

### Montreal Markets.

**Flour.** The market is fairly active on local account, but prices are easy, in sympathy with outside markets, which seem to have no bottom to them. It is said that straight rollers have been offered by a Western miller at \$3.30 in car lots on track here; but it is contended that it will not inspect straight rollers. Other dealers state that the lowest price they can get millers to offer good straight rollers on track here is \$3.48, or a \$3.10 at the mill. So that the offers at \$3 f.o.b. and under in the west cannot be good flour that will inspect. A lot of 1,000 barrels of straight roller was placed at \$3.10 f.o.b. in the west. Choice 90 per cent is quoted at \$3.10 to \$3.20 in the west. Strong bakers flour, city brands, are still quoted at \$4 to \$4.10, but it is said there is not much sold at over \$4, while some is sold under that figure. The sale of a lot of choice strong bakers, Manitoba ground, was sold at \$3.95, said to be as good as the finest city strong bakers. The export trade is very quiet, and prices on the other side are too low to induce shipments being made in any quantity. Regarding straight rollers on spot, sales are being made of choice at \$3.60 to \$3.65 delivered.

**Oatmeal.**—A fair enquiry is experienced for rolled oats which are quoted in car lots on track at \$3.85 to \$3.90, although some mills ask \$4.00. There is very little doing in granulated. We quote jobbing prices as follows:—Rolled and granulated \$4.00 to \$4.05; Standard \$3.80 to \$3.95. In bags, granulated \$2.00 to \$2.05, and standard \$1.90 to \$1.95.

**Mill Feed.**—Bran is in fair demand, both here and at the mills in the west, and sales of car lots have been made at \$13.00 to \$13.50. Shorts are quiet but steady at \$14.00 to \$15.00 and moult at \$19.00 to \$22.00 as to grade.

**Wheat.**—A further decline in the price of wheat in Upper Canada has taken place, red and white winter wheat being freely offered at 61 to 63c, but as there are few buyers the market continues to sag. It seems that farmers are more anxious to sell to-day than when prices were over \$1 per bushel.

**Barley.**—There has been further business during the past week at within range of current rates, which we quote 49 to 50c for malting grades, and feed at 38 to 41c.

**Oats.**—Oats are freely offered at points west at 27½ to 28c per 34 lbs f.o.b., and are quoted here at 31½ to 32c per 34 lbs. The sale has been reported of No. 2 white oats delivered at Halifax at 37c. West of Toronto sales of No. 2 white oats have been made at 27c with a through freight to Liverpool of 30c per 100 lbs.

**Pork, Lard, &c.**—The price of pork keeps high, and the belief is that it will go higher still. In this market further sales of Canada short cut have been made at \$19.50 to \$20.00 per cwt. with a firm upward tendency. There are orders in this market from Newfoundland for Chicago regular mess pork, but they are far below current values in the west. In lard the demand keeps fair, with sales of compound at \$1.75 per pail, and of pure leaf lard at \$2.05 to \$2.10 per pail. In smoked meats the demand continues fair, hams selling at 11 to 11½c for large and at 12 to 12½c for choice small and medium weights. Bacon is still in limited supply with sales at 11 to 12c. Dry salted flanks and bellies are steady at 9 to 9½c and long clear lardon dry salted 9½c.

**Dressed Hogs.**—The market for dressed hogs continues so high that buyers take only what they require from day to day. Sales have been made in this market since the present cold spell set in at \$7.90 to \$8.00, and prices are now quoted very firm at \$7.90 to \$8.00 for car lots.

**Butter.**—A few small lots are still going forward to the English market, costing 22 to 33c for creamery and 19c for western; but shippers say that 23c is a very extreme figure for creamery. An enquiry has been received for choice creamery from British Columbia. Creamery, choice fall, 22½ to 23c; creamery, good to fine, 21½ to 22c; Eastern Townships dairy, choice fall, 20½ to 21c; Eastern Townships

good, 20c; Morrisburg and Brockville, 19 to 21c; Western, 17 to 19c. About 1c may be added to above prices for choice selections of single tubs.

**Cheese.**—The market here keeps very firm with actual sales of finest western at 11½c and 11c.

**Eggs.**—At 16 to 17c for Montreal limed; poorer qualities selling at 14½ to 15½c. Held fresh are quiet but steady at 18 to 20c, and strictly fresh, 22 to 24c.

**Dressed Poultry.**—The demand for turkeys has been extraordinarily good, sales of choice dry picked unfrozen birds fetching 10½c readily. A good portion of the stock, however, has been frozen and these kinds sold at 9½ to 10c, one lot bringing 8c. Choice young unfrozen chickens sold at 8c, and other lots of scalded and frozen brought all the way from 5½ to 7c. Good large white geese were enquired for at 6 to 6½c, and some fancy lots brought as high as 7c. Scalded lots selling at 5c to 5½c. Ducks are scarce at 8½ to 9½c.

**Apples.**—The local market is very quiet, round lots of winter varieties being quoted at \$2.25 to \$2.75 as to quality.

**Hides.**—The demand for hides is fairly brisk, the Quebec tanners taking all offerings at 5½c for No 1, and we hear of 5½c having been paid for a few lots. The general price, however, is 5½c, and we quote 5½, 4½ and 3½c for Nos 1, 2 and 3. Dealers are paying 5, 4 and 3c for Nos 1, 2 and 3. The supply of hides is limited at the moment, as there is scarcely sufficient coming in to satisfy the demand.

