

been carrying on a machine shop in Dunedin. He reports work in his line as quiet, owing to the cessation of the gold dredging boom, and from labor legislation. He thinks the Conciliation and Arbitration Act, which was once New Zealand's boast, is being run to death, and that labor affairs will soon reach a crisis. No one cares to undertake a contract in that State, and it is cheaper now in many lines to import what was once made at home. Mr. McKay expects to return to Australia, and the Canadian Commissioner is endeavoring to get him to look into the machinery business when in Canada, with a view of returning here to sell the products of Canadian manufacturers. Mr. McKay believes with the Commissioner that there is a good field here, because few shops are supplied with the most modern tools. Canadian manufacturers should look him up. His address will be care of the Manufacturers' Association, Toronto.

Cables said the Canadian Government is about to approach the Australian Government re preferential trade. The Premier of the Commonwealth upon being spoken to about it says: "When we are asked specially to do so we will consider it." He does not appear to be as enthusiastic over the matter as he was a few months ago. Then there was some agitation over it; now that has ceased. Why, it would be interesting to learn. One thing must not be forgotten. If you desire to get a Government in Australia to do a thing you must get the popular assent to it first. Canada tried a bit of an agreement with New Zealand the other way. The Government agreed to it, but the people had not been educated upon the question, and it was beaten in Parliament. It is not enough to negotiate with the Government, negotiations must be begun with the people.

F. W.

Sydney, N.S.W., 6th November, 1901.

NEW WOODEN VESSELS.

It is agreeable to note from time to time the launching from Maritime Province shipyards, of wooden vessels for the South American or West Indian trade. In one Halifax paper of last week we read of three launches and one or two keels laid or to be laid. The building of a barque has been begun at Bridgetown, where from the same yard was launched one morning a three-masted copper-bottomed schooner, sold in November to Pickles & Mills, of Annapolis Royal. At Maitland, on November 26th, a barquentine of 650 tons, called the "Ressie," was launched from the shipyard of Joseph Monteith. She was built for Alfred Putnam, of Halifax, and left under her own sail for Bear River, where she will load lumber for Buenos Ayres. The description given of a top-sail schooner of 200 tons named the J. N. Wylde, launched from the shipyard of Naugler & Weagle, at Conquerall Bank, is that she is "the finest vessel of her size ever built on La Have." Her owners are C. H. Clements and J. N. Wylde, of Port Medway, C. V. Mackintosh, of Liverpool, and Billman & Chisholm, of Halifax. This vessel is planked with hardwood, all ironwork galvanized copper fastened and iron keel. She was built under inspection, intended for West India trade, and is classed for 12 years in the American Record.

TRADE OPPORTUNITIES.

The following were among the enquiries relating to Canadian trade received at the Canadian Government office in London, during the week ending 22nd November, 1901: A Manchester firm asks to be referred to Canadian manufacturers of birchwood chair stock, seat squares, chair backs and tops. A firm at Nottingham, already importing Canadian eggs for the English market, desire to get into touch with exporters of poultry, etc., from the Dominion. A Walsall firm of manufacturers of harness, buckles, bits, spurs and stirrups, who already do an extensive export business, are anxious to get into touch with Canadian buyers of such goods. The names of the leading Canadian wood-pulp makers are asked for by a correspondent in Antwerp. A butter and cheese exporter in Montreal asks to be placed in communication with English buyers.

Mr. G. Eustace Burke, Canadian Commercial Agent in Jamaica, points out that but a small portion of the canned goods, textile fabrics and shoes consumed in Jamaica come from Canada, owing to the inattention of manufacturers to local needs. The importations of Canadian butter continue to increase most satisfactorily, while the consumption of Canadian cheese shows a falling off, due to the local preference for smaller sized cheeses than are put up in this country. Although a considerable quantity of Canadian-cured hams and bacon, after being shipped to England, is re-bagged and re-packed for the Jamaica market, only 35 pounds reached Jamaica direct from Canada. The Dominion, it appears, monopolizes the market for oats. In lumber and flour the United States producers continue to hold the market. In the matter of exports to Canada the insignificance of our direct importations of bananas and oranges, as compared with the large quantities imported through the United States, is strong proof, Mr. Burke says, of the necessity for improved steamship communication. He strongly favors making St. John a port of call, in addition to Halifax.

UNITED STATES SHIPMENTS ABROAD.

An export value of more than eight hundred millions of dollars in twelve months in live and dead meats, breadstuffs, cotton and mineral oils, is one of the indexes of the enormous resources of the United States. The figures of exports in these articles for ten months of this year were made known a few days ago. We give them separately, and compare them with the same period of last year:

From Jan. 1 to Oct. 31.	1901.	1900.	
Breadstuffs	\$233,665,409	\$196,443,980	\$37,221,429
Cattle and hogs.....	30,093,530	26,799,536	3,298,994
Provisions	156,272,349	141,370,934	14,901,415
Cotton	214,538,828	228,290,632	*13,751,804
Mineral oils	59,006,281	63,013,791	*4,007,510
Total	\$693,576,397	\$655,918,873	\$37,657,524

*Decrease.

It is noticeable that the largest decrease is in the item of cotton. This decrease is in the volume of business as well as in the export price.

We find in the New York Journal and Bulletin the quantities of breadstuffs shipped from the various United States ocean ports. A feature of the situation is the full movement in value of corn, notwithstanding the smaller volume. This is the natural result of the high price and the small crop:

EXPORTS OF BREADSTUFFS—ALL KINDS—VALUE.

	Ten months ending October.	
	1900.	1901.
Baltimore	\$26,772,770	\$37,087,842
Boston	19,078,140	24,757,969
Newport News	13,173,698	15,260,004
New York	48,049,157	47,467,098
Norfolk	2,601,019	3,212,549
Philadelphia	24,211,738	23,106,277
Galveston	7,950,113	11,237,369
Mobile	1,115,380	1,598,695
New Orleans	14,118,498	24,953,091
Puget Sound	5,306,227	7,841,476
San Francisco	11,629,956	11,932,909
Willamette	6,442,563	7,620,208
Chicago	6,700,047	5,239,077
Duluth	1,735,731	1,953,345
Superior	2,667,194	4,800,719
Other customs districts.....	4,893,299	5,416,781

Total

The export of wheat from the principal Atlantic and Pacific ports for ten months of this year may be given. Needless to say there is an increase everywhere over 1900, owing to the large crop. The total wheat export of the United States this year has been 154,363,088 bushels as compared with 79,822,965 bushels in ten months of 1900. From New York went 25,030,000 bushels; from New Orleans, 21,909,000; Baltimore, 18,167,000; Boston, 16,205,000; Galveston, 14,852,000;