

In spite of this increase in the import trade, the revenue for the first quarter has fallen away, the duty collected for 1897 being \$5,127,700, as against \$5,210,789 in 1896. The Vancouver returns have not been received during this period, and will somewhat diminish the deficiency. The importations of dry goods were somewhat greater than those of last year. A marked increase is shown in the imports of metals, and iron and steel manufactures. A part of this larger trade movement is no doubt due to the present activity in railway construction. During the month the imports of breadstuffs, coal and sugar were smaller than in September a year ago. We append a table of the principal imports:

PRINCIPAL IMPORTS.

	Sept., 1897.	Sept., 1896.
Cottons, including cloths and thread	333,369	328,456
Cotton, waste and raw (free)	80,882	161,816
Fancy goods	211,722	172,113
Hats, caps and bonnets.....	127,841	109,446
Silk goods	289,013	211,834
Woolens, cloths, carpets, yarns, knit goods	\$1,048,398	\$1,891,993
Wool (free)	103,279	54,731
Furs and manufactures.....	57,032	43,882
Books and pamphlets	95,308	96,062
Breadstuffs, grain, flour and meal ..	95,079	131,864
Coal, bituminous	282,075	384,418
" anthracite (free)	686,851	724,944
Drugs and medicines.....	118,045	101,129
Earthenware	66,270	48,134
Metals and manufactures.....	52,142	23,960
" (free)	493,457	103,040
Iron and steel manufactures	972,280	701,303
Leather and manufactures	118,239	112,669
Oil and paints.....	104,467	129,690
India rubber and gutta percha	31,336	31,161
Provisions	133,081	56,984
Sugar	399,476	450,195

As previously mentioned, the exports for September, 1897, were much more valuable than in the corresponding month of the previous year, amounting in the former period to \$16,590,088, and in the latter to \$12,626,046 in value. The increase is mainly due to the greater exportation of cattle, meats, cheese, butter, and grain. The products of the Canadian farm appear to have won special favor abroad. The miner and the manufacturer have contributed moderate shares to the increased trade, but the lumbering industries and the fisheries have failed to hold their own. The decreased volume of exports of forest products is, however, much less than might have been expected from the unfavorable treatment given Canadian lumber in the markets of the United States. The exports for the first quarter of 1897 were \$47,554,869, as against \$35,811,503 in the same period 1896. We append a comparison of the exports in September for the years 1897 and 1896:

	September, 1897.	September, 1896.
Produce of the mine.....	\$1,292,770	\$ 910,632
" fisheries	735,572	945,007
" forest	3,984,150	4,145,115
Animals and their produce.. ..	5,675,698	3,723,736
Agricultural products	3,708,991	1 242,060
Manufactures	959,339	841,227
Miscellaneous articles	49,901	33,198
Totals	\$16,406,421	\$11,840,975
Bullion.....	176,691	108,534
Coin	6,976	676,537
Grand total.....	\$16,590,088	\$12,626,046

TRUE ECONOMY IN FIRE PROTECTION.

It has taken a long time, but at last the conviction seems to have got hold of people's minds in many towns and villages in Canada that it is well to be on the alert about fires, and that fire appliances need to be looked after regularly. We do not now speak of places which have no fire protection, but of places already provided with tanks and engines, or waterworks. It has proved the case, over and over again, that municipalities which had spent from \$2,000 to \$80,000 each in securing a fire-pump and water

tanks, or a steam fire engine, or a pressure system, would neglect them or refuse to pay the price of keeping them in working order. A fire would come—the pump was choked, the engine would not work, the hose was rotten—and house after house burned down. To-day a better condition of things exists in this particular. People have become aroused to the duty of keeping their fire appliances in proper order. Doubtless this is in part to be attributed to the efforts of the underwriters, whose officials are going about the country constantly and inspecting the means of fire protection.

A stubborn sort of stinginess was for a long while apparent in the residents of villages when asked to expend money for protection against fire. Being desired to buy a chemical engine or a steamer, they would grudgingly consent to get instead a hand-pump or hooks and ladders. By and bye the ravages of fire and the need of insurance would drive them to take further and better means of protecting themselves from the flames. It would appear that hand engines, certainly hand pumps, are largely being superseded, for we hear of numbers of them being for sale second-hand. Gravitation, steam pressure, and other systems of supplying water for the extinction of fires, have come into use; chemical engines, too, and steam fire engines, are being bought by municipalities. Not only this, but they are learning how to use these properties and to maintain them. It has been pointed out by a correspondent recently, that villages or even individual factories may make an economical mistake, from one standpoint, in buying a hand-pump for fire purposes instead of a steam fire engine. "True," he says, [MONETARY TIMES, Oct. 15th] "there is considerable contrast between a hand-pump, costing \$500 or \$600, and a small steamer, that can be bought for \$1,600 to \$2,000. But mind you, the village has got to buy hose and equipment, and the cost of this hose and equipment is the same for the pump as for the steamer." Of course we know that a steamer of 1,000 gallons per minute capacity costs far more than the sums we have mentioned, probably \$4,500 or \$5,000, but there are Canadian steam fire engines made now for \$1,600 and \$1,700, and one of these is surely more effective as a fire-fighter than two hand-pumps. It is curious that more chemical engines are not used; they are very valuable as fire-fighters, and do far less harm to burning property than the copious and reckless drowning with water that ordinary water brigades indulge in. Still, the great point is that communities are being aroused to the need of constant protection against fire. What machinery they use should be proportioned to the needs of the place, and should always be maintained in an effective state.

MONTREAL AND THE ST. LAWRENCE ROUTE.

Canada is proud of Montreal. And not without reason. As a city she has shown such progress, as a manufacturing place she is so prominent, and as a financial centre her influence is so great, that people instinctively look to have an exemplar in our chief city. But our pride in her as a seaport is somewhat dimmed of late by reason of complaints and criticisms, by shippers, of Montreal harbor and its accommodations for modern sea-going steamers. A Bristol man, and a Grand Trunk director, Mr. Girdlestone, who visited Canada the other day, says some hard things about the defects of Montreal as a modern shipping port. Thus, pointing out that a vessel that ought to be discharged in two days is taking six or seven days to do it, he said:

"As a practical dock manager, I don't see how the work is done in any days at all with the miserable accommodation that exists. Your wharves are practically blocked with goods, and you have no space to put down delicate or perishable goods, which have to be exposed to the