

**The Sugar Situation.**

Willott & Gray's New York Sugar Trade Journal of January 10 says:

**Raws**—A disposition to firmness in the European markets has a tendency to strengthen the situation here, and for the time being at least we are able to note a full week without a tendency to further decline. The Cuban crop is very much delayed, and although a few small contracts are reported at various shipping points, no large transactions can yet be made. The receipts for the week at the six ports were only 8,511 tons, and the exports 997 tons, the stock being only 23,000 tons gives little room for purchases. Demorara continues to supply a few sugars, 10,000 bags centrifugals having been sold this week for this month's shipment. The firmness of Europe may possibly be owing to some purchases for American account this week. There is no change in the conditions and prospects of the beet crops.

**Refined**—Orders for refined sugars have rather increased this week, but are still limited to more actual requirements, but the urgency of some buyers for immediate shipment shows that some grocers at least are down to exhausted stocks, and must now become constant buyers. This is a good feature, and promises a better and steadier business for refiners. German granulated arrived in slightly increased quantities, and passed through on route to Chicago, St. Louis and Canada. The quotations for this grade of refined improved slightly.

**Sugar Supplies**—The entire stock of sugar in the United States at the beginning of 1893 consists of 165,400 tons of raw sugar in the four ports, 98,000 tons balance of the domestic crop, 15,000 tons Sandwich Islands sugar in San Francisco, and 50,000 tons of refined sugar in refiners' hands. Total stock, 323,469 tons. We can count with confidence on receiving during the year 1,000,000 tons from Cuba, 100,000 tons from the British West Indies, 80,000 tons from Porto Rico, 50,000 tons from Demorara, 50,000 tons from other West Indies; 75,000 tons from Brazil, 100,000 tons from the East Indies, 140,000 from the Sandwich Islands, and 100,000 tons from the next domestic crop. Together 1,073,000 tons, including stock on hand, or nearly sufficient for the entire consumption of the year. The sugars named above find their way naturally to the United States and if they are crowded out of use here by the 1,000,000 tons surplus beet crops of Europe, it will be because of a competition of low prices during the entire campaign. In 1891, 164,320 ton, of beet sugars were imported, against 218,440 tons in 1893, 149,482 tons in 1892, and 331,128 tons in 1891. With discriminating and differential duties against beet sugars, Europe has found it very difficult to gain much of a foothold in the United States, but seems to have determined to keep quiet no longer, and is now raising a tariff agitation that in the end may result in largely increased exports of sugar to America. All which tends to a continuance of low prices."

**Manitoba Wheat in Montreal.**

"There was great excitement on the floor to-day," says the Montreal Herald of January 14. "Grain men did all the talking and made lots of noise. The discussion arose over the statement made by a broker on good authority that another lot of Manitoba wheat, comprising some 65,000 bushels, sold at Buffalo to come back to Canada. Of course the wheat is for millers. A question raised was: "Can the wheat be brought back?" Some thought it could, and some thought it couldn't. Certain it is that Canadian wheat cannot be brought from Ogdensburg to Montreal free of duty, and on this fact, the champions of the latter way of thinking based their contention,

If the wheat comes back it means lower prices. Lower prices would benefit the consumer at the expense of some millers and the farmer, while higher prices would mean just the opposite.

Mr. Robert Moighen, President of the Lake of the Woods Milling Company said: "I am of the opinion that the Customs regulations will prevent wheat shipped from Fort William to Buffalo in American vessels being re-shipped to Canada by rail without paying duty."

"Is it your policy Mr. Moighen to object to this wheat coming back?"

"Most certainly if the customs regulations will prevent it. The Manitoba farmer has been getting a premium on his wheat for the last seven or eight weeks over an export basis, and I hold that it is not fair that this wheat, which has been bought by New York merchants during the time of the extreme depression, and shipped to Buffalo for export, should re-enter the Dominion free of duty. Its appearance here would be decidedly against the interests of the Manitoba farmer and the Manitoba miller."

"Then the stand you take from a Manitoba standpoint is that this wheat if it re-enters the Dominion should pay duty?"

"Exactly."

"Well, what will the effect be if the wheat is not subject to duty?"

"This is a very simple question to answer. We will have to reduce the price which we are now paying the Manitoba farmer."

