

ties of communication, and the growth of large markets in the province of Quebec.

The art of making home-spun cloth was brought to Upper Canada by the first settlers. Coming from the Eastern States, the United Empire Loyalists brought with them the industries they had practised in their former homes. The country was well suited to sheep raising, and it was not many years before the colonists were in a position to supply all their wants for clothing.

There were special reasons for the growth of home industries in Upper Canada. The province was many miles from the sea coast, and importations reached Western Canada only after many tedious and expensive trans-shipments. The St. Lawrence was not then navigable throughout its entire length, and the expense of carriage between Montreal and the villages of Upper Canada was considerable.

In 1842, there were 575,370 sheep in Upper Canada, and the annual wool production was estimated at 1,302,508 lbs. There were 186 carding mills in the province, in the same year, while it was estimated that 433,537 yards of home-made cloth and 727,286 yards of flannel were produced in a year.

(To be continued.)

NEW CANADIAN STEAM BOATS.

The shipping interests of Canada are by no means as great, relatively, as they were in the days of wooden shipbuilding. About the year 1874, Canadian shipping measured in tons, was about at its height. Since then there has been a decline. In that year, 490 vessels, of 183,010 tons, were built and registered in the Dominion of Canada; in a decade the number had fallen off to 387 vessels, having only 72,411 tons. The returns of 1896 show the building and registration of 227 vessels of 16,146 tons. During 1897, the Canadian ship-builders had comparatively little employment. Ontario contributed last year 22 steam vessels of 3,390 gross tons to the Dominion register. Not all of these were Canadian-built, the "Rosemount," of 989 tons register, having been constructed at Newcastle-on-Tyne, Great Britain. The "Corona," of the Niagara Navigation Company's fleet, was much the largest boat built in Ontario during the year. In the Montreal and Quebec division shipbuilding was almost at a standstill, in the former, three steam vessels, of 390 gross tons, and in the latter five vessels of 643 tons were added to the register. The Maritime Provinces were almost equally unprogressive in this respect. In the Halifax division seven vessels, of 1,468 tons, were registered, and the only vessel of importance in this list, the "Bermuda," was built at Sunderland, in the United Kingdom. Seven vessels were added to the Dominion register in the New Brunswick district, which includes Prince Edward Island. Their gross tonnage was 823 tons. The only two boats of importance were built abroad, one at Grangemouth, Scotland, and the other at Ashtabula, Ohio, in the United States. The Klondyke "boom" has stimulated shipping interests on the Pacific Coast. Twenty-seven vessels, of 6,456 gross tonnage, were added to the British Columbia fleet. The largest vessel, the "Bristol," 1,274 tons register, was built at Stockton-on-Tees, and now trades on the Alaska route. At Nakusp, B.C., two stern-wheel vessels were built, one of 417 tons register and another of 732 tons, while another of 280 tons was constructed at Kaslo, B.C. The development of the mining industry in the Lake of the Woods district resulted in 25 steam-boats being added to the lake and river craft of Keewatin, Manitoba, and the Northwest Territories. These boats were nearly all small, although most of them are employed in carrying passengers, and one or two are good-sized, handsome steamers. From the results accomplished thus far, in the present year, we may expect a much better showing in 1898.

IN THE WAY OF FOREIGN TRADE.

The curator of the Canadian section of the Imperial Institute refers in his last annual report to two difficulties which stand in the way of trade between Canada and Great Britain. It appears that many Canadian correspondents fail to appreciate the fact that United Kingdom houses insist upon all goods being quoted at prices which include ocean freight to

a United Kingdom port. "Time after time," says the Curator, "when prices have been asked for C.I.F. or F.O.S., London, Liverpool, or Glasgow, the reply comes back naming a quotation f.o.b., at some Canadian inland station. The obtaining of such quotations, of course, necessitates some little trouble on the part of the exporter, but unless this is done, the correspondence is practically useless. Apart from its being the custom of the trade, United Kingdom houses have no means of obtaining such figures on this side. Letting alone Canadian inland freights, applications made to the steamship companies are generally referred back to Canada. Canadian products generally have to compete with those from other countries, and until the purchaser knows what they cost, laid down, he cannot possibly compare the price of the Canadian article with what is being currently quoted." Another source of frequent misunderstanding is the difference between the weights of the ton in the United Kingdom and Canada. Many Canadian houses, in naming a price of so much per ton, either do not appreciate or overlook the fact that this means in the United Kingdom 2,240 pounds, where the so-called ton of 2,000 pounds has no existence. A delay of over a month frequently results from Canadian correspondents failing to be clear upon this point, for unless a complete understanding exists very serious results may follow. These errors occur only in the new channels which are being opened up, and it is thus the more important that they be corrected. British importers are not alone in their complaints of the difficulty of obtaining necessary information from Canadian exporters. Our Australian correspondent, as readers of his interesting letters well know, has repeatedly emphasized the importance of greater care in matters of this nature.

CANADA'S SHARE INCREASED.

The total trade of the port of Yokohama in 1897 was greater than in the previous year by over \$17,500,000. The exact figures of the comparison were as follows: Exports, 1897, \$46,059,100; 1896, \$33,418,725; increase, \$12,640,375; imports, 1897, \$44,937,795; 1896, \$39,743,185; increase, \$5,194,610; total, 1897, \$90,996,895; 1896, \$73,161,910; increase, \$27,834,985. The increase in exports is mainly attributable to the large advance in the value of the raw silk trade, whereas that in imports is traceable to an increased import of sugar, steam vessels and railway material. Of the total export trade of the port of the United States, take 52 per cent., France 28 per cent. and Great Britain and the colonies 14 per cent. Of the imports Great Britain supplies 52 per cent., the United States 13 per cent., Germany 12 per cent. and China 9 per cent. The imports are mainly lead and wool, but the customs returns show that in addition to a considerable export of rice, a steady and increasing demand is springing up for Japanese manufactured articles, such as silk-piece goods, floor matting, and fancy goods. The trade with Canada shows a slight increase, due to the larger export of tea. The increased import of raw cotton and sugar is accountable for the increase shown in the value of imports from British India and Hong Kong respectively.

ABATTOIR SCHEMES.

Some of those interested in promoting abattoir concerns, with the object of doing an export trade, talk as if this business were an untried industry in Canada. Attempts have been made, in different parts of the country, to establish slaughter-houses on a large scale, and most of them have been failures. Unless experience is united with capital—and a good deal of both will be required—some of the schemes now on foot will come to grief. Our well edited contemporary, *Farming*, says of the projected abattoir at Quebec. "Promoters of the scheme estimate that the 52,000 tons of material requisite to keep such works in operation during a whole year could be procured in Quebec, but this is doubtful. There are estimated to be 700,000 milch cows, 400,000 draft oxen, heifers, etc., and 500,000 hogs at present in Quebec. There are killed each year at birth 460,000 calves, and probably only 100,000 are raised each year. It is claimed that if abattoirs are established all these calves could be raised and slaughtered for beef for the British markets.