

IMPORTS.

Coal.—We received from Great Britain 48,754 tons, showing an increase of 6,156 tons; from the United States 277,256 tons, an increase of 71,277 tons; from the Maritime Provinces 698,740 tons, an increase of 29,354 tons; and a total increase of 106,787 tons during 1897. Of this coal 737,610 tons was discharged in the harbor and 287,140 tons in the canal.

Cement.—We had from all sources 302,204 barrels, an increase of 148,813 barrels.

Scrap Iron.—We had 14,191 tons, showing a decrease of 183,099 tons as compared with 1896.

EXPORTS.

Lumber.—There was shipped during the season of lumber, square and wane timber, to the United Kingdom and continental ports 320,802,733 feet, board measure, showing an increase over 1896 of 101,770,555 feet, and to the River Plate 417,505 feet, a decrease of 7,372,661 feet.

Grain.—There was shipped during the season:

9,899,308	bushels of wheat,
9,210,222	" corn,
1,779,777	" peas,
5,122,074	" oats,
179,044	" barley,
855,135	" rye,

making a grand total of 27,045,560 bushels, and an increase of 8,143,513 bushels as compared with 1896.

Flour.—There was shipped 585,813 barrels, a decrease of 186,313 barrels from the previous year.

Meal.—There was shipped during the season 37,350 barrels, a decrease of 2,671 barrels in 1897.

Eggs.—Exportation of eggs is still increasing. There were shipped 167,120 cases, an increase of 25,267 cases over the previous year.

Cheese.—This year cheese shows a large increase; the shipments were 2,078,719 boxes, an increase of 356,668 boxes.

Butter.—There were shipped 222,923 packages, being an increase of 65,281 packages compared with 1896.

Apples.—There was a large falling off in shipments of apples; the quantity shipped was 170,784 barrels, being a decrease of 554,232 barrels in 1897.

Cattle.—Exports from Montreal were 117,247 head of cattle, showing an increase of 20,799 head over 1896.

Sheep.—There were shipped from Montreal 60,638 sheep, a decrease of 13,000 as compared with 1896.

Horses.—The shipments from Montreal aggregated 10,051 horses, showing a decrease of 370 as compared with 1896.

Hay.—36,325 tons, showing a very large increase.

The activity of the port is shown by a comparative statement on page 84, showing that the number of inland vessels, steam and sail, arriving in 1897 was 6,384 of 1,134,346 tons. This surpassed any previous year in number though not in tonnage. The greatest number in port at one time was on 30th July, namely, 200, which beats the record of 1889 in this respect. Sea-going vessels and steamers in 1897 numbered 796, of an aggregate tonnage of 1,379,002. Of these 739 were British; 39 Norwegian; 10 German; 2 Scandinavian and 6 American—one of these last being, doubtless, the naval cutter "Yantic."

THE WOOL TRADE.

There has been no material change in the wool situation during the week. Sheep washing is limited to a few districts in Eastern Ontario, and has not yet commenced in the northern or western parts of the province. The continued absence of very warm weather, with the low range of values, makes a tardy opening of the season. An interesting feature of the situation is the likelihood that all the wool of British Columbia, the Northwest Territories and Manitoba will be shipped to Eastern Canada this year, instead of being exported to the United States. There is practically no consumption of wool in Canada west of Ontario, and the million or a million and a half pounds grown in this territory is all available for export. For some years the British Columbia wools have been purchased by merchants in Portland, Oregon, and sent to Boston by vessel. The wool merchants of Minnesota have been strong competitors for the wool of the Territories and Manitoba, and last year secured nearly the entire yield. These trade connections, however, can scarcely continue in face of the tariff provisions of the Dingley Act. Imported wools, and more especially Cape, will be affected in Eastern Canada by this change in the channels of trade.

Extreme depression continues to characterize the United States wool markets. Previous to the destruction of the "Maine," the consumption of wool by American machinery was progressing at a rate estimated by many at 25 per cent. over any previous record, but this has since been materially checked by war influences, thus through a decrease in the use of wool practically increasing the available supply as well as postponing the time for domestic wool prices to reach the importing point. Low values in the United States have not only prevented any immediate shipments of Canadian wool to the United States; but have diverted to Canada foreign wools which were primarily intended for the United States. A quantity of Chilean wool shipped to New York, on Liverpool account, was offered in Canada recently at ten cents per pound. The shipment had been made in bond, and in the present depression of values, it was impossible to realize anything but a nominal price for the wool after the twelve cents a pound American duty had been paid, so the owners had the option of shipping the wool back to the United Kingdom, or sacrificing it in the nearest available market, Canada. Merchants in the United States report, that although prices remain without change, there is an improved demand for fleece wools in $\frac{1}{2}$ and $\frac{3}{4}$ blood, with sales of unwashed reported at 23 cents per pound.

The present series of London wool sales, which, by the way, close on the 21st inst., gives evidence that Australian stock is showing up better than last year, at prices ruling about on a par with those of the last sale, which in view of the improved condition of the stock would seem to indicate that values have not been maintained. During last week 121,700 bales of wool were sold, while the offerings of the present week amounted to 48,600 bales.

CANADA'S PLACE IN THE WORLD'S COAL TRADE.

An interesting document, recently issued from the British Board of Trade, contains a return of the production and consumption of coal in the principal countries of the world over a series of years. The figures come down only to 1896, so that they do not show the large increases which occurred during last year in the United Kingdom and in the United States; but, for purposes of comparison, they are instructive, and the statistics relating to foreign countries are stated to be the latest obtainable. The United Kingdom is the largest producer of coal in the world, while the United States stands a good second. These two countries are in a class by themselves, and distance all other competitors. In addition to these two great producers, there are eight countries which exceed Canada in the annual production of coal. The totals of the principal coal-producing countries of the world, with the estimated average price at the pit, is shown in the following table:

Coal—Output of	Tons.	Average cost. s. d.
United Kingdom.....	195,361,000	5 10 $\frac{1}{2}$
Russian Empire	9,229,000	
German Empire	85,690,000	6 11
Belgium	21,252,000	7 7 $\frac{1}{2}$
France	28,650,000	8 8 $\frac{1}{2}$
Spain.....	1,853,000	6 0 $\frac{1}{2}$
Austria	9,900,000	5 11 $\frac{1}{2}$
Hungary	1,133,000	8 7 $\frac{1}{2}$
Japan (1895).....	4,849,000	5 0 $\frac{1}{2}$
United States	171,416,000	4 9 $\frac{1}{2}$
British India	3,848,000	3 8 $\frac{1}{2}$
Canada	3,743,234	8 9
New South Wales	3,909,517	5 9

From the Canadian standpoint the most noticeable feature of this table is that in the Dominion the cost of production is evidently greater than in any of the other large producing countries, while the United States pro-