

HOGS AND HOG PRODUCTS.

There is considerable activity in the local hog packing industry. Deliveries of hogs are large, and prices not high as compared with previous years. For choice selected weights 5¼c. per lb. is being paid, while for the ordinary run 5c. per pound is the market quotation. The Old Country market is not in good condition, and supplies which would ordinarily go there are being diverted to the local trade. All the winter packers are now at work, and it is estimated that they are converting from eight to ten thousand hogs per week into products. The quality of the offerings is of the best and packers have little or no difficulty in getting the weight of hogs needed for the particular requirements of the trade for which they cater. There continues to be a brisk demand for products from Western Canada. Apparently the packers of the Western States are not holding this trade as they have done for some years past. The demand for hams is especially good. This may be explained by the fact that it requires a longer time to cure hams than most other products, and thus the shortage is not so quickly relieved. Long clear bacon is also in good request, while retailers complain that they cannot obtain deliveries of lard.

SALE OF IRON PROPERTY.

An important transaction took place last week in Montreal, when the assets of the Londonderry Iron Works in Nova Scotia were sold at auction by the liquidators. The purchaser was Mr. H. S. Holt, and the amount paid, \$153,000 cash. That is the amount of an offer received some time ago by the liquidators, and it was made the upset price. The property consists of some 30,000 acres of mineral (iron) lands near Londonderry, N.S., and town lots there, with blast furnaces, rolling mill, foundries, coke ovens, railways and rolling stock; mines, houses, buildings, plant and machinery. Second, the property known as the Chignecto Colliery at Maccan, N.S., consisting of Government leases of a coal area of four square miles, and of 2,200 acres of freehold property, together with the mines, buildings, houses and plant at that place. Third, the cash, outstanding claims, unsold materials, stores, goods and all other rights or assets belonging to the company in liquidation.

The offer made by Mr. Holt was \$137,000 for items 1 and 2, and \$16,000 for No. 3. As no further bid was made at the auction the offer in question was accepted. Mr. Holt, who is president of the Montreal Gas Company and a director in the Chambly Water and Power Company, is believed to be acting in this matter for a syndicate of Canadian capitalists. The career of the Londonderry Company has been a checkered one. For twenty or thirty years various ups and downs were encountered by the concern, in which the Tennants of Glasgow and Sir George Stephen were large stockholders. Modern discovery and invention had rendered much of the plant obsolete, and it was no longer possible to carry on the works at a profit in their old form. It is not unlikely that they will now be reconstructed.

A GREAT IRON MINE.

The hematite iron deposit on Bell Island, Conception Bay, Newfoundland, is one of the most remarkable in the world. And when one reads a description of it he ceases to wonder why the Dominion Iron and Steel Company gave so much money as \$1,000,000 for it. Under two feet of soil lies a bed of ore 500 feet wide and nearly three miles long, estimated to contain 28,000,000 tons of iron ore. This ore is "in the form of cubes a few inches in dimensions. These cubes lie in perfectly regular horizontal order, like a tiled floor. . . A lateral view shows the same regular order of tier upon tier deep into the earth."

Two miles from the mine is a sheltered cove where a pier has been built in water more than 200 feet deep. This wooden pier is 60 feet square, and 90 feet in height, having ten pockets, each with a capacity of 200 tons of ore, and the outlet from this is a movable chute, which leads directly into a ship's hold. Connecting this pier with an ore reservoir on the shore is a tramway whose cars are worked by an endless cable. The output of the mine is 2,500 tons a day, and frequently a ship of that capacity has been loaded in a day. But more than this has

been done; for one day last month no less than 6,300 tons was laden into the steamship "Claudius" in seven hours and twenty minutes. There are 500 men at work on the island now, and it is intended to treble that force next year, when another pier will be needed from which to transport the ore to Sydney.

THE MANCHESTER CANAL.

Rarely has an audience on a rainy night been more surprised and pleased than those who listened to Mr. R. Dawson Harling lecture at St. George's Hall upon the Manchester Ship Canal. It was known before in a general and distant sort of way, that the canal was characterized by various engineering feats; it was known that serious opposition delayed its building for years; it was known that the enterprise was enormously costly, and that enemies predicted its failure, and gloated over its expected collapse. But what the lecturer made clear by the assistance of diagrams and lime-light views, was the *meaning* of the canal, not alone to Manchester but to the 177 towns and cities of 4,000,000 aggregate inhabitants within a radius of twenty miles whose food it cheapens, and to whose product it gives more favorable outlet to the ends of the earth.

The success of this remarkable work is a tribute to the indomitable spirit of the Lancashire lads (and lasses), who put their money into it by millions of pounds sterling; who for years fought organized opposition in Parliamentary committees and elsewhere; and who were satisfied with nothing less than the latest and the best, from American elevators to cold storage warehouses. It stands, as the lecturer eloquently and feelingly said, a monument to the wise foresight of a business man and the deliberate enterprise of a community not less than to the highest and most enduring engineering skill.

No better tribute can be paid to the judgment which dictated the undertaking than the results which its carrying out have produced to the most densely populated part of England. The port charges and carriage cost of raw materials inward and finished product outward, which a dozen years ago hampered the factories of Lancashire, have been reduced to-day by this canal in the ratio of from twenty to forty per cent. And a condition of competition which in 1885 threatened the cotton trade of Bolton, Rochdale, Oldham, Manchester, with decline, has given place, through the instrumentality of this great work, to a lessened cost of production and a widening of effort in manufactures, which must amaze even its large-minded projectors.

Canada has very special reasons for sympathy and satisfaction in the growing success of the work because of the noteworthy share which Canadian cattle, dead meats, cheese and cereals are taking in the trade of this wonderful modern port. Interest ought to grow and must grow in the success of the Manchester line of steamers to St. Lawrence ports. For, as the chairman, Hon. John Dryden, well said, it is a matter of immense consequence to the future of Canadian export trade as well as to the economical supply of food-stuffs to millions of English operatives that communication of a prompt and liberal kind has been established between our shores and so important an entrepot as the Manchester port.

DELAYED FOR LACK OF MATERIAL.

At the last session of the Dominion Parliament numerous subsidies were granted for the assistance of railway construction. There will, however, be some delay in carrying on a great many of the contemplated railway undertakings by reason of the high price of steel rails and the difficulty in obtaining deliveries of material. For some years Canadians have been confining their purchases of rails to the United States. The state of the market across the border line is shown in the following from the Railway and Engineering Review: "The extraordinary downpour of orders for steel rails during the past few days was a veritable surprise to all excepting a few steel rail makers who were in confidence of intending buyers. Negotiations had been pending for some time for large quantities, but it was not expected, even by the rail-makers themselves, up to within a very few days, that such an enormous amount of business would be done. The railway managers saw their opportunity and jumped in and covered. The end is not yet. It is stated that orders will be placed for