

United States' vessels are free from any charge for inspection dues, and the Canadian vessels, in order to enable them to efficiently maintain their competitive position, should also in like manner be freed from the exceptional dues with which they are now burdened. Representations to this effect have been made to the Government, but so far without effect.

GENERAL TRAFFIC—At the outset the season was distinctly unfavorable, and it was further complicated by the arising of the coal strike in the United States, which, in some instances, paralyzed the movements of shipping. The Canadian passenger lines did not, therefore, obtain their fullest expectations of international passenger movement, which had been interfered with in the previous year by the Chicago Exhibition, and American travel was reduced by the inability of the railways to move their trains.

Canadian business showed satisfactory increase, particularly on Lake Ontario and the St. Lawrence, so that on the whole a satisfactory passenger result was obtained.

Freights were not satisfactory, the volume of Canadian business offering at the beginning of the season being inadequate to the tonnage, a number of the larger vessels were, therefore, laid up, and some did not come out until August. The towing of logs from Canadian forests to be sawn in American saw-mills has adversely affected the Canadian lumber carrying vessels; the product of the logs if cut in Canada being open for carriage by them, but if cut in the United States, being wholly reserved under the American coasting laws for their own vessels. In numbers the inland Canadian vessels have decreased, but the new additions are all of improved character and enlarged size. Instead of sailing vessels carrying from 15,000 to 20,000 bushels, the fleet is now composed of steamers carrying from 40,000 to 70,000 bushels. This increased capacity, with the increased number of trips capable of being made, has kept the vessel capacity far in advance of the Canadian business demand, and will continue to do so so long as every effort is put forward by the Government and public to maintain Canadian routes for Canadian vessels.

EDGAR A. WILLS,

Secretary-Treas.

BARLOW CUMBERLAND,

Chairman Marine Section.

REPORT OF THE JEWELLERS' AND SILVERSMITHS' SECTION OF THE BOARD OF TRADE OF THE CITY OF TORONTO, 1894.

The Jewellers' and Silversmiths' Section of the Board of Trade, formed in 1890, has been the means of bringing the various branches of the wholesale and manufacturing trade into closer touch with one another. Meetings have been held that have proved mutually profitable, notably when questions relating to tariff and customs regulations were discussed. With increased zeal on the part of its members, and more frequent meetings, important results of material advantage can be accomplished, a wide field is open to discussion in