

and nights since bodies of passengers and crew, and fragments of the cabins, have been washed ashore. Two St. John citizens and several from Montreal were on board. Twenty-nine vessels were reported ashore around Cape Ann and Gloucester, Mass.

At St. John, a furious gale from the northeast blew down trees, fences, chimneys, etc., in the city and unroofed barns along the coast. Logs, too, were loosed from their booms. But comparatively little damage was done to shipping in the harbor, though wood boats were driven ashore in the river. Halifax suffered severely, and Dartmouth also, telegraph, telephone and electric light wires being blown down; roofs and windows ripped. Not many craft in the harbor, however, were any the worse for the storm. An unknown vessel was seen to go down, with loss of lives, off Herring Cove; a schooner was driven ashore at Parrsboro, in the Bay of Fundy; another at Sand Cove; wharves and shipping were damaged at Kingston and Richibucto, on the Atlantic shore of northern New Brunswick, and parts of the latter place flooded. Altogether the worst storm, it is said, since the Saxby gale.

ST LAWRENCE SHIPPING TRADE OF THE YEAR.

The shipping season of the St. Lawrence ports for 1898 was extensive. In 1897 there entered the port of Montreal 479 vessels with an aggregate tonnage of 1,054,225; this year there arrived 516 vessels, with the tonnage of 1,212,747. It will be readily seen that the gain in tonnage is proportionally much greater than the gain in the number of vessels entering the port.

The coastwise steamers in Montreal harbor also show a substantial increase, both in vessels and tonnage. In 1897 there arrived 300 vessels, while this season 330 arrived. The tonnage for 1897 was 317,000 tons, and this year 345,800, being an increase of 28,000 tons.

Both imports and exports from Montreal show a marked increase. That of the former is indicated by the customs returns. The customs receipts at Montreal from the 1st of May to the close of navigation a year ago were \$3,708,345.46, while during the same period of 1898 they were \$4,842,695.35, an increase of over \$1,100,000 in less than seven months. All the St. Lawrence ports with the exception of Quebec show an increase in the imports of coal, Montreal, Sorel, Three Rivers and Quebec taking 932,793 tons as against 896,157 tons the previous year. There was an extraordinary movement for export from Montreal, as is to be gathered from the following table:

	1898.	1897.
Wheat, bushels	8,933,393	7,027,058
Corn, bushels	19,115,891	6,778,896
Peas, bushels	1,640,466	1,865,533
Oats, bushels	6,801,239	2,631,785
Barley, bushels	320,297	247,148
Rye, bushels	969,943	361,627
Flour, barrels	856,312	772,124
Meal, barrels	34,171	40,014
Pork, barrels	2,757	585
Lard, barrels	44,675	85,023
Meats, packages	136,261	228,752
Eggs, cases	186,173	141,853
Hams, bacon, boxes	12,484	8,123
Apples, barrels	385,475	725,016
Cheese, boxes	1,888,785	2,102,985
Butter, packages	278,922	225,268

The decreased movement of peas, meal, lard, meats, cheese and apples is more than made up in the increase in other Canadian staple products.

INCREASE IN SHIP-BUILDING.

That the shipping tonnage constructed during the present year will show a tremendous increase in the case of almost every ship-building country in the world, becomes more and more apparent as the close of the twelve months approaches. In this connection there is significance in the amount of tonnage under construction in September of this year, as compared with that on the stocks at the same time

last year. According to the best obtainable figures this was as follows:

Country.	No. of Ships.	Tons Sept. '98.	Tons Sept. '97.
Great Britain	54	175,814	145,436
Germany	45	144,105	80,488
France	25	75,432	52,089
United States	50	58,545	9,800
Italy	17	40,984	28,590
Norway	26	27,810	14,626
Holland	22	20,223	27,585
Denmark	15	12,570	10,305
Japan	3	10,000	3,300
Austro-Hungary	9	9,540	700
Belgium	1	4,000	
Totals	267	579,023	372,910

It will be seen from this table, which we find in the Marine Review, that the increase in the case of the United States is greater, proportionately, than that of any other country, with the exception of the two final nations on the list, whose ship-building operations are insignificant. Comparing the two years, while Great Britain is at the head of the list, the comparative increase in the tonnage of Germany from 80,000 tons to 144,000, is very striking, and that of France is almost 31 per cent. Norway's output is nearly doubled, while that of Holland shows a decline.

EXPORT NOTES.

The British Columbia coal miners are very actively employed at present. The demand for coal from San Francisco has been unusually good this season. The increase in the freight rates from Great Britain and Australia has raised the price of the products of the mines of those countries, which has naturally benefited the product of the Vancouver Island collieries. For some time the Wellington mines have not produced sufficient to supply the demand in San Francisco. Recent shipments to Honolulu have drawn upon supplies; under the new regime it is reasonable to expect considerable expansion in the coal trade with the Hawaiian Islands. A new mine is being opened up in British Columbia, which is expected to bring the output up to dimensions that will satisfy all demands.

The live stock exports from Canada to Great Britain in the season just closed were in several ways rather unsatisfactory. The aggregate movement was much less than that of a year ago. The statistics for the two years are as follows:

	1898.	1897.
Cattle	101,236	121,375
Sheep	34,991	61,254
Horses	5,822	10,051

Of the cattle sent abroad from Canadian ports 5,719 were United States stock shipped in bond. This is a decrease of 6,452 in United States cattle and of 20,139 in the total shipment as compared with 1897. Taking the outlay for purchase of cattle, railway freights, feed on the ocean voyage, insurance, etc., an expenditure for the season of \$7,505,602 is estimated, a decrease of \$2,107,854 as compared with 1897. The loss in trade to the country is probably not so great as these figures would indicate. Large shipments of Canadian cattle have been made to the cities of the United States, which are not accounted for in the above returns. The same may be said for sheep; the movement in 1898 from the St. Lawrence ports being the smallest for some years past. This trade, however, has always been one of sharp fluctuations in volume. The decreased exports of Canadian horses has been taken as evidence that Great Britain is rapidly adopting American methods of urban transit and the trolley car is becoming popular across the Atlantic.

With the building of the new trans-Siberian railway, and improved transportation facilities on the Pacific, which rumor says involve a line of steamships from a port in British Columbia to Vladivostok, prospects of increased trade with Russia are opened up.

Information has reached the Canadian Department of Trade and Commerce from official sources to the effect that the Government of Russia has made important reductions on the duty upon agricultural machinery and equipment. This has been