

stock, and Manitoba will not be behind her record this year in furnishing prime cattle for the export trade. We give a summary of the crop statistics:

	Area.	Yield Per	Total.
	Acres.	Acre.	Yield.
		Bushels.	Bushels.
Wheat.....	14,888,232	17.41	25,913,155
Oats.....	514,824	35.02	18,029,944
Barley.....	158,058	29.17	4,611,314
Flax.....	25,000	14.0	350,000
Rye.....	3,198	25.0	79,000
Peas.....	1,594	21.0	33,474

This gives an estimated total yield of 49,017,837 bushels of grain. As correspondents have in the past given very reliable information, perhaps leaning to a conservative estimate, we may estimate the crop of all kinds of grain in round numbers at 50,000,000 bushels. The growth of the crop this year was in some respects remarkable. Seeding time was unusually favorable, but for a month or six weeks after seed was sown there was no rainfall. In many fields seed never started to grow until late in June, so that up to the first week in July prospects were far from promising. A change came during the second week in July when we had hot growing weather, giving crops really their first good start. From that date to the present the growth has been marvellous. Farmers who have resided in the province for twenty years have from time to time expressed astonishment at the change in the condition of the crops, until to-day the appearance of the crops gives the assurance of a bountiful harvest. The most favored parts of the province are the North Central, the South Central and Eastern districts. The Southwest district suffered much from want of rain, and never fully recovered.

FROM DULUTH TO MONTREAL.

With characteristic energy American vessel owners are preparing to take advantage of the improved facilities for navigation which improvements in the St. Lawrence canals will soon offer. Three vessels have been recently built for R. R. Rhodes, of Cleveland, that represent in their dimensions the maximum capacity of the Welland and new St. Lawrence locks. The last to be launched, the "Huron," is 252 feet over all, 238 feet keel, 42 feet beam, and 26 feet draught. The only point at which she is at variance with the two steamers first constructed is in the depth, which is about 6 inches greater—not enough to affect the carrying capacity to any appreciable extent.

"Mr. Rhodes is, so far as is known," says the Marine Review, "the first vessel owner to construct steel steamers with direct reference to their utilization in the St. Lawrence traffic under the new conditions, but his example will no doubt be followed by others as the time approaches for the opening of the new locks. This will be late next year at the very earliest." In conversation with the Review, Mr. Rhodes said that his present plans simply contemplated traffic between the upper lake ports and Montreal, but he intimated that should it appear advantageous to take cargoes for Atlantic Coast or even foreign ports, he would not hesitate to seize the opportunity. The bulk of the traffic, at least at first, will in all probability be in grain, although there is a possibility of its development into other lines later. It is understood that the Canadian lake fleet may soon receive additions by the construction of vessels of this new type. Each change in the water-ways renders necessary corresponding changes in the vessels navigating them. Freight rates have been cut so low that only vessels carrying maximum cargoes can make profits.

THE TRAIL SMELTER.

We are informed by our British Columbia contemporaries that the Trail smelter now owned and operated by the Canadian Pacific Railway Company, is again in operation, having in its two copper furnaces a capacity of 350 tons a day. Between twenty and thirty thousand tons of ore is awaiting treatment, so that there will probably be a long and steady run. The power used is now wholly electric. As a result there ought to be a reduction in the cost of production, and a corresponding increase in the profits of mining. According to the

British Columbia Critic "The most interesting feature of the revival of operations at the Trail smelter, is the addition of a lead furnace with a capacity of 150 tons per day. This has not yet been completed, but it will be presently, and the intention then is, we understand, to offer its facilities as a custom smelter to the miners of the Slocan, and other silver-lead camps of the interior. These ores produce an average of at least 1,000 lbs. of lead to the ton, the actual amount is likely a good deal more. Therefore if the furnace was run to its full capacity for 300 days in the year, it would produce in that period 22,500 tons of lead." Production on this scale would materially increase supplies within the Dominion and make necessary an enquiry as to the future of the market. If the product of British Columbia smelters cannot, by reason of excessive duties, be exported at a profit to the United States, should not a way be found to make shipments to Eastern Canada remunerative. Possibly the Quebec commissioners, to whom all matters are popularly referred at present, can solve the lead problem.

STATISTICS OF CANADIAN TRADE WITH THE UNITED STATES.

So much attention has been attracted to the trade relations of Canada and the United States, that the American Treasury Bureau of Statistics has collected the more important items of export and import. While these figures are not altogether satisfactory, owing to the fact that those relating to exports include some merchandise sent through Canada to Europe, and are also incomplete prior to 1893, owing to the fact that goods exported by rail were not required to be cleared prior to that date, they are instructive in their general showing, and are, therefore, given somewhat in detail. Imports of principal articles into the United States from British North America during the fiscal years ending June 30, 1897 and 1898. From United States official reports:

	1897.	1898.
Horses.....	\$ 411,089	\$ 314,033
Ccal.....	2,654,444	2,351,523
Furs.....	239,760	289,462
Hides and skins.....	1,555,343	1,148,935
Lead.....	435,067	934,149
Paper stock.....	587,694	212,526
Tea.....	396,738	242,142
Tobacco.....	566,501	253,691
Boards, planks, etc.....	9,073,405	3,496,616
Wood pulp.....	498,706	370,433
Wool.....	1,481,153	179,262
Spirits.....	438,981	183,919
Flax.....	410,227	89,853
Logs and round timber.....	2,607,506	2,423,269

Exports of principal articles from the United States to British North America in the fiscal years ending June 30, 1897 and 1898. From United States official reports:

	1897.	1898.
Agricultural implements.....	\$ 464,969	\$ 781,415
Cattle.....	450,036	1,068,239
Horses.....	478,574	883,824
Books, maps, etc.....	612,588	722,049
Corn.....	2,541,453	7,850,840
Wheat.....	3,975,433	5,104,800
Flour.....	2,748,355	2,766,203
Carriages, cars, etc.....	126,553	183,233
Bicycles.....	734,493	614,003
Clocks and watches.....	344,946	349,198
Cotton.....	3,137,860	3,961,586
Cotton cloths.....	1,775,483	783,985
Other cotton manufactures.....	1,351,179	1,681,645
Fruits and nuts.....	750,752	1,202,998
Hides and skins.....	943,937	460,235
Scientific instruments.....	310,589	305,016
Builders' hardware.....	554,441	722,178
Sewing machines.....	103,119	141,222
Sole leather.....	82,722	203,161
Illuminating oil.....	724,447	737,389
Beef, salted or pickled.....	248,220	155,528
Bacon.....	541,485	1,267,287