

Liverpool, London, Glasgow, Manchester, Bristol, with a few each to Newcastle and Cardiff.

Although the export of grain to sea via the port of Montreal this season was slightly less than in the previous one, being 30,000,000 bushels odd in all, the season was a fairly satisfactory one as regards profits. Flour export, 667,922 bags and 149,329 barrels, was small compared with 1899 and 1898. The totals of different grains were as shown in the following table.

Grain Exported	Bushels, 1900.	Bushels, 1899
Wheat.....	10,510,467	10,198,927
Corn.....	11,888,534	13,709,538
Peas.....	1,666,711	1,272,701
Oats.....	4,684,490	4,000,986
Barley.....	1,096,945	1,118,115
Rye.....	554,720	403,600
Buckwheat.....	306,621	168,756
Flax Seed.....	113,423	732,916
Total Grain ..	30,721,951	31,191,551

Glasgow leads the list in grain, with 5,658,974 bushels, followed by London with 5,035,577; Liverpool with 4,647,545, Antwerp with 3,496,950, then Manchester, Belfast, Bristol, Cardiff, Hamburg and Dublin.

### THE NEW YEAR.

At the beginning of a new year, and on the advent of another century, we are afforded the agreeable opportunity of saying a word of an almost personal character to our subscribers. To some of them we have been speaking editorially for more than a third of a century—the MONETARY TIMES was established in 1866—to others for ten years, five years, one year. And we have to acknowledge not a few complimentary calls and letters from advertisers and readers during the Holiday Season and before it. In the cheery freedom of the New Year time we offer to all our friends the wish of a Happy and Prosperous New Year.

One is justified in believing that Canadian merchants and manufacturers are prosperous, as a whole. Several importers in the cities have told us that 1899 was the best they have had for five or ten years, and we have had testimony of a like kind from retailers in the country. But it is to be remarked that collections are backward in various parts of Manitoba. From Listowel, Teeswater, Shelburne, Ingersoll, Port Dover, Guelph and a dozen other points in South Western Ontario, the story told about the state of business is uniformly favourable. From Cape Breton in the far East the responses are cheerful, sometimes rose-colored, by reason of the great activity at Sydney. Advancing, or at least well-maintained prices for merchandise and the brisk demand, almost all that our factories could produce, have been strong factors in the activity which retail men and their customers have experienced. The mercantile community is feeling well—cheerfulness is nearly universal among them.

In acknowledging the kind and stimulating things that subscribers have taken the trouble to say or write to us, we may quote from a few of them.

An export firm in Minnedosa, Manitoba, write: "May say for your benefit and encouragement that we appreciate your journal and should greatly feel the loss of it."

A Winnipeg man, an insurance agent, says: "Please send me the MONETARY TIMES again as a regular subscriber. I find I want it, and can hardly give any reason why I stopped it for a few months."

This from a manufacturer in Brantford, by letter: "We have pleasure in expressing our high appreciation of your journal as a commercial publication."

A banker at Vankleek Hill, writes, "I cannot speak too highly of your paper and wish you every encouragement in your work. If your paper could be placed in the hands of the country storekeeper, and read by them, I think we would hear of few failures."

From the shores of the Georgian Bay a storekeeper writes: "I always have a good word for the MONETARY TIMES, our regular visitor."

A loan company agent in London says: "Your valued journal is welcomed, week by week. There is sure to be something interesting in it always, and very often there is something weighty in it."

In remitting subscription, a Halifax banker concludes thus: "Things down here are pretty active, more especially in Cape Breton, and reasonably healthy, too. Glad to observe that your excellent paper keeps on the even tenor of its way."

### SOME CONSIDERATIONS OF PUBLIC SAFETY.

As we use the phrase of the Lord's prayer: "Deliver us from Evil," do we take proper precautions to deliver ourselves from evil? For example. There was a fire the other day on board a propeller at a wharf in Toronto harbor. The fire engines which went to put it out were delayed *five minutes* at the foot of Yonge Street by a railway train blocking the way to the wharf. Result, the gutting of the steamer's upper works and her sinking in the slip. Any one who knows how much the first five minutes means in the spread of a fire or the chance of putting it out will see that in this case the delay was costly. As with a vessel, so with warehouses, elevators, coal-heaps, lumber-piles, along the Esplanade in front of the city. Some means should be provided whereby, when these take fire, the firemen and their apparatus can always get at them quickly, by day or by night.

Are we particular enough about explosives? The explosion in New York, referred to lately, which was so costly in life and property, arose almost without doubt from the massing of explosives in an improper place—the heart of a dense business quarter instead of the outskirts of a city. We have a city ordinance which prohibits the keeping of more than one barrel of benzine or such inflammable volatile liquid in any one house. This is intended to be a protection, but does it really protect? There may be several shops of a like kind next to each other in a street, and if fire sweeps along that street explosion after explosion may be expected. The firemen know this, and it cannot be wondered at that the chief should forbid them to risk their lives in such buildings. Why not compel the keeping of dangerous goods of this kind in secluded places underground, not in cellars, but remote and covered?

As a result of experience, costly experience, of conflagration risk, the Municipal Council of Boston, Massachusetts, has by by-law prohibited the erection within the city limits of any structure more than one hundred feet in height and containing more area than 80,000 square feet—that is, say 200 by 400 feet—of space under one roof. In these days when the sky-scraping buildings are becoming the fashion in American large cities, and when department stores are growing in number and in area, this regulation is surely significant. If the craze for combines and trusts is to continue, and to be defended on account of the economies of expense which amalgamation produces, may it not be suggested that it is poor economy to make shops so large that cities will not permit them and companies