

Canadian Pacific Ocean Steamships.

The three steamships recently contracted for by the Canadian Pacific railway company, for the service between Vancouver, B. C., and China and Japan, while not quite as large as some of the Atlantic liners, will, say an exchange, "with regard to their engines, lines, arrangement, finish and equipment, excel anything now afloat. These ships, which will be 6,000 gross tons, are to be built of steel, 440 feet long, 51 feet beam and 36 feet hold. They will have twin screw engines, and will be tested for speed up to 18 knots per hour. They are to be fitted with gun platforms, so as to be turned into armed cruisers in case the admiralty should ever require the service of these ships to protect British and Canadian interests. The contract for the construction of these steamers has been awarded to the Naval Construction and Armament company of Barrow-in-Furness, and the engineer in charge is Mr. Bryce Douglass, who designed the engines for the famous sister ships, the *Umbria* and *Etruria*. The passenger accommodation will be about 150 first-class and 60 second-class, with ample room for 350 persons in the steerage, and each steamer's total dead weight will reach in the neighborhood of 3,750 tons. These vessels are to be completed, one probably before the close of 1890, and the others a few months later."—*Braidstreet*.

Resources of the Lake Superior Region.

To say nothing of the outside world there are in our midst, we are free in stating, very few who fully comprehend the great wealth of the mineral region of which Port Arthur is the centre and the distributing and shipping point. Many will talk about the rich silver and other ores which are produced in this district but few there are indeed who have a full realization of the extent and richness of our mineral resources even to the extent to which they have already been developed. It may surprise many to know that during the month of September the silver ore shipped from this point for smelting purposes was valued at not less than \$75,000. If this were purely an agricultural region and we had shipped during the same or any month wheat to the same value, the fact would be heralded abroad and would be talked about in many lands. Nor does the amount of ore shipped during the past month demonstrate in full all that is being done in mineral development. There is besides the immense amount of mill rock which is continually being taken out at mines where the high grade ore is shipped, as well as those where no smelting ore is exported at all. And still nothing has been said of the prospecting and development work which is going ahead all over the district, and which is to bear its fruit in the future. Add to this if you can the untold wealth in lead, iron and silver which is as yet undeveloped and in many cases undiscovered, and you will begin to comprehend to some extent, at least, the great mineral resources of our district.

Another year is bound to see a great change in this region. With the advent of the iron horse many sections heretofore inaccessible will be opened up and where now stands the forest primeval the sound of the miner's pick will be heard. The great iron deposits hitherto untouched will be opened up and the day is not

far away when vessels laden with ore suited to make the finest Bessemer steel will leave here for the blast furnaces. With the construction of the railway must come also the erection of smelting works, the investment of large sums of outside capital, a spirit of general activity throughout the district, the employment of a much greater amount of labor, the expenditure of large sums of money and rapid and substantial progress.

Look where you will there is not in Canada to-day another town or district that offers the same inducements for the investment of capital with such assurances of an abundant return as Port Arthur and the Port Arthur district. Our advice to capitalists is this: Keep your eye on Port Arthur. Behold our great mineral resources as shown in the ore shipments from month to month, and that without any railway facilities. Calculate the extent of those shipments when the railway is built and in operation. Look at our geographical position as the head of navigation and the natural distributing point for the great Northwest. See us in the not distant future competing lines of railways to the west, and heavy tonnage vessels, by means of enlarge canals, arriving and departing from our port direct to tidewater on the east. Great possibilities are indeed before us and great things we are bound to realize. Citizens of Port Arthur, stand by your town and your district for there is a brilliant future before them—a future of progress and prosperity that cannot be surpassed by any other section of the whole country.—*Port Arthur Sentinel*.

Toronto Hardware Trade.

In iron goods this week prices for a couple of lines have again advanced. The firmness in prices of iron and steel that has prevailed for so long a time this week become even more apparent, and wholesalers here still refuse to give figures on import orders for future delivery.

Bar iron is selling here 10c higher this week, which makes the quotation for common bar \$2 50. It is not improbable that another advance will have to be recorded soon. Horse shoe nails have also been put up 20 per cent. by manufacturers this week, while annealed and bright iron has also appreciated in value.

Antimony—Cookson's, per lb. 19 to 20c; other makes, per lb. 18 to 19c.

Tin—Lamb & Flag, 56 and 23 lb. ingots, per lb., 25 to 26c; straits, 100 lb ingot, 25 to 26c.

Copper—Ingot, 13 to 15c; sheet, 16 to 17c.
Lead—Bar, 5 to 5½c; pig, 4 to 4½c; per roll, \$4.75 to \$5.25; shot, 5½ to 5¾c.

