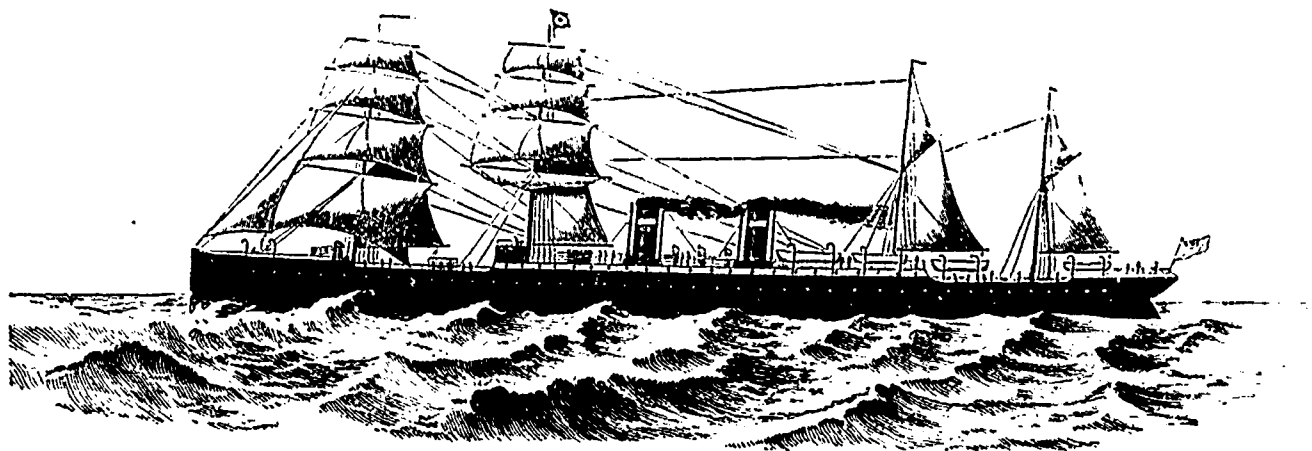


DOMINION LINE ROYAL MAIL STEAMERS



Liverpool Service, via Londonderry

	From Montreal	From Quebec		From Montreal	From Quebec
OREGON,	May 19	May 20	LABRADOR,	June 2	June 3
SARNIA,	" 26	" 27	TORONTO,	" 9	" 10

RATES OF PASSAGE.—Portland or Halifax to Liverpool or Londonderry: first cabin \$15 to \$20; return, \$25 to \$30, according to steamer and berth, second cabin to Liverpool, Belfast or Glasgow, \$30 and \$35; return, \$45. Steerage to Liverpool, London, Londonderry, Queenstown, Belfast or Glasgow, \$24. The Steamers Labrador and Vancouver do not carry cattle. The saloons are large, airy and amidships. Ladies' rooms and smoking rooms have been placed in the most convenient positions; promenade decks are very spacious, and every attention is paid to the comfort of passengers. For further information apply to any agent of the Company, or to

DAVID TORRANCE & CO., General Agents, 17 St. Sacrament St., MONTREAL

THE JUTE CROP OF 1893.

Reports from Calcutta indicate that the supply of jute this year is not likely to fall below European or American requirements. Judging by the clearances up to the end of February, and the material that will be shipped during March and April, for which freight engagements have already been made, the clearances of jute and rejections to Dundee up to 30th April will be about 1,100,000 bales, against 1,127,354 bales last year, and 1,253,645 bales during the bumper year 1890-91. As the consumption in Dundee is not likely to exceed 700,000 to 750,000 bales during the present year, and as the stock at the beginning of the year was reported to be about 200,000 bales, the stocks which manufacturers will probably hold when the new jute is available will be between 500,000 and 600,000 bales, to say nothing regarding the balance of the stocks held in Calcutta and in the interior, which will be available for shipment during May, June and July. The continental manufacturers are much in the same position as the Dundee men: the clearances up to 30th April will probably be 1,150,000 bales, against a consumption estimated at about 950,000 bales. Capital, after an examination of the question, estimates that by the 30th instant the total clearances to Europe will amount to 2,150,000 bales, against 2,383,000 in the previous season, showing a decrease of 230,000 bales. The shipments to America show the greatest falling off. Evidently the stocks must be large, some jute having been exported from the United States to Dundee. Up to 28th Feb. only 125,171 bales of cuttings had been exported from Calcutta, against 336,367 bales at the same time last year. Looking at this fact, the supposition would be that there must be a very large stock of cuttings held in Calcutta, but such is not the case, the explanation being that some 200,000 bales of roots, etc., have been shipped to Europe as jute. The consumers in Europe are now finding this out—to their cost. Most of the Calcutta mills hold considerable stocks, and as their consumption this year has been increased by some 250,000 bales, their extra requirements counterbalance the decrease in the quantity sent to Europe. By the time the crop of 1894 reaches Europe large stocks of jute will, it is thought, be held, decreased production, caused by the working of short time, being an important factor in connection with the situation. Exports of jute from this country have fluctuated a good deal during recent years. In 1891 the quantity was 110,000 tons. The year following the amount was only slightly

over 87,000 tons, while in 1893 the total was some 107,000 tons. The imports of jute have fluctuated in a corresponding degree—that is, during the year of large exports the imports were large; while during 1892, when the shipments from this country were smaller than in 1891 or 1893, the total takings from India were below the figures of 1891 or 1893. Last year the quantity was 278,000 tons. In 1891 the total was 344,000 tons, and in 1892, 255,000 tons of jute entered the ports of the United Kingdom.

THE PRICE OF COTTON.

The later estimates of the American cotton crop of the past year appear to average about 7,300,000 bales. Low railway freight rates have brought the cotton down to the sea in very large volume, but some American contemporaries seem to see in the re-opening of many mills, a prospect of an early rise in prices. The *Boston Journal of Commerce* comments as follows on the situation.—“The mills of Europe are grinding out cotton at an estimated daily rate of some 26,000 bales of 400 pounds each. In this country the takings of American mills so far have been some 250,000 bales less than last season and 600,000 less than the preceding year. With the re-opening of our mills daily, and a better demand for dry goods of every character, from every section, it would seem as if we were approaching an era of activity that will raise the level of cotton. Hubbard, Price & Co. in their weekly market review, note as a curious feature of the cotton mills of the world that the course of prices seem to run in a series of years, taken together, either toward a high or low plane. Thus, the last four years have marked an era of very low prices, the preceding four years marked an era of high prices, the three years preceding that marked a series of low prices, and the three years before that period were the years in which the memorable drouths occurred, causing a high price for the planters' surplus crop. At the present time the exports of cotton from America exceed those of a year ago by a million bales. The price of cotton is nearly one and one-half cent a pound below that current then, and the supply of cotton held by mills here and in Europe is believed to be unusually small.

J. MARTIN, SONS & Co.'s fur establishment, in Montreal, was damaged by fire and water last month to the extent of about \$2,000; insured. The fire broke out on the top flat.