Canada and the Manchester Ship Canal.

Last year Canada showed her interest in the great English canal project which is commanding so much attention among men of commerce the whole world over by despatching an engineer to gather lessons for the canal works in progress within the Dominion But Canada's concern with the great Manchester enterprise is by no means limited to its engineering characteristics. Last week Mr. John Dyke, the Canadian Government agent at Liverpool, was summoned to London to appear before the Select Committee of the House of Lords; and the evidence he, as an expert, was able to lay before the Earl of Cadogan and the other noble lords on the committee was of such moment, in view of the development of the Canadian export trade with Great Britain, that a representative of the *Canadian Gazette* sought out Mr. Dyke, and induced him to explain how the position of Canada will be affected when, at the opening of the next Canadian season, the heart of the chief manufacturing areas of England is brought the seaboard

A MARKET OF SEVEN MILLIONS.

"Well," said Mr. Dyke, after these preliminary objections had been disposed of, "you want to know why I believe Canada will be benefitted more than any other country outside the United Kingdom by this canal. The reason is very simple. Manchester is the centre of the densest mass of consumers in the world, and by means of this canal you bring Canadian produce right up to the very doors of these consumers. Take the one commodity of butter. Of the twelve million sterling's worth of butter imported into the United Kingdom, probably at least five millions' worth comes from Denmark and Scandinavia to Manchester and vicinity. The result is that Manchester merchants virtually control the trade, and make the prices for butter and also margarine not only for Great Britain, but for the Continent."

"Nearly half the import, then, comes to Manchester and district?"

"Just so, from Scandinavia *via* Hull, and you can see why, if you consider that within cartage distance of the city of Manchester—that is, within a radius of twelve miles of the Manchester wharves of the canal—there are no fewer than two millions of people. That is to say that Canadian produce can be brought in transatlantic steamers right into the midst of this immense population; while, taking a further radius, you find Manchester the centre of seven millions of people—a greater population than is attached to any other seaport in the world. Holland and Belgium are considered the most densely-populated countries in Europe. They have 416 persons to the square mile. The United Kingdom has 310. But the density of population in the district Manchester serves is thirteen times as great as that of Holland and Belgium, and nineteen times as great as that of the rest of the United Kingdom."

COMPETING WITH NORTHERN EUROPE.

"Of course, this densely peopled area is not shut out from Canadian products now."

"No, but the railway freight charges from Liverpool to Manchester just suffice to shut out a good deal and check expansion. You will see this for yourself by this statement of the new railway charges from Liverpool to Manchester:—

Live cattle..2s 6d per head.
Meat.....8s per carcass of 890 lbs.
Bacon.....10s per ton or about 2s 6d per box.
Cheese.....Equal to 3d to 3½d per box.
Eggs .....10s per ton load, or about 1s 6d per case.

These figures do not include the cartage and commission charges which have to be met in Liverpool for transfer from the steamer to the railway, so that you may note how material the saving would be when the produce is carried direct from Canada to Manchester, and there brought within carting distance of the consumer. And you can also see what this must mean when Canada has to compete with countries like Denmark and Scandinavia. Their products have all the risk of transit *via* Hull—the change from the North Sea steamer to the railway,—and if they desire to share the advantages of the Manchester Canal, their ships must make the enormous detour all round the north of Scotland or south of England. Canadian butter and other perishable commodities will, on the other hand, be placed in cooling chambers on the steamer at Montreal and be taken straight to the doors of the consumer. As matters now stand Canada cannot so successfully compete with northern Europe. When the canal is opened she will be in a much more favorable position."

THE CANADIAN CATTLE TRADE.

"What about Canadian cattle?"

"Well, the object of my giving evidence before the Select Committee was to assist the Corporation of Manchester to obtain powers to erect lairages and slaughter houses for Canadian cattle, and also landing places for them when they are allowed to be moved alive and permitted to go to Salford market, which is only two miles distant. It is hoped that this freedom will be granted again within the next few weeks. As the cattle freight is the most valuable, it is scarcely likely, unless the cattle are allowed to go to Manchester, that the steamers will land the cattle at Liverpool, pay Liverpool dues, and go on with the other cargo to Manchester, where they would have to pay dues again. Really, the destination of the cattle controls our chances of this new outlet for Canadian products. It is reckoned that the offal will be worth in Manchester from 8s to 10s per head more than in Liverpool, as it can be distributed immediately among the consumers. This, with 8s freight, would mean about 16s per head, and in the hot weather more, nearly 20s per head."

A SAVING OF TEN PER CENT.

"At what do you calculate the saving in freight? Of course, there will be the extra steamship freight up the canal to Manchester."

"That extra steamship freight would be very little, if anything at all. As to the net saving, you can see for yourself by taking the case of the hay trade. About 1,000 tons of Canadian hay have been landed at Liverpool weekly since the opening of the present year. Last week one contract was made for 1,000 tons of hay to be delivered in Manchester, *via* Liverpool. The freight from Liverpool to Manchester is 7s 4d per ton, and cartage 1s 6d, or, together, 8s 10d per ton on a commodity of the value of 80s to 85s, or over 10 per cent. This 10 per cent will be saved when the hay can go direct to Manchester in the Canadian vessel. The same percentage applies to other articles of Canadian export. Of the Canadian deals landed at Liverpool by the the cattle steamers fully 70 per cent go to Manchester and district, or through Manchester to their destination. A standard of deals (165 feet) occupies about the same space as a ton of hay, and a ton of hay occupies about the same space as twenty barrels of apples, and the saving of freight would therefore be a material item in the imports for the Manchester markets."

