

carried out a series of gigantic public works embracing the deepening of the Scheldt over a course of 100 miles, to admit the passage of the largest vessels, the building of magnificent quays which are a marvel of engineering, spacious docks and other accommodation for shipping. These remarkable achievements caused the port to grow at an astonishing rate, and place Antwerp at the head of all the great shipping centres of Europe.

Like Montreal, she has already reaped great benefits from her efforts to attract foreign trade. Thirty years ago, her total tonnage was 239,000 tons and the average size of the vessels in port was 168 tons. Last year, the tonnage was 3,370,873 tons, (468 sailers, 3,874 steamers) the average being thus nearly 900 tons. A comparison of her shipping figures at two periods in the last twenty years with those of other ports in north-western Europe show that her growth has far surpassed any of them. Hamburg is the only one approaching her in ratio of growth:—

	1856.	1883
	Tonnage.	No. Tonnage.
Liverpool	4,302,618	8,527,531
London	2,645,853	6,589,594
Antwerp	439,179	4,362 3,788,095
Hamburg	920,000	6,352 3,351,670
Amsterdam		1,607 2,685,306
Havre	1,052,000	5,949 2,348,764
Rotterdam		3,686 1,981,437
Bremen	490,000	2,869 1,258,529

In any compilation of commercial statistics it will be seen that one half the total trade of Belgium is represented by Antwerp. Thus, out of an aggregate commerce of 5,415,000,000 francs done by the whole country during 1883, Antwerp's share was 2,712,676,000 francs.

	1883.	All Belgium.	Antwerp.
Imports	2,563,900,000	francs.	1,432,581,000
Exports	2,851,600,000	"	739,366,000
Tran. trade	1,230,000,000		256,000,000

Of late years, the commerce of Antwerp shows especial growth with respect to cereals, lumber and petroleum; for the last named article, so largely imported by Germany, she is the greatest mart in Europe. A letter written last month to the Montreal Gazette, dated 10th September, gives some interesting figures concerning her grain trade. Taking periods of ten years each the average annual imports were: between 1844 and 1853 say 2,975,978 bushels; do. 1870 and 1879, 23,235,220 bushels; while the imports for 1884 reached 45,841,180 bushels. The countries sending grain most largely to that city were:

	Wheat, bush.	Barley, bush.
United States	9,000,000	
Australia	5,200,000	2,250,000
Chili	4,750,000	
India	3,500,000	
Russia		1,000,000
Prussia		
La Plata		
	Oats, bush.	Maize, bush.
United States	500,000	
Australia	500,000	450,000
Chili		600,000
India		
Russia	5,500,000	
Prussia	1,000,000	
La Plata		1,000,000

When so considerable an importation of lumber and timber is made as the following figures show, one would think our Canadian woods should show a larger proportion

than they do. But of course the sawn deals from Norway, Sweden and the Baltic are so much nearer hand as to leave us at a very great disadvantage in competing. Of builders' lumber, she imported during the last four years as follows:

1881 cubic feet	6,260,294
1882 "	11,283,433
1883 "	9,775,340
1884 "	11,178,860

The imports of crude and refined petroleum for 1870 were 400,000 barrels, and in 1884, 991,820 barrels. Canada ought to have a share of this trade. The operations in pork and provisions are also on a similar extensive scale. Then imports of fish were in 1882, twenty-seven millions of francs; fertilizers, fourteen million; bark for tanning, sixty millions; raw hides and skins over twenty-four millions; vegetables, including potatoes, fifteen millions, salt, carriages, pottery, beer, &c. The imports of dairy produce, live stock and horses are of magnitude, and in these Canada might participate. In 1882, 4,348,000 lbs. of cheese, and 7,870,000 lbs. of butter were entered for consumption. Our butter would hardly do over there, but our cheese would. 103,043 horned cattle, 308,700 sheep, 92,248 pigs, and 10,610 horses, the whole valued at over eighty millions of francs. This is apart from the transit trade of over 171,000 head of live stock and 7,389 horses in the same year.

