

A Decline in Immigration.

Treasury statistics of immigration just published disclose the fact that there has been a distinct decline in the volume of immigration to the United States during the past year or so. The figures are made up for the month of June and the six months and twelve months periods ending therewith compared with corresponding periods a year back. Taking up first the month of June it appears that there was a falling off in June, 1893, of nearly 5,400 as compared with the corresponding month of 1892, the figures being 67,726 and 73,120 respectively. Looking at the figures in detail it appears that the principal increases were in the immigration from Austria-Hungary, Italy and Russia. The principal decreases, on the other hand, were in the immigration from Germany, Poland, Sweden and Norway, England and Wales and Ireland. The decreases were almost wholly confined to ports other than New York, which continues to receive the bulk of the immigrants. The falling off at that port for the month of June was but a little over 200.

For the six months ending with June, 1893, the total immigration amounted to 308,410, as compared with 353,961 in the corresponding six months of 1892, a decrease, as will be seen, of a little over 45,550. Comparisons for the six months tell in many respects the same story as those for the month of June. Austria-Hungary as a whole, however, showed a falling off of over 10,000, which was confined to Bohemia and Hungary. The decrease from Germany was still more notable, amounting to nearly 22,000. Poland also showed a large decrease, amounting to over 13,000. Russia, which showed an increase for the month of June, exhibited a considerable falling off, amounting to over 8,600 for the six months. Sweden and Norway and Switzerland also showed decreases, though not large ones. The most notable increase was from Italy, amounting to over 12,000. An increase was also shown in the case of the United Kingdom, Ireland, however, showing a decrease. Comparisons for the year in detail are given in the following table:—

Countries.	Twelve months ending June 30, 1893.	1892
Austria-Hungary—		
Bohemia	5,513	8,532
Hungary	23,501	37,236
Other Austria (except Poland).....	30,678	34,365
Totals	59,692	80,133
Denmark	8,751	10,478
France	5,343	6,519
Germany	96,813	130,622
Italy	72,403	60,414
Netherlands	3,114	7,259
Poland	18,650	33,160
Russia (except Poland)	43,457	51,288
Sweden and Norway	63,572	57,113
Switzerland	5,252	7,402
United Kingdom—		
England and Wales	47,387	50,182
Scotland	12,144	11,505
Ireland	49,185	55,381
Totals	108,716	117,068
All other countries	22,220	24,591
Totals	497,936	619,320

It will be seen by a glance at this table that the falling off in the volume of immigration for the year has amounted to over 122,000, a decline of nearly 20 per cent as compared with the preceding year. Referring to the figures in detail, it will be seen that there was a decline of over 20,000 in the number of immigrants from Austria-Hungary, the bulk of the decline being from Hungary itself, amounting to nearly 14,000. Among the other countries showing decreases was Poland, with a falling off of nearly 20,000. The most notable decrease, over 40,000, was from Russia. Next in importance was the decrease in the number of immigrants coming from Germany, a decrease of over 30,000. The decrease in the immigration from the United Kingdom was only a little over 8,000. The greater portion of this decrease was in the immigration from Ireland. There were decreases also in the immigration from

Denmark and France. The only increases shown were not quite 11,600 from Italy, less than 1,000 from the Netherlands, and something over 600 from Scotland. It should be remembered that immigrants from the British North American possessions and Mexico are not included in the statistics of immigration, owing to the absence of law providing for the collection of accurate data in regard thereto. It may be remarked, however, that the arrivals of immigrants in the customs districts above referred to comprise about 99 per cent of the entire immigration into the country.—*Bradstreet.*

A Solid Train of Shingles.

On the Canadian Pacific Railway siding leading to the wharf yesterday afternoon, says the *Vancouver News Advertiser* of July 23, was to be seen a solid train of 15 cars, all laden with shingles of red British Columbia cedar from the mills of H. H. Spicer & Co., False Creek, Vancouver, awaiting shipment eastward. This was remarkable as being the first solid train of shingles sent from Vancouver to Eastern Canada. In honor of the event photographs of the train were taken.

This consignment consists of about 2,500,000 requiring about 450 cords of shingle bolts, or the cars would hold about 200,000 feet of lumber. Though the market for shingles has been depressed of late, the facilities which Spicer & Co.'s mills have for turning out this product and the steady sales in large quantities make no slackness in the trade. The daily capacity of the mill is 275,000, and since May 1st 139 carloads of shingles have been shipped. Being almost wholly in the export trade the result is to bring much money into the city. They were the first to introduce British Columbia shingles into Ontario, with this result that the trade is constantly increasing. In building up this traffic they have been assisted in every way possible by the Canadian Pacific Railway, who in several cases have forwarded shipments through in 15 days, and this train is expected to reach its destination in 10 days.