"There is also an enormous demand in the Manchester district for other products in which Canada may compete with European and United States importers. Wood pulp comes almost wholly from Norway and Sweden. In 1891 the British imports were 156,464 tons, and in 1892, 190,933 tons, of the value of nearly a million sterling. A large proportion of this import from Europe is conveyed from Hull to Manchester and neighborhood by rail for the manufacture of paper, mill-boards, and other paper supplies used for packing Manchester goods to be sent to all parts of the world. Dimension timber is also used in large quantities for the manufacture of agricultural implements, while the cotton mills take immense quantites of spools and other woodenware which Canada may supply as well as, if not better than, other countries. These are commodities of so small a value as not to permit of the expense of handling at Liverpool docks and railway."

RETURN CARGOES AND OTHER POINTS,

"What about return cargoes for the Canadian ships going up to Manchester?"

"That is an important point. It is calculated that the Canadian imports of European manufactured goods—such goods as Canada now imports, more especially wire, earthenware and glass—would be largely increased Canada now imports nearly two million dollar's worth of such goods, and they come to a large extent from the continent. They could more easily and cheaply be imported from Warrington and other places on the canal. The Bridgwater canal, running through the Potteries and joining the canal, has been bought by the Manchester Ship Canal Company; thus you have water communication with another enormous inland area. Then chemicals to the value of nearly three millions of dollars are imported into Canada, and could be put on board at Runcorn and Saltport and other canal stations, and so save the expense of handling and carrying by barges to the steamer's side at Liverpool."

"You have no doubt about the possibility of navigating the canal with large ocean steamers?"

"None at all Steamers of 5,000 tons have already been built by the Warren Line for the canal traffic. The only difficulty is the height of the canal bridges, and that is surmounted easily, as in the Warren steamers, by sliding masts to come under bridges of 75 feet in height. With these sliding masts any transatlantic steamer can navigate the canal with the greatest ease. The canal is 26 feet deep and 120 feet wide. The Amsterdam canal is only 88½ feet wide, while the great Suez canal is only 72 feet wide."

"Do you think this will injure the trade of Liverpool?"

"Well, it may do to a small extent, but altogether new branches of trade will be opened up."—*Canadian Gazette*, London, England.

Toronto Hardware Market.

Rumor has it that the makers of barbed wire purpose paying freight to Manitoba as well as to Ontario and Quebec. It is though that the preferred list on nails will be done away with. *A meeting of manufactures in Montreal to-day* base iron was reduced to $1.95; bases, galvanized iron, ingot tin and ingot copper are all in good demand. Quotations are as follows:

Antimony—Cookson's, per lb, 13¼ to 14c; other makes, per lb, 13 to 13½c.

Tin—Lamb and flag, 56 and 58 lb ingots, per lb 23½c to 24½; straits, 100 lb ingots, 23½c, strip, 24½ to 25½c.

Copper—Ingot, 14 to 14½c; sheet, 16 to 18c.

Lead—Bar, 4¾ to 5c; pig, 3¼ to 3¾c; sheet, per roll, $4.75 to $5.25; shot, Can. dis. 12½ per cent.

Zinc—Sheet, 6¼ to 6½c; zinc, spelter, 4½c domestic; imported, 5¼ to 5½c; solder, hf and hf, 18 to 19c.

Brass—Sheet, 21 to 28.

Iron—Bar, ordinary, $2.05 to 2.10; bar, refined, $2.60; Swedes, 1 in. or over, $4 to 4.25, Lowmoor, 5½ to 6c; hoops, coopers, $2 60 to 2.65; do, band, $2 50 to 2.60; tank plates, $2 to $2 25; boiler rivets, best, $4.50; sheet, 10 to 20 gauge, $2.75 to 3; 22 to 24 do, $2.75 to 3; 26 do, $2.87½ to 3; 28 do, $3.50 to 3.75; Russia, sheet, per lb, 10 to 12c.

Galvanized iron—16 to 24 gauge. 5 to 5¼; 26 do, 5¼ to 5½c; 28 do, 5½ to 5¾c.

Iron wire—Market bright and annealed. Nos. 1 to 16 per list, from stock, 20 per cent discount from Montreal; for Hamilton or Toronto add 10c per 100 lbs; market tinned, per lb, 4½ to 8s; *galvanized fence, same discount as bright* and annealed; barbed wire, 4½ to 4¾c; coiled chain, ¼ in, 4¾ to 5c; ⅜ in, 4⅜ to 4⅝; ½ in, 3¾ to 4c; ⅝ in, 3½ to 3¾c; ¾ in, 3 1-5 to 3⅓c; iron pipe, off list, 60 to 62½ per cent discount; galv., off