

	1894.	Tons.	1893.	Tons.
Steamers	605	507,884	543	470,892
Coasting steamers	60	18,947	49	11,153
Ships	6	8,070	7	10,276
Barques	140	61,653	74	42,868
Brigs	38	9,797	33	11,040
Schooners	1,024	87,138	904	76,972
	1,846	680,691	1,629	524,101
Number of seamen....	18,712		13,765	

The American fishing fleet have comprised 120 sail, of 11,494 tons, being manned by 1,900 seamen. They reported a catch of 4,150,000 lbs. cod and 7,000 barrels mackerel.

NEW BRUNSWICK SHIPPING.

The decline of wooden ship building in our Maritime Provinces continues. Comparison of last year's registries with those of the year before show some 21,000 tons less at the close of 1894. St. John returns of shipping for the year show 494 vessels, aggregating 110,654 tons, remaining on the registry books in that city at the close of last year, as against 522 vessels of 131,909 tons one year before. There are only three vessels now building in New Brunswick, viz., a 100-ton steamer at Chatham for J. B. Snowball; a 400-ton barque by Messrs. Wallace, at Gardner's Creek, St. John County, and a 124-ton schooner at Cumberland Bay, Queen's County. Ten new vessels, totalling 1,090 tons, were registered at St. John last year. Five of these were small steamers and tugs. The value of the 21 vessels lost during the year totalled \$144,200. They were divided as follows:—One woodboat, 12 schooners, two barquentines, five barques, and one ship, and aggregated 8,514 tons, against 41 vessels of 13,853 tons in 1893, and 28 vessels of 12,385 in 1892. The falling off for the province during the year is, as will be seen, over 20,000 tons as compared with the preceding year, and is in keeping with the steady decline in wooden shipping during the past decade.

CANADIAN BANKS IN NEWFOUNDLAND.

On Saturday evening last a staff of officials from the Bank of Montreal left Montreal for St. John's, Nfld., to establish a branch of that bank in the Island. The party consisted of Mr. J. M. Greata, the assistant inspector of the bank; Mr. H. Robertson, Mr. A. E. Nash and Mr. A. E. Holt. We are told that Mr. Macnider, the inspector of the bank, has been in St. John's for some days making arrangements. The announcement that the principal Canadian bank has arranged to open a branch in St. John's, as the Bank of Nova Scotia has already taken steps to do, will have an excellent effect in restoring confidence in financial and commercial circles in Newfoundland, and in creating hope for the future. Not only this, but these steps can hardly fail to increase commercial intercourse between Canada and the Island.

ACCIDENT INSURANCE RATES.

The London correspondent of the *Glasgow Herald* writes as follows, on the 20th ult., to that journal, in reference to the announcement that the principal accident insurance offices had agreed upon a tariff of rates, and had adopted a common form of policy based upon their experience of the existing Employers' Liability Act: "I understand that this arrangement was really arrived at as far back as October last, and will take effect from the 1st of January next. The offices which have joined in the arrangement are the Accident, the Boiler and Steam Power, the Employers' Liability Corporation, the Lancashire and Yorkshire, the London Guarantee and Accident, the Northern, the Norwich and London, the Palatine, the Provident Clerks, the Railway Passengers, the Scottish Employers, and the Sun Life of India. The only important accident office that is absent from the list is the Ocean Accident and Guarantee Corporation. Apart from that the list is sufficiently powerful to satisfy anyone, as it represents a paid-up capital of nearly £1,500,000, and funds, exclusive of capital, of £750,000. It may be observed that this is the first serious attempt that has been made to promote unanimity among the accident offices."

THE ORANGE TRADE.

