The foregoing table may be summarized as follows:

Articles.	More or Less Than 1891.			
	Value exported 1892.	Quantity.	Price.	Together.
	$	$	$	$
Animals Living	10.539,412 —	755,000 —	104,000 —	859.563
Articles of Food and Drinks	45,061,067 +	11,130,000 —	381,000 +	10,749.389
Sundry Raw Materials	14,8 2,215 +	1,237,000 —	511,000 +	725.658
Oils	74,893 +	31,000 +	3.000 +	34,489
Manufactures	23,827,748 —	1,024,000 —	86,000 —	1,110.650
Miscellaneous	1,378,913 +	358,000 +	29,000 +	387,126
Total	95,684,253 +	10,977,000 —	1,050,000 +	9,926,509

MODERN SHOE FACTORIES.

It is probably true that in no department of industrial activity have greater ingenuity and substantial progress been shown of late years than in the manufacture of foot-wear. And on the American continent in particular has this progress been manifest. The United States has shown an example to the world in enterprise and invention connected with the manufacture of shoes by machinery, and Canada has not been far behind in the race.

Half a century ago, as the Chicago *Shoe and Leather Review* reminds us, there was not a factory in all this country driven by steam power. Fifty years ago about the only machine in use was a "splitter" or shaver. "Not until the breaking out of the Civil War did the inventor really turn his attention to labor-saving shoe machinery. The wax thread sewing machine had been a few years previously introduced. The McKay machine was just beginning to astound the craft with its wonderful work. In the seventies shoe machinery patents became numerous. The shoe manufacturers of our country displayed great energy and enterprise, and were ready at all times to take advantage of new improvements. So the list of shoe machinery has grown until there is no part of the shoe but has mechanical aid in its construction."

Among the interesting features of the World's Fair in Chicago, will be a model shoe factory, fitted with all the modern machinery which has made the United States an exemplar in this department of industry. Mr. J. S. Holt, of Boston, a fitter of shoe factories for thirty years, has been chosen for the task of arranging the model shoe factory at the Columbian Exhibition. This is a huge building with some sixty odd subdivisions for the display, in working order, of the devices for producing the American shoe. Number one is a stock room; then come apartments devoted to sewing machines, button-hole machines, barring machines, buttoning machines, eyeletting machines; then another stock room, succeeded by lasting and sole-fitting machinery; screw machines, pegging machines, nailers, heelers, prickers, trimmers; then there is a "wire grip slugger," whatever this may be, a grinder, a breaster, and sundry scourers. By this time the operator has passed 38 out of the 60 divisions of this intricate mechanism, and is required to behold edge trimmers, edge setters, heel burnishers and sand-papering machines. Buffing, breasting, shank and bottom finishing bring us up to No. 60, and there is yet the shoe treer and the bottom stamper, concluding with the packing room. If one wishes to see the whole process of putting in leather, cotton, hemp, leather-board, sewing silk, pegs, nails, rubber and buttons at one end of a factory, and taking out finished shoes at the other, he had better go to the World's Fair.

A RIVAL TO THE CANADIAN CANAL SYSTEM.

It would appear that Parliament is giving some countenance to a scheme for creating opposition canals to those owned by the Government of Canada. The only provision exacted in the preliminary committee, as a pretended security against excessive rates, is that the company which is to construct these rival canals is to charge no more than is at present demanded by the Government. But the main question is not one of more or less tolls: it is whether a private company is to compete with the Government in a business which is properly under Government control, at the risk of rendering valueless a property which has cost the country some fifty millions of dollars. A private company began the Welland canal, and after begging and borrowing in every direction where anything was to be got, had to give up the enterprise. The Government, in spite of itself, had to become proprietor of the canals. It has developed them to an extent never dreamed of by private parties when they had control.

Now the company which seeks power to build opposition canals, proposes to make them of greater capacity, so as to enable them to compete successfully. This is wise policy in the company, but what does it mean to the present canals? To leave them behind in the race and to render the property practically valueless. Is the Parliament of Canada to arm a competition with power to do this? Such, it would seem, is the opinion of a committee of the House of Commons; such its ideas of its duty to the country which owns the present canals. In the circumstances, all we can do, if the House should take the same view, is to look to the Senate to reject the measure, and thus vindicate its own not-always unquestioned utility. The success of the private company means a loss to the public of the whole cost of the canals, less what the successful rival might be willing to give for them, when it had driven them out of the field of competition. If the present canals, after all that has been expended on their development, are too small, the duty of enlarging them still further would have to be considered; and enlargement, if it were in the public interest, would be the true policy. But to license a competing company to destroy the property in th existing canals, could not be justified as being in the public interest.

It is difficult to conjecture what is the real meaning of men who talk of building new canals alongside those which exist, and of superior capacity. They mean, for one thing, if they are at all serious, competition which would be destructive to the present canals. Is it patriotic, or wise, or reasonable to arm them with this power? What is the public to gain by the success of new canals? Increased accommodation. Very good. Every lake port will become a seaport, in the dream of enthusiasts, and the carrying of produce will become less costly. It is not probable that, in any case, every lake port would become a seaport, though it is no doubt true that enlarged canals would cheapen freights by admitting a larger class of vessels. This would be the indirect advantage which the public would gain; but gained at the cost of the destruction of the value of the present canals, it would be dearly bought. The true policy would be, if a change must come, for the Government, the owner of the present canals, to do, by a small expenditure, what a company could only do by a large one.

Mr. Dutton, the promoter of the Bill, is reported to have described the measure as originating with "capitalists in the West." The phrase is rather dubious, but we suppose the Western States is meant. By whomsoever conceived, the chance of its being executed cannot be great. It might, perhaps, be ranked with visionary schemes which look the more imposing according to their scope and magnitude; but why run any risks that what looks like folly might be converted into reality? While the authority to build rival canals existed, it would be a constant menace to our own artificial waterways.

MARITIME COMMERCE.

Continued.

Cape Breton.

In the last century Louisbourg, Cape Breton, was quite a fishing emporium. The fishing fleet of that port in 1752 consisted of 46 sloops and 148 shallops. The arrivals at Louisbourg were in that year 273 brigantines and 5 other craft; in all 278 sail. There were fitted out at Isle Royale, or Cape Breton, 33 sail, and the increased catch in 1753 was 97,450 quintals, which yielded over a thousand barrels of oil. The value of the fisheries amounted to 2,084,450 livres, exceeding 1752 considerably, one estimate for that year having been 1,771,960 livres. The imports from France in 1753 were valued at 1,063,887 livres, exports at 735,805 livres. There