but we're out of quinine; there is a car-load on the way.

Customer—I 'spose there is, but it doesn't do me any good. Well, give me eight ounces of whiskey then; I've got to do something for this terrible malaria.—*New York Post.*

—Tramp (at kitchen door)—That cake smells temptin'.

Cook—It's some the cookin' school young leddies made—twenty things mixed wid forty things.

Tramp—I wish I had some.

Cook—Wull, Oi'll give ye a piece if ye'll ate it outdoors. Oi don't want ye to die in th' house.—*New York Weekly.*

—Stranger—I notice your name is De Million. Are you related to the wealthy De Millions, of New York? Poor but respectable De Million—I am a—a distant relation, sir. "Indeed! How distant?" "Well, sir, as distant as they can keep me, sir."—*New York Weekly.*

—The largest manufactory of wheelbarrows in the United States is located at Lansing, Mich. It consumes annually 1,500,000 feet of lumber and makes 20,000 wheelbarrows a year; it recently shipped 5,000 to be used on the Nicaragua Canal.