

the Provinces of Quebec and New Brunswick, the forest fires of the fortnight in the latter province meaning serious disaster to individuals if not to insurance companies.

This country is old enough, and its residents have had experience enough, to give us lessons of forethought and care with respect to dangers from fire. We must learn these lessons and apply them in the shape of precaution against burning, and appliances to fight fire when it comes, or we must suffer the consequences in loss of life or property.

THE MONTREAL BOARD OF TRADE BUILDING.

The new building of the Montreal Board of Trade will be a handsome structure. Its site is in the heart of the business quarter, being bounded by St. Nicholas, St. Sacramento, and St. Peter streets. The plans have been drawn by a Boston firm of architects, who propose an elevation of six stories above the basement. Illustrations of the elevation and of several flats appear in the *Canadian Architect and Builder* for June. The ground plan of the building presents somewhat the shape of a fat letter [E] in this position, the short "leg" of the E representing the central St., Sacramento street entrance. The restaurant of the building will look out upon St. Nicholas street, and there will be entrance on both that street and St. Peter, but the building will front upon St. Sacramento st. The Exchange Hall, 4,000 feet area, and two stories in height, is to be reached from the main entrance by a corridor which has on either side of it respectively the Council Room and the secretary's office. Besides these the Board of Trade will have reading room, committee rooms, &c., to the extent of some 7,000 square feet in all. Ware-rooms 73 feet by 107 will be to rent on the St. Peter street upper floors, and we should think, judging from the three stories whose plans are before us, that there will be between 100 and 200 offices to rent. Accommodation in the shape of vault-room, elevators, &c., and conveniences such as lavatories, closets and the like, are amply provided. The premises will be well lighted, well ventilated, and as complete as modern ingenuity can make them. While we cannot pretend to describe the exterior of the building technically, we can truly say that it promises to be stately and effective—a fitting home for so important a body as the commercial organ of our chief city.

THE BARLEY TRADE, 1890-1891.

(COMMUNICATED).

There are some features of the barley trade during the past season which will repay the time spent in gathering them together for your readers. The quarterly reports of the Bureau of Statistics at Washington, for the nine months of the present fiscal year, 1st July, 1890, to June 30, 1891, show the imports of barley and malt into the United States during that year. These imports were all from Canada. They were as follows:—

Quarter ending	1890-91. Barley Bus.	1889-90. Barley Bus.	1890-91. Value \$	1889-90. Value \$
September 30..	1,775,791	319,143	1,138,883	182,225
December 31..	2,363,902	5,827,723	1,542,392	3,060,568
March 31.....	426,427	3,256,161	230,473	1,428,475
	4,566,120	9,403,027	2,911,748	4,691,888

Quarter ending	Malt Bus.	Malt Bus.	Value \$	Value \$
September 30.....	117,974	35,130	73,090	26,572
December 31.....	2,906	21,710	2,455	16,161
March 31.....	1,299	24,567	1,707	17,918
	122,169	81,397	77,252	60,651

Here we have a total of 4,566,120 bushels barley, worth \$2,911,748, and 122,169 of malt, worth \$81,397, aggregate value \$4,688,000, as compared with \$9,484,424 in the corresponding nine months of the previous year. Imports into the United States, whole of fiscal year, 1889-90, were 11,332,545 bushels barley and 161,666 of malt; total, barley and malt, 11,494,211 bushels. In 1888-9 the imports of the two were 11,479,795 bushels. The imports from Canada during the current quarter ending 30th June current, may amount to 500,000 or 1,000,000 bushels, so that the imports for the year 1890-91 are likely to be about six million bushels less than those of either of the two preceding years. Of the imports from Canada during 1890-91, fully 500,000 bushels were exported from United States Atlantic ports to Europe, making the quantity taken for brewing purposes about 4,500,000 bushels, or about seven million bushels less than in the two years 1888-89 and 1889-90. The deficiency in this year's Canadian supply for United States malting was due to a considerable decrease in the acreage under barley in Ontario in 1890, and the very poor yield per acre; also, to a great extent, to the low prices caused by the exclusive rate of duty imposed under the McKinley tariff. That this bill was intended to produce this result appears tolerably clear. Speaking on this point, the *New York Shipping and Commercial List*, an influential and commercial non-political newspaper, remarked on 28th January: "As a measure for keeping Canadian barley out of the United States, the provision of the McKinley tariff, increasing the duty on that cereal from ten to thirty cents a bushel, has been quite successful."