Zinc—Sheet, 6½ to 6¾c; block, 5¾c; solder, 1½ and 1½, 20 to 22c.

Brass—Sheet, 21 to 29c.

Iron—Pig, Carnbrae, \$26 00; Nova Scotia, No. 1, \$26.50; Nova Scotia, bar, \$3.00; bar, ordinary, \$2.50; Swedes, 1 in. or over, \$4.25 to \$4.50; Lowmoor, 5½ to 6c; hoops, coopers, \$2.85; do. band, \$2.85; tank plates, \$2.25 to \$2.50; boiler rivets, best, \$4.50 to \$5; sheet, 10 to 18 gauge, \$3.25; 22 to 24 do \$3.50; 24 to 26 do \$3.50; Russia sheet, per lb. 10 to 11c.

Galvanized iron—Best, No. 22, 5½; do. No. 24, 6c; do. No. 26, 5¾c; No. 28, 5½ to 6½c.

Iron wire—Nos. 1 to 8, per 100 lb. \$2.60; No. 9 do., \$2.65 to \$2.70; No. 12 do., \$2.95; galv. iron wire, No. 6, \$3.25; barbed wire,

galv., 6c; do. painted, 4 to 5c; coil chain, 2 in. 4½ to 4¾c; iron pipe, off list, 55 p.c.; do. galv. off list, 30 p.c.; boiler tubes, 2 in., 12¾c; do. 3 in., 17½c.

Steel—Cast, 13 to 14c; boiler plate, 1 in. \$3.50; 5-16 do., \$3.25; ¾ do., \$3.25; sleigh shoe \$3.50.

Cut nails—10 to 20 dy pkg 100 lbs. \$2.80; 8 dy and 9 dy, \$3.05; 6 dy and 7 dy, \$3.30; 4 dy and 5 dy, A. P., \$3.60; 3 dy, C. P., \$3.80. 2 dy, A. P., \$4.20.

Horse nails—Pointed and finished, 60 per cent. off list.

Horse shoes—Per keg, \$3.75.

Canada plates—Penn's, \$3 to \$3.10; do. Hottel's, \$2.90 to \$3; do. Blain's, \$2.90 to \$3.00; do. Dover's, \$2.90 to \$3.00.

Tin plate—IC coke, \$4.25 to \$4.40; IC charcoal, \$4.75 to \$6.25; IX charcoal, \$5.75 to \$7.50; IX charcoal, \$6.75 to \$8.75; DC charcoal, \$4.25 to \$4.40.

Window glass—25 and under, \$1.50 to \$1.75; 26 x 49, \$1.60 to \$1.85; 41 x 50, \$3.60 to \$3.75; 51 x 60; \$4 to \$4.10.

Gunpowder—Can blasting, per keg, \$3.25 to \$3.50; can sporting FF, \$5; can sporting FFI, \$5.25; can rifle, \$5.25.

Rope—Manilla, 15c; Sisal, 13c.

Axes—Keen Cutter and Peerless, \$7.50 to \$8. Black Prince, \$7.50 to \$8; Bushranger, \$7 to \$7.25; Woodpecker, \$7 to \$7.25; Woodman's Friend, \$7 to \$7.25; Gladstone and Pioneer, \$11 to \$11.25.—*Empire*.

Florida Orange Crop.

The Florida orange crop, owing to the difficulties with which it had to contend, matured considerably later this year than usual. Along in the spring and early summer it experienced a severe drought. This, with its usual companion, the red spider, had a very damaging effect, and to these causes is the present discrepancy in the crop due. It is estimated by a dealer who recently visited this territory that the total crop will aggregate 1,800,000 boxes, this being a decrease of 200,000 compared with last year's crop. The groves at present are looking better than at any time during the season and unless attacked by some unforeseen destroyer, a crop of good quality of fruit will result. The oranges are medium sized and those that have properly matured are a very good color. The first arrivals in Boston were of a good quality, having a nice color and being a desirable size. These very likely combined what had properly matured for the lots arriving at present are far inferior, as is quite evident from the prices realized and the difficulty experienced in selling them. The demand for choice fruit is very good, but little of this kind can be secured at present. The green stock which has been coming to Boston is having very poor sale. The facilities for handling the fruit are better than last year, the rates being about the same. The average was increased considerably this year, though it has had very little effect on the size of the crop. The outlook is considered very good and better quality is anticipated in a short time.—*Boston Advertiser*.

J. McLAREN, of the Edie house, Brandon, has sold his interest in that hotel to Upton, of Plum Creek,