

THE SUEZ CANAL.

THE following are the rules and the rate of tariff fixed by the company for the navigation of the canal:—

1st.—Navigation on the Suez Maritime Canal is permitted to all vessels, whatever their nationality, provided they do not draw more than 7½ metres of water, the canal being 8 metres deep. Steam vessels may navigate by means of their own steam power. Sailing vessels about 60 tons burden must be towed by the service established for this purpose by the company. Steamers requiring to be towed will arrange by special contract. Each vessel towed will provide its own tow-line.

2nd.—The maximum speed of vessels on the canal is fixed at 10 kilometres per hour.

3rd.—Every ship exceeding 100 tons burden must take a pilot employed by the company, who is bound to furnish every information as to the route to be followed, the captain remaining responsible for the conduct and handling of the vessel.

4th.—When a vessel requiring to pass the canal has taken up her moorings at Port Said, or at Suez, the captain is to enter his vessel at the office and pay the passage dues, as well as the pilotage fees towing and harbouring fees, when due. A receipt will be given him, which will be available in case of need. He will be bound to furnish the following particulars:—Name and nationality of the vessel, name of the captain, name of the owner and charterers, port whence sailed and destination, draft of water, number of passengers, tonnage of ship according to legal measurement, certified by official documents.

5th.—In the formation of trains the captain will be furnished with a number according to his receipt, serving as a way-bill, and after having received the pilot on board will take up the position assigned to him.

6th.—Every vessel about to enter the canal is to have her yards braced up and booms topped. They must have two anchors—one forward and one aft—to allow of anchoring at the first order of the pilot.

7th.—(1.) Every vessel must have, during the passage of the canal, a boat in tow with a ladder to one of the mooring piles placed along the two banks of the canal. (2.) The captain is bound to keep watches on deck both day and night, to be ready to cast off or cut the tow line at the first order. (3.) During the night vessels will keep lights burning according to regulations, and a lookout forward. (4.) Every steam tug or other steamer will whistle at the passage of the corners, at the approach of vessels which are to be passed or crossed, and at the approach of dredging or other engines which they may meet. (5.) When two vessels proceeding in opposite directions, come to sight, they are to slacken speed, each keeping to the starboard bank, or stop according to the order of the pilot. (6.) When a vessel requires to pass another going in the same direction, warning must be given by signal. The vessel going at the least speed is to keep close to the starboard bank, and to slacken speed as much as possible.

8th.—Vessels which for any cause whatever are obliged to stop in the canal, as soon as possible to place themselves on the windward bank and move fore and aft. (1.) In all cases of necessary stoppage and when it is impossible to reach a siding which is always to be done, if possible, the captain must immediately give notice by signals day and by lamps by night, fore and aft. (2.) In case of grounding, the agents of the company will have the right to direct the means of getting the vessel off, and if necessary, of unloading the whole at the expense of whoever may have caused the grounding.

9th.—Captains are forbidden (1) to anchor in the canal, except in case of absolute necessity, and without the pilot's consent; (2) to throw into the canal earth, ashes, clinders, or any other materials; (3) in case of anything fallen into the canal, a declaration is to be made to the pilot, who is bound to transmit it to the nearest station; (4) the captain is forbidden to fish up anything fallen into the canal except under the direction of the company's agents; (5) the salvage of all objects fallen into the canal is at the expense of the captain, to whom they will be restored on payment of those expenses.

10th.—Captains will bind themselves, on receiving a copy of these regulations, to obey every order for the purpose of carrying them out.

11th.—The dues to be paid are calculated on the actual tonnage of the vessel, both as to the transit dues and the towing and harbor dues.

This tonnage is determined (until further orders) by the official papers on board. The transit due from one sea to the other is 10 francs per ton burden, and 10 francs per passenger, payable at the entrance at Port Said or Suez; the towing dues are fixed at 2 francs per ton, the harbor dues for anchoring at Port Said, at Ismailia and before the platform at Suez, after remaining for 24 hours, for 20 days at the utmost, 5 centimes per ton per day, at the place assigned by the captain of the port.

The pilotage dues for the passage of the canal are fixed according to the draft of water as follows: Up to 3 metres, 5 francs per decimetre; from 3 to 4½ metres, 10 francs; from 4½ to 6 metres, 15 francs; from 6 to 7½ metres, 20 francs. Every decimetre to be paid for proportionally according to the category to which the vessel belongs.

The pilot kept on board in case of anchorage will be paid 20 francs per day. Vessels towed will be entitled to a reduction of 25 per cent. on the pilotage dues.

FERD. DE LESSEPS, Director

SHEEP-SKINS.—Adverse advices from the States have led dealers to-day to make a reduction on sheepskins. The highest price for city skins is now 76c. A corresponding decline has occurred on country skins, which would leave the best of them worth not over 60c.—*Toronto Telegraph*.