We have already indicated [MONETARY TIMES, March 20th, 1885, page 1061] what articles we exported to Belgium. They ranged in value from \$283,000 to \$688,000 in value in several recent years, and included timber, deals, cereals, horses, cattle, bark extract, lobsters. Our merchants and Boards of Trade on the St. Lawrence and Atlantic should correspond with the "Societe Industrielle Commerciale et Maritime d' Anvers," (Anvers being the name of the city in the French tongue, which is the commercial language of the country) with a view to increasing our trade with this most important sea port of Northern Europe. The interest aroused amongst the Belgians respecting Canada by the Antwerp Exhibition of 1885 renders the present a favorable time for pushing business with so stirring a community. In January, 1884, we noticed, under the heading of "A Belgian Offer," [MONETARY TIMES Vol. XVII, page 769] the desire of the Belgian Government, expressed through their consul at Quebec, that Canada should forward specimens of her wares, or at least, written particulars of them.

—A terrible disaster occurred on the Labrador coast on the 10th October. The number of fishing vessels lost during the hurricane of that date is variously stated, all the facts not being known: the highest estimate of lives lost goes up to 300. No less than 260 shipwrecked persons have arrived at Halifax, N. S. Several women have died from exposure, and some 2,000 persons are reported destitute. A high tide swept away many huts, and the people left without their ordinary shelter are crowding into the remaining houses, crouching under boats, or seeking shelter under bits of canvas. To make matters

worse, the fishery on the coast had failed, and even before this disaster occurred famine stared many of the unhappy people in the face. Government aid alone can save the imperilled people, who are shivering in wretchedness on the inhospitable coast of Labrador.

THE COAL TRADE.

In anthracite coal the demand is now ahead of the supply. "Everyone seems to be out of coal and they all want it at once," says the Coal Trade Journal, adding, "this is exactly the condition of affairs which we said months ago would exist at this time." All the roads and shippers complain of a scarcity of cars and this is peculiar in face of the very moderate tonnage we now record from week to week; this must be caused by the coal cars being sent on longer journeys than formerly or the rolling stock is not kept up. There is no special excitement in the anthracite trade, but all the shippers and jobbers have about as much business as they care to handle; the question is now as to how long this activity is likely to last, and interviews on this subject with leading men in the trade, put it all the way from the middle of December to the first of March next. Domestic coals are mainly in demand, the bulk of the business is being done on old orders, \$4.10 for stove and \$3.50 for nut.

Soft coal is reported as firmer, and there is an effort being made to hurry forward coal before freights advance. We hear that quite a little spurt has taken hold of the eastern orders on this account. "There is no question that the amount of soft coal consumed in the country will increase," says the Journal, "both east and west, and our friends shipping to the eastern market will feel some of this increase next year. Whether they get more money for it remains an open question—if the carriers will agree to a fair rate of transportation, there is a chance for profit; they have nothing to do with the price at which coal should be sold at." At Pittsburg, according to advices of 27th instant, there is a break in the long strikes which have existed, and it is stated that the men "have been starved," into this result. Latest tonnages are as below:

	1885.	1884.
Cumberland, gross	2,231,881	2,346,792
Clearfield, P.R.R., net	2,337,222	2,580,373
Broad Top, gross	128,341	157,041
Chesapeake and Ohio, net	973,748	709,611
Beech Creek, net	602,715	151,098
Pocahontas, net	451,591	141,346

The freight question is an important one in every direction just at present. "Coastwise freights are firmer than they were, and there is no question but the list made by the Vessel Owners' Association will go into effect on the first of December. It gives the freighters a better return on their investment than they have had." Prices are firmer in Chicago, and it is important for Canadians to note that an effort is being made to increase the price of mining coal throughout the State of Ohio. If that be done prices will be increased to us.

DRUGGISTS IN COUNCIL.

The National Wholesale Drug Association of the United States, assembled last week in Philadelphia, when the following officers were elected for the coming year: President, Mahlon N. Kline of Philadelphia; Vice-Presidents, A. H. Jones, Philadelphia; James C. Richardson, St. Louis; J. L. Bird, Boston; Charles H. Pettet, Louisville; F. A. Paxon, Kansas City; Treasurer, S. M. Strong, Cleveland; Secretary, A. B. Merriam, Minneapolis;