Seldom is it that, at the close of the holiday season, the price of oranges takes a sudden upward movement. And yet this is just what has taken place this week. Two weeks ago Florida oranges were quoted at \$2.50 to \$3 per box, but present quotations for fruit of the same quality stand at \$2.75 to \$3. While the holiday trade has been good, the demand was not excessively large, and the rise in price is the result of the damage done to that part of the crop remaining in Florida. The total crop this year was estimated at fully 5,000,000 boxes, of which, up to this time, probably 2,000,000 boxes have been shipped, so that 3,000,000 boxes have been more or

less damaged. During the holidays the work of picking and packing the fruit was temporarily suspended, and in consequence there is only an inconsiderable quantity in transit at present. Stocks here, or for that matter in other cities, are not large at the beginning of the year, and frost coming at this juncture is all the more severely felt. The extent of the damage has not yet been accurately ascertained, and the reports so far received are not unlikely somewhat exaggerated. Yet telegrams to prominent importers confirm in the main the press despatches.

We are just beginning to receive Italian shipments of Messina fruit in this market, and it is expected next week will probably sell at \$2.65 per box. Some little time must yet elapse before California oranges are received in Toronto. The crop of this State is expected to reach 7,000 cars this year. At 330 boxes to the car this means 2,310,000 boxes. The fruit is reported as looking very fine, and we do not learn of any disaster to the fruit by reason of frosts. New trees are coming into bearing in large numbers in California, and those that have been bearing are increasing their production. Therefore the proportion of the Navel variety, as compared with the seedling, steadily increases.

FOR GROCERS AND PROVISION DEALERS.

It is encouraging to see that, upon the programmes for January lectures before the Farmers' Institutes of Ontario, butter-making on the farm has so prominent a place. "The farmer's garden, and how to make it pay," is another of the topics.

The Worthfield Elevator Company intends to build eight or ten elevators of 25,000 bushels capacity in the Province of Manitoba. It is probable that an elevator of 200,000 bushels capacity will be built in Winnipeg, fitted with a process for cleaning and scouring grain.

The Carlisle Packing and Canning Company has been incorporated in British Columbia by J. A. Carthew, W. A. Mathewson, and Edward W. McKim, with a capital stock of \$25,000. The company will take over Mr. Carthew's cannery interests at Carlisle, on the Skeena River, and also the Price cannery at Gardner's Inlet.

Mr. Kemp, the expert, who has had in charge the operations in connection with oyster culture in the Maritime Provinces, has returned to Ottawa from Nova Scotia. The past season has been devoted to the planting of oysters in artificially prepared beds at Tracadie, Antigonish county, N.S. The coast in that section of the province is said to be particularly well adapted for oyster culture, and good results are expected from the operations of the past summer and fall.

"What section of the community now work the longest? The small shopkeepers and shop assistants. There is no question about the facts. The House of Commons Committee, over which I had the honor of presiding in 1886, unanimously reported that in many places the hours of labor in shops are over 84 per week, and that there is little prospect of shortening them except by legislation. Eighty-four hours a week are 14 hours a day. The Government themselves have admitted this to be the case."—*Sir John Lubbock*.

The following extract from an English tea circular is of interest to the tea trade; "The use of Indian and Ceylon teas in the continent of North America has made greater progress than is shown either by the figures of direct exports from India or Ceylon to North America, or of re-exports from Great Britain to that quarter. A large quantity has been transhipped through London during the past year or two without appearing in the figures, because transshipments have hitherto included all growths under the one heading of tea, making no distinction between those from China and other countries. Hence recent progress has in reality been far more satisfactory than was generally supposed."

LUMBER AND TIMBER PIECES.

Senator McClelan, of Albert County, New Brunswick, speaking to a reporter of a St. John newspaper, expressed it as his opinion that the cut of the present season in the county in which he lives will be larger than that of last year. An unusually large amount of birch timber is being taken out this season. Speaking of laths, the Senator said "he did not think they would ever command a very high price, for the simple reason that wire was being used in their stead in different parts of the United States, and, it was stated, with satisfaction. The wire came in rolls, and was tacked on the studding. He understood it came cheap."

The lumber trade on the Miramichi, New Brunswick, is year by year assuming larger proportions. Shipments for the season of 1894 amounted to almost 96,000,000 feet, the largest since 1894, with the single exception of 1889. The shipments of 1893 amounted to 83,000,000, in 1891 to 72,000,000, in 1890 to 88,000,000, while in 1889 there were 110,000,000, in 1888, 73,000,000, and in 1887, 62,000,000.

Following is a detailed statement of this year's shipments:—