

## Furs.

The Leipzig correspondent of the New York *Fur Trade Review*, writes as follows to that journal:— The temperature has been favorable for business since the middle of November last, and in consequence furriers generally have had a good business. There has been considerable speculation in Leipzig during the past few weeks, diminishing stocks in first hands to some extent. Russia had good winter weather in November and December, but not as much snow as usual, and therefore retailers are not quite satisfied with their sales; the wholesale houses have had a good business, and have purchased American furs here to some extent. Furs have become popular in England. France has had a favorable fur season, sealskin, Persian and Astrakan leading. Musquash has been freely purchased here from Russia, lower and medium sorts being most in request; better grades have been taken for seal colored articles; the seal colored musquash, however, is no longer fashionable for fine trade, because of the extensive production in cheap grades. Some parcels of musquash have been bartered for white hares. Skunk has met an improved demand, especially black and short stripe skins, for England; some parcels have also been recalled, for America; our German furriers so far take only small quantities. Other grades of skunk sell slowly. Raccoon, best sorts, has met with a very fair demand for Russia; lower grades sell slowly; there is also some request for black dyed skins; beaver and sea otter imitations also sell well. Men's coats, mink lined, have been in good demand; the moderate prices of mink have aided in making the article popular for this purpose. Marten is only in limited request for Germany. Parcels of red fox have been purchased by Greek speculators; the article will have good prospects if the low grades, which have been proportionately high in price, become reasonably cheap. Views are fair for otter and sea otter, but prices should not rule higher. Very little has been done in lynx. American opossum has only a limited use. Australian opossum has not sold very freely. The fresh supplies of nutria have turned out satisfactorily and sales have been quite brisk. There has been a fair sale of European black lambs; the new spring collection is expected to be high in price. Different buyers have paid rather high prices for European foxes. Fitch has sold slowly, and ought to be cheaper. German and Balkan badger has been in good demand for France, for brush manufacture. Cats may sell at little better than one year ago. Squirrel linings sell much better, and are taken both for England and France. High prices have been paid in Russia for raw Kasan sorts. Some important transactions have been noted in white hares, the buyers being Leipzig and French firms; black dyed skins have been taken for America and Bohemia. Mouflons continue in good request; a new shade is ivory color. Black dyed Astrakhan is in request for England, America, France and Germany; large transactions in raw skins have been effected in Russia; prices are high. Black dyed persians have been largely purchased for France. American orders are smaller than formerly.

The *Canadian Gazette*, of London, England, says: "The advance obtained for the Hudson's Bay Company's furs has been more than maintained in subsequent transactions, and the out-

look for the Hudson's Bay Company's March sales is very good."

## A Big British Columbia Bridge.

The opening of the new railway bridge across the Fraser river at Mission, on the main line of the Canadian Pacific, east of Vancouver, was made the occasion of a general celebration. A large number of leading men were present from the coast cities and other points, and congratulatory speeches were made. Harry Abbott, general superintendent of the Pacific division of the C. P. R., officiated at the first swinging of the bridge. Now that the bridge is completed, the railway will be pushed southward to the boundary of the state of Washington, which will be reached within about two months. At the boundary connection will be made with the Seattle, Lake Shore and Eastern, and a regular train service will shortly be established between Mission and Puget Sound cities. The *Westminster Morning Ledger* published the following description of the bridge:

Upon the completion of this most important work, a short description of the Mission bridge may not be out of place. The bridge is a little more than 3,000 feet in length, the level being 70 feet above the river bed at a distance of about 90 feet from its foundations. The swing truss is 240 feet in length, affording a space of 100 feet upon either side of the centre pillars for the passage of steamers and other craft. There is 1,400 feet of trestle approach with eight spans of 150 feet, and one of 100 feet in length. The piers to be level of the tide water are constructed solidly of piles enclosed in cribbing in which is placed stone, thereby giving a solid base for the great work. From tide water upwards they are of square timber framed together. The bridge, for which Donald McGillivray is the contractor, was commenced in March 1889; its completion was somewhat delayed by temporary suspension of work, and has been fourteen months under actual construction. As instances of the magnificent timber which can be furnished in British Columbia, 50 of the sticks in the swing span are from 78 to 97 feet in length, and many of the piles used were 85 feet in length. The river at this point is 60 feet deep during summer; now it is about 43 feet in depth, with a tide of about six feet.

## Advertising the Country.

The Canadian Pacific railway company is again to the fore in its endeavors to make known to the world the great attractions of Western Canada. From the quantity of immigration literature being issued by the company, it is evident that an extra effort is being put forward this year to bring settlers into the country. A series of five pamphlets has just been issued by the company, which make up the most valuable collection of immigration literature ever published concerning Western Canada. The pamphlets are all neatly printed and illustrated, and combined give all the possible information which could be desired about the Dominion west of the lakes. Following are the titles of the various publications referred to: "Dairy Farming and Ranching," "100 Farmers Testify," "The Canadian Northwest," "A Scotch Farmer's Success," and "British Columbia." A folder, with maps and illustrations, and containing a lot of condensed information about

Manitoba and the territories, has also been issued. Altogether this batch of literature is just the thing needed, and will accomplish much good no doubt. Copies will be mailed free to any address upon application to any agent of the Canadian Pacific Railway.

## How Regarded in the States.

The *Buffalo News*, one of the very best posted papers in the United States on Canadian affairs, has the following to say on the election contest in Canada, which agrees with the general tone of the United States press on the questions at issue:—

"There are many Canadians now in the Liberal party who favor freer trade relations, but are not prepared to go so far as to support unrestricted reciprocity, because they regard it as the first step towards annexation, for which they are not prepared. Their opinion on this matter cannot be successfully combated. Commercial union would compel Canada to adopt our tariff policy and the loss of fiscal independence would pave the way for the loss of political independence. Besides, under such conditions, there would be a discrimination against England in favor of the United States and that would about snap the loose tie that now binds Canada to the mother country."

THE Canadian Pacific tourist sleeping car service between Boston and Vancouver will shortly be resumed.

THE Canadian Pacific railway, it is said, last year, carried nine million eight hundred thousand tons of merchandise. It gave work to ten thousand persons.

WILLIAM HESSON, biscuit and confectionery manufacturer, Toronto, has failed. The liabilities are expected to reach \$30,000, and the assets not more than \$10,000. Hesson was one of the oldest manufacturers in his line.

The London *Bullionist* says that "the Hudson's Bay fur sales have gone fairly well, but not nearly so well as had been expected. Moreover less quantities than last year were the general rule, so that the advance prices over nineteen is without much justification. Great hopes are expressed as to the chief sales of the company which take place in March next, but they will have to show better results than those just over if the dividend is to be increased, or even maintained."

CARRIER, LANE & Co., worsted factory, Quebec, where an explosion occurred recently, doing great damage, have taken upon themselves to defray the funeral expenses of all the dead victims, who were in their employ. They have also notified the relatives of the injured to spare no expense in their attention to the wants and requirements of cases as they will be responsible for the disbursements, and that they will continue payment of their wages until they are able to return to work again.

On the recommendation of the Dominion Minister of Finance it has been decided to raise the amount to be deposited in the savings bank for any one year to \$1,000. It is now \$300. The maximum amount allowed to be deposited has been raised from \$1,000 to \$3,000. It has been found that there is a call for securities bearing a comparatively low rate of interest for investment of trust funds, and to meet this demand an issue of 3½ per cent stock in sums of \$100 and multiples thereof has been authorized. This stock is not redeemable for five years and depositors in saving banks can transfer at any time their deposits to this stock.