In the making of shingles, which is a specialty with them, Spicer & Co. have put in some of the latest improvements in machinery and gone to considerable expense in other ways. The bolts are taken out for the most part across Burrard Inlet. They are cut about 2½ miles from the water and conveyed thither by a chute, which drops them upon a scow. The blocks are then towed to the mill, in which they have a ten block shingle saw, which is the largest in Western Canada. They have also the largest drying kiln west of Lake Superior.

Grain Prices in England.

L. Norman & Co., London, write THE COMMERCIAL as follows on July 17: "We regret we are unable to report any material change in our market during the the past week. The stringency in the American money market prevents any permanent improvement in values, and pending more reassuring advices buyers refrain from operating other than on a limited scale. The market nevertheless maintains a steady, though quiet, tone. Sellers hold out for limits in excess of buyers ideas and this in some measure explains the restricted nature of late transactions.

Trade in Canadian grain is small and intermittent. Shippers evidently hold to the view that prices must eventually improve, and accordingly show no anxiety to press sales. Meanwhile other wheats are competing freely at lower prices and business continues to be diverted into those channels.

Hard Manitobas—29s 6d c.i.f. paid early in the week for 1,000 qrs. June, July to London. Later a parcel of 1,000 qrs. on passage was sold at 29s, c.i.f.

No. 1 White Winter Wheat—To London sellers at 28s 3d, c.i.f. Buyers at 27s to 27s 3d.

No. 2 White Winter Wheat—No transactions reported. Nominal values. Sellers 27s 9d, c.i.f., London. Buyers 26s.

Goose wheat—Position remains as in our last. Buyers at 26s, c.i.f. London. Sellers at 26s 6d.

Barley—Old crop neglected. Considerable interest evidenced re the new crop.

Oats—Quiet and easier. Nominal values unchanged. No sales reported.

Hay—The copious rains of the past week have had a depressing effect on the market. Sellers of Canadian at £6. Buyers £5 15s. Very little done.

British versus American Flour.

The London *Miller* says:—"The most striking feature of the debate before the British Millers' Association on Mr. Kutz's paper was the absolute unanimity as to the deterioration in American flour imported into this country within the past few years and the steady improvement in British flour. Bakers of wide experience from the north, south, east and west all expressed themselves to this effect. Mr. Arundel, of Birmingham, the respected treasurer of the association, who has the reputation of being one of the keenest men of business in the Midlands, observed that since he had taken to blending his own flours he had used a much smaller proportion of foreign-made goods, and had given at least equal satisfaction to his customers. His second quality bread (for which he had a large sale) was made entirely from British products; if his top-price loaves contained one fourth to one-fifth of American patents he had doubts about the necessity of their presence. Mr. Fletcher, another eminent Birmingham baker, and Mr. Coates, of Hanley, were just as emphatic in their testimony to the improvement in home-milled flours. The deterioration, to use the word employed in this debate, is in the nature of things, for apart from any question of the retrogression of the hard wheat belt, it is clear that the flours which conquered for America her position on the British market were the advanced guard, and as such had been carefully selected for their quality. The main body could not be expected to maintain that high standard throughout. Such unequivocal testimony to the improvement in our native millers' products is most gratifying, though perhaps it was hardly needed. British flour millers are usually men of business, and would hardly have continued sinking year by year more and more capital in the purchase of new and improved machinery without any prospect of an adequate return."

Money keeps very firm at Montreal at 60 to 80 on call, and 60 to 70 for commercial discounts.

The English wool sales closed firm at full prices, under an increased enquiry, brought about by French and German buyers taking a considerable portion of the offerings.

Chief Engineer John A. Kendrick, of the Northern Pacific, has been appointed general manager of the road, to succeed the late W. S. Melloe, who died suddenly at Victoria last week.

The first sample of new canned salmon reported on this market this season, says a Toronto paper of July 26, was shown by Perkins, Iace & Co. It will be, however, some time yet before any quantity will be here.

The big \$150,000 wooden steamer, the Thomas Cranage, was successfully launched at Bay City, Michigan, recently. The Cranage is the biggest wooden vessel ever built on the lakes, and is a sort of experiment in the marine line on account of its immense size. It is 324 feet over all, 42 feet benches beam and 28 feet molded beam and 26 feet molded depth of hold. Her engines are triple expansion, 20, 33 and 54 inches in diameter, with a 42 inch stroke. She has two boilers, 14x13.