**Wool.**—The only transactions worth mentioning being in Northwest, one or two lots being closed out at between 12 to 13c. We quote:—Caps, 14½ to 15½c and Canadian fleeces 17 to 18c. Scoured nominal.—*Trade Bulletin*, Dec 23

### Railway Statistics of the United States.

The fourth annual statistical report of the interstate Commerce Committee has just been submitted. It shows a total railway mileage in the United States on June 30, 1891, amounting to 168,402.74 miles. This total indicates the length of single-track mileage, the total mileage of all tracks being 216,149.14 miles. The increase in railway mileage for the year was 4,805.69 miles, which is less than the average for some years past. Railway building was most active in the states lying south of the Ohio and east of the Mississippi rivers, the increase in this section amounting to 1,670.83 miles.

The railway corporations covered by the report numbered on June 30, 1891, 1,785, of which 889, or a little less than half, were independent companies for the purpose of operation, 747 were subsidiary companies, and the remainder were private lines. Sixteen roads were abandoned during the year, and 92 roads, representing a mileage of 10,116.23, disappeared by purchase, merger or consolidation. In spite of the fact that a considerable number of new lines were chartered during the year, the actual number of railway corporations is less than that existing in 1890, when 1,797 corporations were reported. The tendency to consolidation appears to go on steadily. According to some statistics given in the report there were on June 30, 1891, 42 railway companies each of which controlled a mileage in excess of 1,000 miles, and nearly one half of the mileage of the country was the property of these 42 companies. Other statistics show that at the same date there were 80 railroad companies each of which had a gross revenue in excess of \$3,000,000. These railways controlled 69.48 per cent of the total mileage of the country, received \$2.09 per cent of the amount paid by the public for railway service performed, \$3.76 per cent of the total passenger service, and \$2.66 per cent of the total freight service of the country, and out of a total of about \$1,074,000 tons of freight carried one mile carried 67,008,000 tons.

The total capitalization of the railways of

the United States amounted in 1891 to \$9,829,475,015, or \$60,942 per mile of line, an increase of \$602 per mile of line as compared with the preceding report. The figures show an increase of the amount of equipment trust obligations from \$49,478,215 to \$54,755,157—a fact which goes counter to an impression for nearly prevalent among railway men, namely, that the practice of leasing equipments was disappearing. Gross earnings from operation during the year amounted to \$1,696,761,395, or \$6,801 per mile of line, and operating expenses amounted to \$731,887,093, or \$4,538 per mile of line, leaving a net income from operation amounting to \$964,873,302, or \$2,265 per mile of line, a decrease of \$37 as compared with the net income per mile of line for the preceding year. An analysis of the statistics of income shows that freight traffic gave rise to 67.17 per cent of the total earnings, and that passenger traffic gave rise to 23.64 per cent of such earnings. Of operating expenses 34.08 per cent was chargeable to the passenger service and 65.92 per cent to the freight service. The per cent of operating expenses to operating income was 66.73 per cent. Of these per centages those indicating the proportion of revenue arising from passenger service and from freight service respectively and the proportion of operating expenses due to freight service show decreases as compared with the preceding year; the others show increases.

The passengers carried during the year numbered 531,183,958, an increase of over 39,000,000, as compared with the preceding year, and the number of tons of freight carried amounted to 675,698,323 tons, an increase of over 39,000,000 tons as compared with the preceding year. The total number of miles run by passenger trains was 307,297,928, and the number of miles run by freight trains was 446,274,508. The number of passengers carried one mile was 12,844,243,681, and the number of tons carried one mile was 81,073,784,121. The average journey per passenger was 24.18 miles, and the average haul per ton of freight was 120 miles. The average revenue per passenger per mile in 1891 was 2.142c., and the average revenue per ton of freight per mile was .895c. Both these items show reductions as compared with the preceding year, the revenue per passenger per mile being 2.167c. in 1890, while the revenue per ton of freight per mile amounted to .911c in that year.

More locomotives were used by the railroad companies during 1891 than during the preceding year. The number in use on June 30, 1891, was 32,139, an increase of 1,939, and the cars numbered 1,215,611, an increase of 45,944. The employees numbered 784,285, an increase of 34,984. More accidents are reported than for any previous year covered by the commission's statistics. The number of persons killed in such accidents numbered 7,029, and the number injured 33,881, as compared with 6,335 killed and 29,027 injured in the year before. This part of the report brings into prominence the need of legislation compelling railways to adopt train brakes and automatic couplers, of taking some steps besides the adoption of the train brake to prevent the frequency of casualties from falling from trains and engines and of some extensive use of the block system in the handling of trains, as well as a more perfect application of the principle of personal responsibility in case of accidents.

The report suggests certain amendments to the Interstate Commerce act with a view of rendering the statistics of the business of transportation more complete and satisfactory. Among other things it is recommended that express companies and water carriers engaged in interstate commerce make reports to the commission similar to those now made by railways, and that persons, companies or corporations owning rolling stock used in interstate traffic should be obliged to make annual reports so far as may be necessary for a complete statement of the kind of rolling stock used by railways.