

In fact we sent to Great Britain and Ireland last year about 40 per cent. of all the cheese consumed there.

It is of interest to Canadians to recall the enormous consumption of butter in the British Islands, and the trifling share of that commodity which Canada sends thither. By a list submitted below it is seen that seven countries supplied the United Kingdom with more than 219 million pounds, and yet this is not all that was used. Part of the imports of butter by England, in 1891, were as under :

Denmark .....	886,211 cwt.	£4,865,842
France .....	535,196 "	3,038,062
Sweden .....	234,987 "	1,269,187
Holland .....	146,539 "	770,460
Germany .....	115,509 "	615,791
Australasia .....	54,419 "	270,880
Canada .....	6,273 "	187,398

Total imports are 2,135,607 £11,591,183

The following are the exports of Canadian dairy products in the various years given :

Year ending June 30.	Quantity of Cheese.	Value.
1886 .....	974,736 lbs.	\$ 123,494
1871 .....	8,271,439 "	1,100,906
1881 .....	49,255,523 "	5,510,443
1891 .....	106,202,140 "	9,508,800

Year ending June 30.	Quantity of Butter.	Value.
1866 .....	10,448,789 lbs.	\$2,094,270
1871 .....	15,439,266 "	3,365,229
1881 .....	17,649,491 "	3,573,034
1891 .....	3,768,101 "	602,175

## MARITIME COMMERCE.

### FOURTH PAPER.

In "Monro" there is a table exhibiting the number of vessels and their gross tonnage which were built in New Brunswick from 1850 to 1853, the number being 411, with a tonnage of 211,136, value £1,689,088. He attaches great importance to the fisheries, but thinks the fishermen are ignorant to a great extent of the proper mode of curing; nor were they, according to this author, acquainted with the setting of drift nets in deep water, as is successfully done on the coast of Scotland. He adds that the cod and the mackerel are also taken, to a considerable extent, in the Bay of Fundy, near the Passamaquoddy Islands, and around Briar Island, on the Nova Scotia coast. The shad fishery, above Cape George, he estimates as very productive.

Since Monro wrote, fishing in New Brunswick waters has been reduced to a science. In a country that framed its own tariff and almost controlled its own commerce regulations, different questions of political economy arose, but there were men who appeared equal to the situation, and although the schools were comparatively few, and the colleges fewer, the public men seemed to surmount difficulties the mere shadows of which, in these days, stagger even professors, to say nothing of the confusion which they create in the minds of statesmen of great pretensions.

An abstract of the revenue of the province for a series of years, beginning with 1848 and ending 1854, is given by Monro. This revenue is made up of a loan fund, an import and an export duty, a casual revenue, Supreme Court fund, auction duties, seamen's duties, light house dues and emigrant duties, the total for the period

mentioned being £926,540 0s. 11d. currency.

The revenue in 1853 is more than double that of 1848, an increase which, says Monro, shows the progressive state of the province. The average amount previous to 1846 was only £67,647. It seems that they were in those days acquainted with agricultural and commercial depressions, if the following be not misinterpreted :

During the times, says this writer, of commercial and agricultural depression, a depression which was almost universal, the province almost stood still, but the year 1851 was the beginning of the dawn of improvement in every branch of trade and industry. From this time we see the rapid increase that immediately followed. The revenue is still on the increase, and must, unless some unforeseen depression in the trade should take place, advance at a greater ratio.

The value (in sterling money) of the imports and exports of the province from 1850 to 1853 were:—

	1850.	1851.
Imports .....	£815,531	£980,300
Exports .....	658,018	772,024

	1852.	1853.
Imports .....	£1,110,600	£1,716,108
Exports .....	796,325	1,072,491

The increase in the number of ships owned in the province, says Monro, is very great. In 1782, as we have already seen, it was only 250 tons. In 1835 it was 80,880 tons, and in 1851 it owned 18 steamboats and 778 sailing vessels of 118,288 tons. In 1853 it owned 827 vessels, which represented a ton and a half to each man, woman and child in the province. It built at the rate of 120 vessels per annum, amounting to 60,000 tons, worth at least £500,000 stg.