**Paint Firms at Law**

In an action brought by Wm. Johnson & Sons, Ltd., against the Canada Paint Co., Ltd., and tried at Montreal on Monday, the plaintiffs sought to recover from the defendants the sum of \$100,000 as damages suffered by them by reason of defendants having caused a writ of injunction to issue against them whereby they were temporarily enjoined from carrying on business in their corporate name in the Dominion of Canada. The defendants denied that they had acted maliciously, and pleaded that there was reasonable and probable cause for the proceedings. The court held that the plaintiffs had failed to prove the material allegations of their declaration, and especially the allegation that defendants acted maliciously and without reasonable and probable cause in procuring the issue of the writ of injunction. It was further held that the defendants had proved the material allegations of their pleas, and particularly that they had acted with reasonable and probable cause. Moreover, the writ was only issued after notice to the plaintiffs and after they had an opportunity of being heard, and it was not proved that they had contradicted or rebutted, by affidavit or otherwise, the allegations of the petition and affidavit upon which the writ was ordered to issue, or offered any explanation of the facts therein alleged, although they had an opportunity of doing so before the issue of the writ. The court was of the opinion, therefore, that the action was unfounded, and it was dismissed with costs.—Hardware Merchant.

The Canadian Druggist enters upon its seventh volume with the January issue, and the office of publication has been removed from Strathroy to Toronto, Ontario.

A copy of the Allan Line Handbook for 1895 has been received. The work is intended for circulation in Great Britain and Europe, and gives information for intending emigrants to Canada and the United States. The book is filled with advice to intending emigrants, as regards what they should do in preparation for moving, as well as giving information about Canada which will be useful to them.

**A Poor Year for Railroads.**

Reports of gross railway earnings for December, 1891, show a slight improvement over those of November, in that a slightly smaller decrease is shown as compared with 1893. Increases among the various roads are more numerous, and large decreases are fewer. With the exception of August, when the only monthly increase for eight months was reported, the showing for December is the best during that period. When this is told however, about all that is favorable has been said. The month just closed rounds off a year which, it is safe to say, is almost unsurpassed in unfavorable features in railway operations. Total gross earnings of 118 American railroads for December aggregate \$96,748,100, a decrease from December a year ago of 1.1 per cent., which month in turn, it will be remembered, showed a decrease of 18.6 per cent. from the December of 1892.

Since June, 1893, railroad gross receipts monthly have only once shown an increase over the corresponding figures a year ago, and that one increase was more accidental than otherwise. The decrease for December this year was the smallest for any month since June, 1893. Showings made by the different groups of railroads are largely in accordance with those made plain in recent monthly reports. Southern railroads lead in proportion of gain shown, central western roads and trunk lines coming next in order. The granger lines still furnish the least favorable feature, and the heaviest aggregate decreases. Among favorable features in December report are the increases among various roads, which more than counter-balance in number, though not in value, decreases reported. The following table of large increases and decreases is of interest:

LEADING INCREASES.	
Great Northern.....	\$144,701
Cleveland, Cincinnati, Chicago & St. Louis ...	86,853
Pittsburgh & Western .....	70,393
New York Central .....	64,508
Chesapeake & Ohio .....	75,331
Florida Central & Peninsula.....	73,293
Norfolk and Western .....	54,362
International and Great Northern ..	57,318
Missouri, Kansas and Texas ..	107,706
Total, 9 systems .....	\$764,523
LEADING DECREASES.	
Chicago Great Western .....	\$75,897
Chicago, Milwaukee and St. Paul .....	330,651
Chicago, Rock Island and Pacific .....	199,060
Atchafalpa .....	176,508
Missouri Pacific and Iron Mountain.....	223,561
Canadian Pacific .....	239,000
Total, 6 systems .....	\$1,246,616

For the entire year 1891 there is little that is favorable to report. Total earnings of 114 American railroads reported to Bradstreet's aggregate \$477,970,824, a decrease of 11 per cent. on an increase in mileage of seven-tenths of 1 per cent. Just how unfavorable the 1894 exhibit is may be gathered from the fact that in the panic year 1893 the decrease in gross earnings was only 2.1 per cent., while the years previous to that showed increases respectively of 5.1, 5 and 8.1 per cent. With such a heavy decrease in aggregate earnings, any effort to find consolation in earnings by groups of roads must fail.

The Granger and Trunk lines report the heaviest decreases, in the neighborhood of 14 per cent. each, while the Pacific, southwestern and central western roads all either equal or exceed the decrease shown in aggregate earnings of all roads, 11 per cent. The best report is naturally that made by southern roads, recent month's favorable operations combining to cut early heavy decreases.

Examination of detailed returns for the twelve months fails to develop many favorable features. Twenty American roads out of 114 show gains over 1893. Increases are most numerous in the central western, southern and southwestern roads, in the order named, as nineteen or twenty increases reported occur in these groups.—Bradstreet's,