The barley crop of 1890 in the United States was by no means a full crop. In the important barley-producing States of California and New York it was very deficient; in the Western States of Iowa, Wisconsin, Minnesota, Nebraska and the Dakotas, it was rather under than over an average. In Washington, Oregon and Utah the crop was good, but these three are not important barley-producing States. The beer trade of the United States during 1890-91 has been the largest on record. With only or not quite half the usual supply from Canada, with somewhat less than average barley crop in the United States, and with the most extensive beer trade ever experienced, American brewers found plenty of barley to cover their requirements, and the barley market closed in May at the lowest price of the season. Many dealers in that country think that if Canada had furnished its usual supply, prices all through the season would have been very much lower for all qualities of this grain.

It is useless to delude ourselves with the idea that American brewers must have Canadian barley in large quantity at a high premium over good Western. With the very short export supply from Canada during the past season, it was hard work to dispose of that small quantity at ten cents per bushel above the prices of fair Western. Canada has lost its hold on the American barley market. Its

general quality has deteriorated rather than improved during the past few years; on the other hand, not only has the production increased in Western States, but the quality has greatly improved. Notwithstanding the high prices for Indian corn during the past season, the use of this grain, as a substitute for barley, was very general. On this point the *Chicago Daily Bulletin* of the 6th instant remarked: "Dealers do not seem to have started to locate prices on the new crop, and it seems that two features will figure in these calculations; one, the outcome of the crop, and the other, the position of corn, which is indisputably a strong competitor." Later, this authority reports sales of No. 2 barley, September delivery, in Chicago at 70 and 70½ cents per bushel.

The June report of the Department of Agriculture at Washington gives the average of barley in the United States as 107.1, compared with 98.01 in 1890; and the condition in 1891 as 90.3 as compared with 78.9 at harvest, 1890. Last year's barley crop in United States was about 64 million bushels. If present condition should be maintained until harvest, the figures given indicate a crop of about 80 million bushels in 1891.

Owing to the great advance in Indian corn in March and April, feeding barley in England rose as high as 26/6 per 400 lbs. Quite a large quantity of Canadian barley was taken for export to Europe, for some of which 58 and 60 cents per bush. f.o.b. here, was paid. It would be rash to expect a recurrence of such prices, as they were fully 15 cents per bushel above average export value of feeding barley for England. The prospect of the future of barley-production in Canada for export may be enhanced by the successful raising of good qualities of two-rowed barley. Owing to the lateness of the season in 1890 when the seed ordered from England arrived, it was too late in being sown, and the season proved very unfavorable for it and for all kinds of barley. The experiments can hardly be said to have been successful, but the thorough testing of the adaptability of our soil and climate for the production of good malting barley of this variety is so desirable, that it is to be hoped that a liberal sum will be appropriated by Parliament at its present session, for the importation and distribution of several varieties of this two-rowed or Chevalier barley.

MARITIME PROVINCE FISHERY.

Information of reliable character as to the condition and prospects of the fishing industry, so important to our lower provinces, is given from time to time in the fishery bulletins issued by the Dominion Government. The latest of these, bearing date 22nd instant, reports the success of the cod fishery as far all along the south coast of Quebec, but at Shippegan, N. B., fishing of all kinds has been very dull, owing chiefly to the great scarcity of bait. The fisheries are also reported dull on the coast of P. E. Island from West Point round to Alberton. In Cape Breton fair catches of cod are reported at Margaree, Ingonish, Louisburg, Arichat and St. Peters, and poor at Cheticamp, Meat Cove, St. Ann's and North Sydney. The fishery is poor, with one exception, all along the south coast of Nova Scotia. Bankers arriving at Lunenburg report good fares.

Mackerel were reported schooling on Sunday off Meat Cove, C. B., in Liverpool harbor, N. S., and off Port La Tour. At White Head, N. S., the boats had from two to three hundred small ones, but no more are reported down the coast as far as Lunenburg, where