

PORK PACKING IN 1869-70.

REVIEW OF THE SEASON'S OPERATIONS.

The steadily increasing importance of the packing trade in Ontario, renders this branch worthy of prominent notice.

Various circumstances thus far have tended to make this season very unsatisfactory to the majority of our packers. The extreme price of 67s. for bacon in England and \$29 for mess pork in Chicago, made our market for dressed hogs open in the month of October at the very high figure of \$9 25. Working by faith, and almost against conviction, many of the leading houses commenced operations, and continued steadily on, despite the frequent fluctuations. Taken from November 1st to March 1st, the market declined from \$9 1/2, its highest point, to \$7 1/2, its lowest.

We had the usual number of short-crop theorists, but the total would seem to indicate a larger crop than any previous year. This is no doubt attributable to the heavy crop of coarse grains, together with the increasing value of hog products which induced farmers to feed more freely. A noticeable feature has been the improvement in quality and weight, as compared with previous years. The farmers are now thoroughly aroused to the fact that hog-raising is a profitable branch and we look for increased supplies each succeeding year.

The establishment of Ice Curing Houses introduces a new feature into the trade, and one that is likely to have beneficial effects, as it gives the farmer a market through the whole year.

The quantity of *Mess Pork* manufactured this year has been unusually large, owing to the abundance of heavy hogs. At one time it almost seemed as if this article would become a drug, but fortunately the requirements of the government have absorbed a great deal, so that, as it turns out, the balance will net the holders considerable profit. The lowest price at which sales were made, was \$22 50; the highest to date, \$25. *Extra Prime* has fallen somewhat into disfavor both with consumers and packers, and consequently little has been put up. The profit on shoulders, boxed or loose, has far exceeded that which has been packed in barrels as extra prime. It is only a few years since this quality was first introduced into Canada, and it seems already to be falling into disfavor. The price of extra prime has ranged from \$22, the highest point reached, down to \$18. *Prime Mess*—A fair business has been done by a few houses, and we learn that Canada-manufactured is taking high rank in London, (England.) We quote no price, as only very few sales have been made for ship's use in in Montreal and Quebec. *Bacon*—Cumberland cut is still the leading article in the trade, it being believed that fully one-third of the hog product taken in this market is put up in that shape.

The constantly unexpected recessions of the Liverpool market made English buyers chary about investing, but still several large orders were placed. The lowest price was 10c. the highest 11c. At neither of these figures did it show much profit to either buyer or seller.

Lard, sympathizing with butter, has ruled high throughout the season. The opening price was 13c, afterwards advancing to 14 1/2c, then a steady decline to its present value, about 12 1/2c. The bulk has been run into pails or tennets. The quality has been, as a rule, most excellent, the quantity of stearine being unusually large.

By the kindness of the Manager of the B. & O. R. R. and O. & St. L. R. we have been furnished with figures that enable us to form some estimate of the mess pork consumed in the Ottawa Valley. From the 1st October to the 15th March, these two railways forwarded 13,500 bbls. If to this we add, what probably finds its way there during the summer months, we have the respectable number of 16 or 17,000 bbls. for the season. A good share of this is imported from Chicago. After consultation with consumers it is fair to estimate the total consumption of the Province at 21,000 bbls. At our present rate of progression we may reasonably hope, in the course of a few years, to become independent of Chicago for our supplies.

From figures which have been collected by Messrs. Davison, Scott & Co., a new Toronto provision firm, we deduce the following interesting totals of the trade throughout Ontario:

Total number of hogs packed in Ont., in 1869-70.....	125,000
Estimated total weight, lbs.....	25,000,000
Average weight of hogs, lbs.....	198
Total cost of crop to packers.....	\$2,250,000

STATE AID TO RAILWAYS.—Railroad building is very active on the other side of the lakes. This is partly in consequence of the liberal aid these enterprises are receiving from the public. At one sitting of the Albany legislature, the 11th April, five railway bills were passed to a third reading. Among these five roads about one million dollars of public money are to be distributed. Bills were previously sanctioned, giving sums footing up to about \$5,000,000. One railway has had its bonds exempted from taxation so long as they are held in the counties where the road is. The sum of half a million has been appropriated for tunnelling the Catskill Mountains. Besides all this, a general railroad bill has been passed to a third reading, granting \$5,000 per mile to railroads in every part of New York State where there are not other roads running parallel within five miles of their route. The expenditure of moderate sums of public money for the encouragement of productive works that open up the country, and stimulate industry, is undoubtedly a wise policy; such expenditures, wisely made, usually repay themselves directly and indirectly many times over.