GROCERY STOCKS IN ENGLAND.

THE London Times, in its financial article of Nov. 1 has the following:—

Subjoining is an account of the quantities of the principal articles of imported merchandise (subject to customs duties) remaining in the bonded warehouses of the United Kingdom on the 31st of September 1893 compared with the quantities in warehouses on the 30th September, 1892:—

	1892	1893
Cocoa, lbs.	6,331,605	7,590,180
Coffee, lbs.	69,077,854	73,549,882
Currants, cwt.	163,843	131,000
Raisins, cwt.	87,913	16,943
Ram, proof gals.	7,341,388	6,333,331
Brandy, proof gals.	7,337,623	7,885,254
Sugar, refined, cwt.	64,063	45,167
Do, unrefined, cwt.	3, 54,692	2,825,672
Molasses, cwt.	167,431	331,155
Tea, lbs.	65,033,351	67,418,837
Tobacco, lbs.	57,868,595	49,861,775
Wine, galls.	13,577,334	13,734,063

These figures show that, owing to the absence of speculative animation, the stocks of most of the principal articles of consumption have been allowed to fall to a rather low point—a circumstance in favour of future prices, but against the prospect of an influx of bullion, since, in case of any revival of demand, importations on a full scale would be required. Compared with the corresponding date of last year, a decrease is exhibited of 1 per cent. in coffee, 47 per cent. in currants, 80 per cent. in raisins, 13 per cent. in ram, 35 per cent. in refined and 6 per cent. in unrefined sugar, 2½ per cent. in tea, and 2½ per cent. tobacco. The only articles of which the stock show an increase are—cocoa, 25 per cent.; brandy, 1 per cent.; molasses, 7½ per cent.; and wine, 1 per cent.

NEW YORK DRY GOODS MARKET.

IN reviewing this market the New York Economist of Saturday, says:—

The laws of supply and demand are to be regarded more in the future. If, therefore, to be given to the expressed opinions of many; and though our merchants generally are all anxious for the success of our manufacturing interest the idea prevails that productions will have to be of a more diversified character than heretofore if financial prosperity would attend all.

The great number of changes with which the street is continually rife, in addition to those already allowed, the successfully placing of the many accounts which these changes render necessary, the financial condition of the country in returning to specie payments, are each in turn thoroughly canvassed, and afford sufficient ground for much speculation, without giving any cause for serious alarm. The near approach of the assembling of Congress, and its supposed speedy action on the several prominent measures which now agitate the public mind, gives much ground for conjecture as to what will be the result of such legislation.

The question of tariff, though, is the one most uppermost in the mind of the commercial community, and we may say the merchants as a unit are in favor of a gradual reduction, the manufacturers as a class are equally divided thereon, or as individual interests may be affected by such a policy.

By a diversification of productions, our manufacturing interest would soon arrive at a position not heretofore enjoyed, and under such changes there would be ample room for a successful working of all our textile machinery.

THE PACKING SEASON.

WE learn from the Chicago Market Reporter that the pork packing season has fairly opened in that city, and a number of houses are now engaged in slaughtering hogs, though only to a limited extent. The amount of orders on the market for the product do not warrant packers in engaging to their full capacity, but they are only killing enough to keep the market well supplied. The general impression prevails that the prices of live hogs must decline 1c to 2c per lb. before packers can successfully engage in running their houses to their full extent. As yet, but few contracts have been made for future delivery, especially of meats. Considerable mess pork and lard has been sold for January and February but chiefly by outside speculators. Buyers are backward, being confident of a decline in hogs and a consequent decline in the product, while packers appear to agree with them to some extent, and are working cautiously. The low prices paid for all grains make the figures paid for hog products appear proportionately very high. The stock of old product is about exhausted, hence prices for the present will not recede much. After a while, when fair stocks are again placed on the market, at the chief provision centres prices will necessarily decline in the same proportion as has grain. All operators look hopefully forward for lower prices, both for hogs and the product, but whether their wish will be gratified or not is a problem yet to be solved. The Cincinnati Price Current is of opinion that prices will rule comparatively high, notwithstanding the abundance of hogs and the grain to feed them upon, because of the exhausted stock of old meats. It looks, however, for some decline, for the reason that the wants of England will be much less than they were last year, and that at last year's prices old little will be needed, as the supply of both hogs and cattle in the British Isles is greater than it was a year ago. Viewed in all these aspects, it is easily seen that the future is anything but encouraging for the packers of pork.

HOPS.

