

crop of 1898 will not prove a Klondike for the growers," and he bought but a very small quantity." Naturally enough this is a serious disappointment to growers and holders, who were so disgusted with the refusal of Canadian tobacco manufacturers to buy at the Essex prices that in a pet they sent to England. And now that he has come they object to "this Englishman's opinion of our weed," and The Leamington Post declares editorially: "It seems that Mr. Chalmers came out to America to talk about his ancestry and not to buy tobacco." This because Mr. C. told a reporter that three generations of his family have been engaged in the tobacco business. It is very childish of the tobacco growers or their friends to go on in such a way. Contemptuous abuse first of the Montreal tobacco manufacturers, and now of this English merchant because the Essex tobacco or its price is unsatisfactory to them, will not find a market for Essex tobacco leaf. Better for the growers to take a hint from these people and grow better tobacco generally, or cure it better. Mr. Chalmers has said, according to a Detroit reporter that "the Canadian farmers have an opportunity to raise a good class of tobacco, but it needs time." The Essex and Kent growers should be less ready to conclude that "they know it all," to use a slang phrase.

Since the above was written the Amherstburg Echo has come to hand. It tells a somewhat different story and shows at any rate a better temper over the dispute. That journal says that Mr. Wigle of Essex county arranged in England with Mr. Chalmers he would come to this country, and finding the tobacco as represented would purchase same at what he considered its worth. Money was subscribed by the growers to pay Mr. Chalmers' expenses out. He came, and spent a day in the Malden and Colchester district looking over the tobacco, "and pronounced it first-class as to color and quality. He offered ten cents for a few choice lots. He purchased Mr. Shay's at ten cents per pound and offered same for Mr. Boyle's." . . . In his opinion our tobacco has a great future before it, being equal to that imported by their firm from Kentucky or Virginia. He expressed surprise that we should have been able to grow seedleaf of such excellence." Then he went to Pelee Island, but did not buy there. In Windsor he was met by a deputation who besought him to go to Leamington, but in vain. Now the money raised to pay his expenses is refused to be paid him, on the ground that he has not bought as much as expected, but considers his duty done when he acts as instructor, to tell the people how to prepare their tobacco for the English market. The outcome of his visit will, The Echo tells us, likely be the formation of a joint stock company to prepare the weed for shipment to the Old Land, where it will be sold by brokers. Meanwhile Mr. C. has gone to Cincinnati, on a visit of some weeks.

#### GREAT LAKES TRAFFIC.

A report of more than usual interest has been recently issued by Col. S. J. Lydecker, United States Engineer Corps. Much attention is being paid at the present time to transportation matters and interesting discussions have taken place as to the relative cost of carrying freight by rail and water. In this discussion it is instructive to learn that the exact cost of carrying a ton of freight one mile on the lakes in 1898 is 79-100 of a mill, against 83-100 of a mill in 1897, 99-100 in 1896, and 1.14 mills in 1895. The report containing these figures is what is known as the "miles ton" report. It is probably safe to say that nowhere in the world is freight carried by rail or water at so low a rate. Water transportation is conducted on the great American fresh water lakes under the most favorable circumstances. The craft employed is mainly modern, and the opportunities for obtaining frequent supplies of cheap fuel are unsurpassed.

Of the commodities carried through the St. Mary's canals cereals are far the most important in valuation, amounting to 41.2 per cent. of the whole; this is followed by iron with a valuation of 19.9 per cent.; copper, 12.8 per cent.; lumber, 5.6 per cent.; while coal comes last with 4.4 per cent. This accounts for 80.9 per cent of the entire traffic, the balance of 16.1 per cent. being made up of articles unenumerated and those of unclassified freight.

The Marine Review has summarized the statistics of the engineers' report and finds that "average distance freight was carried during 1898, 842.6 miles, which is 1.3 miles more than during 1897; total cost of freight transportation in 1897, \$13,220,099.84, against \$14,125,896 in 1898; total mile tons in 1898, 17,891,597,030; average cost per ton for carrying freight, 66.5 cents. If we divide the total amount of freight paid in 1898—\$14,125,896—by the total mile tons—17,891,597,030—we find that the cost per ton per mile is 79-100 of a mill."

Of 856 registered crafts using the canal in 1898, 523 were steam and 333 sail. These vessels were divided as between Canada and the United States as follows:

#### AMERICAN REGISTERED CRAFT USING CANALS, SEASON 1898.

Class.	No.	Freight Tonnage.	Pas-sengers.	Freight Valuation.
Steamers .....	472	14,149,858	18,350	\$358,848
Sails .....	318	6,609,134	.....	93,150
Total.....	790	20,758,992	18,350	\$451,998

#### CANADIAN REGISTERED CRAFT USING CANALS, SEASON 1898.

Class.	No.	Freight Tonnage.	Pas-sengers.	Freight Valuation.
Steamers .....	51	419,208	25,076	\$ 22,288
Sails .....	15	44,023	.....	2,631
Total.....	66	463,231	25,076	\$ 24,919

The share of Canada in this phenomenal trade is absurdly small. Canadian freight of all kinds—466,747 tons—was only 2.2 per cent. of the total freight for the season. The total of passages for the season was 17,761, and 3,431 of these were by 78 crafts under 100 tons register. The statement has often been made that Canada has no merchant marine, and these comparative statistics go a long way in bearing out this contention. From geographical position the Dominion should make a relatively good showing in lake traffic. But while the population of the United States is, say twelve times that of Canada, the lake marine of the two countries stand almost as fifty to one.

#### TANNERS MEET.

The Ontario tanners met in their annual conference this year at Ottawa, the opening session being held on the 10th inst. The craft was well represented. It appears that the capital city was selected because the association wished to make at this session an effort to bring about the compulsory and uniform inspection of hides in a number of centres, chiefly the leading cities.

A deputation of tanners waited on the Premier and Sir Henri Joly, in respect to the matter, on Wednesday, and were well received. The representatives of the tanners are not the only ones which the Government will receive on this question, as Montreal and Quebec hide merchants are sending representatives to present arguments why the situation should remain unchanged.

#### WORKMEN ON STRIKE.

Strikes of workmen in various trades are causing trouble to contractors and manufacturers. The carpenters struck, in Winnipeg, last week at the command of their union. Some of them, even, who were getting all the wages demanded by the union were called out, the object apparently being to stop all work until all or most of the contractors have agreed to the terms demanded by the men. In Montreal there are strikes in the building trades that cause serious inconvenience to business men. And there has been a noteworthy strike among the iron moulders of that city, owing to which nearly all the principal foundries have been idle or getting castings done outside. What the men ask is, "the minimum rate of \$2.50 a day, and the reception by the employers of our committee." This was refused. In Toronto four concerns, including the Northey Company, makers of pumps, the John Inglis Co., and the Dominion Radiator Company, are having trouble with their moulders. In the case of the Radiator Works 43 out of 59 men who wanted higher wages went out, or rather were locked out, a week ago, and their places have been mostly filled, so that