HAMILTON WAREHOUSING COMPANY.—A meeting was held, recently in Hamilton, with reference to the organization of a Company with the above name. The following gentlemen were appointed to draft a prospectus for the Hamilton Warehousing Company—capital \$10,000, and to procure subscriptions of stock; and that as soon as \$5,000 of stock had been subscribed, to call a meeting of the shareholders for the appointment of Provisional Directors and other matters.

BUSINESS MATTERS IN MONTREAL.

(From our own Correspondent.)

MONTREAL, April 25th, 1870.

At this time in 1869 we had a foot of snow, cabs and street cars on runners, and were just emerging from five months of constant sleighing, viz., from the middle of November till the middle of April. Then came the inundation. This year we have escaped a flood; and to give you an idea of the weather now, I may tell you that on Good Friday, or the day before, butchers' and bakers' men were loading carts and drays and waggons at the level of the street with blocks of ice, floated up by the high water to so convenient a height; while, on the Sunday, a restless crowd of new-boys were refreshing themselves with ice-cream at a penny per egg-cup-full, at the cart of the vendor, near the Post-office corner. "So Winter linger'd in the lap of Spring." Other anachronisms strike one, too; for instance, that we should have our double-sashes up, as most of us have, while a fleet of twenty-five sail—several ocean vessels among them—came majestically up the river. We have no record of so early an arrival from sea as that of the *Melpomene*, Capt. Ruthen, from Barcelona March 5th, in ballast, which reached Quebec on Good Friday morning. She had a fair, fine passage, and saw no ice till about Green Island. In 1831 or '32 a vessel arrived in Quebec on April 16th, one day later than the above, but from then till now we have had no such early arrivals. Fifteen vessels left Marseilles, Shields, and Liverpool for Montreal, and we may soon expect to see a busy harbor.

The beautiful iron clipper *Abeona*, of growing fame, belonging to Allan's line, was the first vessel to reach Montreal this spring, beating the *Gleniffer*, the leader of last spring's fleet. She will shortly be discharged and loaded outwards, and it is confidently expected that she will make four round trips this season, as one or two others did in 1869. What an improvement upon the movements of the ponderous, bluff, and leisurely wooden packets of twenty years ago, which would arrive here about the beginning of June, and after reaching home, strike top-masts, and go into "summer quarters" for a rest, before attempting the remarkable feat of two round trips a year. Then, ten years ago, or thereabout, the *Shandon*, and her sister ship the *Roseneath*, astonished the goers down to the sea in ships by making three round trips in the season; and the former vessel was first in port for eight or nine seasons in succession.

The numerous lines of Atlantic steamers expect an enormous emigration from all parts of Europe this summer, and are making preparations accordingly. The Guion Line are adding two steamers; the National Line from Copenhagen, four; the Inman and Cunard Lines are enlarging some of their boats; and the Allan Line, which is behind none, have lately launched the "Scandinavian," and are increasing their already large and admirable fleet. Out of all this anticipated stream of human life and energy, it is to be hoped that we will secure a good share, and that we may so settle our Red River troubles, that no political obstacle may prevent the rapid settlement of the rich prairie lands of our "fertile belt."

A distinguished writer who journeyed years ago across the North West Territory, says, "What Canada wants is prairie land, and this is supplied by the broad expanse of territory which stretches from the Red River to the Rocky Mountains. Let Canada get possession of this land, then light taxation will give her a decided advantage over the United States, whose wonderful western territories are no whit more fertile than ours."

Our shippers are looking forward to an unusually brisk time in the coming summer. Arrangements have been made whereby the staunch and fast little propellers of the Northern Transportation Co. will form a line between Chicago and Montreal for the carriage of grain down and mer-