It is now generally admitted that the crop, though short in quantity, has produced hops of a more useful quality for brewing than we have had for some years past. One-fourth of this season's production is really fine and bright coloured, whilst the remaining three-fourths are good to medium quality. The turnout of the crop will produce three to four pence to every brewer in the United Kingdom, taking the number who take out licences at about 35,000, of this number there are in round numbers 32,000 who take out a beginner's licence, and under 1,000 barrels per annum. The whole or greater part of the crop is reported to have changed from the factors' hands into the merchants', but it is observable that up to the present time the brewers have purchased very sparingly. Prices are very firm, and quotations are much higher than at this period last year but are 3½ to 6½ lower than in 1891, when the crop was much better than this year; and were it not for the large stock of yearlings, and the fairly good supply held by brewers, there is no doubt prices would be much higher. The business transactions with brewers have principally consisted of Mid and East Kent, at about 8s. to 8s. 6d. The future of the market depends entirely upon the large or small arrivals from the Continent and America. If imports are small, there can be no doubt that prices will materially advance, but if there are large arrivals present prices must come down. It is quite speculation at present as to the extent of imports during the next four months, our impression is that arrivals will be heavier than the trade in the Borough anticipate.

A fair amount of business was transacted in Weyhill Fair, on the 14th and 15th ultimo, about 1,000 pockets of Farnhams and 2,000 country were pitched most of which were sold at about 4s. 10d. for country and 4s. to 4s. 10d. for Farnhams. In Kent and Sussex the transactions were on a moderate scale; prices were firm.

The first sale of new hops by auction took place at the Hop and Malt Exchange on the 4th ultimo, when Mr. Smee presided. There was a good attendance of farmers, &c., but the auctioneer offered no remarks upon the state of the crop nor the general quality of this year's growth. 1893's B. Rider East Kent Goldings sold at 25s. 10d. to 26s. 10d. per cwt., Sittingbourne do, 26s. 2d. to 26s. 7d., Milledale do, 26s. 2d. to 26s. 4d., Upchurch do, 26s. 17s. to 26s. 4s., Reisham do, 26s. 16s., Easting do, 26s. 10s., East Kent (do district given) 26s. 15s., Hoo the Hill, 26s. 10s. to 26s. 16s., Cranbrook, Weald, 26s. 6s., Maidstone, Mid Kent, 26s. 1s.; Tudeley, Weald, 26s. 15s., Tonbridge, do, 26s. 14s., Worcesters, 26s. 8s. to 27s. 1893's Flechting, Sussex, 49s. to 44s., Mayfield do, 52s., Goudhurst Weald of Kent, 15s., Kensing, Mid Kent, 53s., West Peckham, Mid Kent, 8s. to 32s., Bredgar, East Kent Goldings, 44s. to 52s., Americans 35s. to 45s., do, 1897's, 21s., Bavarian 1897's, 21s., and foreign growth, 1897, 18s.—*Morgan's Trade Journal*.

THE RICE CROP.

ACCORDING to the statements of the Charleston Courier, the rice crops of the Carolinas and Georgia amounted, the past season, to 55,418 tierces, the average weight of each being usually estimated at 600 lbs. In Louisiana the crop of last season amounted to 69,000 barrels of 200 lbs. each, or equal in weight to 23,000 tierces of Carolina rice, showing that, without any extraordinary exertions, the product of that State had risen the past few years, from a comparatively insignificant amount to something like three-sevenths of the last crop of the Atlantic States. When it is remembered that the whole area in cultivation in the States embraces only a few narrow strips in a few parishes, chiefly in two of them, and considering the many thousands of acres of land with her borders, admirably adapted to the cultivation of this cereal, it is difficult to form any estimate of the extent to which the future crops may reach, for it is not to be supposed that these lands will always be permitted to be uncultivated. With the introduction of improved mills for the cleaning of rice, and with more care than formerly in cultivating and handling, the quality of Louisiana rice has been so much improved of late that it now takes high rank when compared with the products of other sections.—*N. Y. Bulletin*.

EASTWARD MOVEMENT OF BREADSTUFFS.

THE following shows the aggregate shipments of flour and grain from the ports of Chicago, Milwaukee and Toledo, including those by lake and rail—excepting the rail shipments from Chicago—from the opening of navigation to November 13th, 1893, and for the corresponding period in the other years indicated, viz:

	1892.	1893.	1897.
Flour, brls.	2,203,747	3,629,776	3,076,903
Wheat, bush.	25,611,632	28,873,284	25,894,836
Corn	20,190,854	29,025,193	29,411,623
Oats	7,823,741	17,139,626	13,939,791
Barley	2,033,632	1,900,824	2,688,116
Rye	336,916	2,246,061	1,606,631
Total grain	53,761,903	78,787,081	72,837,069

The Bureau of Statistics has recently made a searching report of the amount of trade between the United States and foreign countries. England figures for the enormous total of \$19,456,700 of our exports. The British Empire, in all, receives our exports to the amount of \$28,660,000. Spain and all her possessions get \$22,500,000, of which Cuba has \$12,600,000. Liberia has the least, viz. about \$70,000. Of all that we send out, \$27,763,000 are shipped in foreign, and but \$231,201,659 in American vessels.—*N. Y. Bulletin*.