"The total value of New Brunswick fisheries within the Bay of Fundy in 1850 was £65,875. The sum of £100,000, including the civil list, will meet annually all the ordinary expenses of the province, but there is usually expended about £30,000 per annum in defraying contingencies."

Of the number of vessels which entered inwards in 1852 there were 86,893 tons from the United Kingdom, 344,257 tons from the U. S., 99,642 tons from the British colonies and the remainder from foreign nations, and of those which entered outwards 353,013 tons sailed for ports in the United Kingdom, 135,580 tons for the United States, 86,652 for ports in the British colonies, and the remainder for foreign States. In 1853 there were 98,592 tons from the United Kingdom, 405,345 from the States, 110,414 tons from British colonies and the remainder from foreign nations. There entered outwards, to the United Kingdom 418,790 tons, to the United States 188,523 tons, to the British colonies 102,210 tons and the rest to foreign States.

In 1851 there were in the province 261 grist-mills, 584 saw-mills, 125 tanneries, 11 foundries, 52 weaving establishments, 5,475 handlooms, 8 breweries, 94 factories other than those named, and 6,214 hands were employed. Grindstones to the number of 1,182 were made in 1839, 657 in 1845, and 58,849 in 1851. There were 858, 1,369 and 35,599 tons of lime burnt in the same years respectively; also 7,991, 2,034 and 5,465 tons of gypsum in these respective years,

and 810 tons of iron smelted. During 1851 there were manufactured £316,148 worth of boots and shoes, leather, candles, cabinet work, chairs, soap, fish, hats, and iron castings.

In 1852, at the Provincial Exhibition held in the city of Fredericton, Judge Street, on behalf of the people, presented an address to Sir Edmund Walker Head, governor of the province; an address which, amongst other expressions, contained these words:—

"If we look at the past, we have no reason to be discouraged; the time is not far removed when the greater part of the River St. John was traversed only by the Indian and the beaver. The site of the city of St. John itself was a wilderness within the memory of one or two persons now in this room; to-day, happy homes and cultivated fields are seen on each side from St. John to the Grand Falls. If we look to the future, we may hope that the vast sea of forest which divides the province into two parts will be traversed by half a dozen roads, each bordered by thriving settlements. The progress of Upper Canada shows what can be done, but all this must depend upon your own exertions."

The outer or main building, says the report of the exhibition, was crowded to overflow with agricultural and horticultural produce of every variety possible in this clime, and in all their manufactured forms, agricultural implements, tools, carriages, domestic manufactures, fish, cheese, butter, honey, leather, ropes, ships' furniture, paper—in short it was such a display of substantial wealth as at once gratified the eye and satisfied the judgment of many thousands who in the course of the week came to see, wonder and believe.

The association awarded premiums in the form of diplomas and prizes, and there were trials of skill in ploughing and other work which have not been exceeded at many modern expositions. The people of those days were certainly versatile and enterprising.

## DECISIONS IN COMMERCIAL LAW.

VAUGHAN V. RICHARDSON.—V., part owner and manager of the ship "Eurydice," chartered her to R. for a voyage from Savannah to Liverpool. The charterer was to pay a lump sum for freight, and the master to sign bills of lading at any rate of freight without prejudice to the charter party. If the actual freight exceeded the sum payable by the charter, the master of the ship was to give bills for the difference to R., payable ten days after arrival of the ship at Liverpool, and the disbursements were to be secured by similar bills. When the ship was loaded it was found that the difference in freight was in favor of R., and by arrangement with the son of V., the managing owner, who held a power of attorney to act as his agent, the master drew two bills of exchange on the agents of the ship at Liverpool, one for the amount of the disbursements and the other for the difference in freight, each in favor of R., and payable sixty days after sight. The bills were accepted by the agents, but were not paid at maturity, and notice of dishonor was given to V., who, on receiving it, sent another of his sons to the solicitors who held the bills for collection. This son stated to the solicitors that his father would like the matter to be held over until he could communicate with the other owners, which was acceded to, and an agreement was drawn up, in the form of a letter to the solicitors, requesting them to delay proceedings on the bill for disbursements.