

SOME PECULIARITIES OF LAKE SHIPPING.

The February number of the *Nautical Magazine* (London) contains a short article on "Shipping of the Great Lakes," written by Wm. P. Anderson, general superintendent of Canadian light-houses.

"The type of vessel originally used for freighting throughout this lake system," says Mr. Anderson, in one paragraph, "was a three-masted schooner, carrying fore-and aft sails—rarely a foretop sail and top-gallant sail—limited in draft to the depth in the old canals, 9 feet, but borrowing improved beating power by the use of a centre-board. Next, propellers were introduced, of a hideously ugly type, literally built to fit the canal locks, and having their draught limited first to 9, and after the enlargement of the Welland canal, to 14 feet, and their length to 270 feet, or 200 feet for the River St. Lawrence canals. Keenness of competition soon taught the lesson that the larger vessel was the cheaper carrier; and from that conclusion an abandonment of the Welland canal route, and the selection of ports on Lake Erie which would permit the use of vessels larger than the docks would accommodate as eastern termini of the great lake freight traffic, was a logical step. Gradually the type has changed, the wants of shipping have forced the Government to spend more and more on the improvement of connecting channels and harbors, and to-day it is literally true that with every inch of additional draft gained, so larger steamers and barges are built to take advantage of the improvement. Owners and agents are kept thoroughly posted on every little fluctuation in level, and load down to the last inch that can be wriggled over the shoalest spots to be navigated, while they are ever demanding still deeper channels that they may build still bigger boats."

Then Mr. Anderson writes of the most recently-built freight steamers, which he describes as fine vessels, comparing with ocean freighters in size, but modified in many details to suit the peculiar conditions of lake traffic. "A point of special interest," he says, "is the difference in methods of navigating these large and valuable lake vessels from those practiced at sea. Lake captains, as a class, are pilots rather than navigators; their routes are land-locked, courses are comparatively short, and landmarks are frequent. Aids to navigation are liberally supplied by both Canadian and American Governments, and thick weather is fortunately infrequent, compared with that encountered at sea. Consequently masters depend on time runs for picking up landmarks, and I have never heard of a lake captain taking a sextant observation for position. It is a question if a dozen of them have sextants on their ships. Lead lines, too, are very seldom used, though all the American waters have been admirably surveyed and charted, but vessels are pushed along at full speed, and sight is the main guide depended upon for safety. It is wonderful how well vessels are managed in this way. how small the percentage of accidents is, and how skillful in manoeuvring constant practice makes the officers. To see two big freighters passing each other in a rock cut, less wide than the length of either of them, with an indraught of water displaced by their bulk that bares the shoals on each side of the cut, or to see one of them going to her berth in the Sault canal or in a crowded harbor without any loss of time or assistance from tugs or capstans, is a liberal education in the possibilities of handling heavy vessels."

FOR DENUDED LAND IMPROVEMENT.

The Milwaukee *Sentinel*, of March 2, stated that the first steps in a colossal colonization scheme had been taken at the Hotel Pfister, that city, on that date. The aim is to settle up the lands in Clark, Jackson, Marathon and Wood counties, Wisconsin, in all of which the greater portion of the pine and much of the hardwood has been cut off. These counties are rich

in agricultural possibilities, and are in the belt of Wisconsin adapted to the culture of the sugar beet. One of the principal advocates of the project is ex-Governor W. H. Upham, and other lumbermen are interested in the scheme. These operators own vast tracts of land from which the pine has been cut, and now seek to convert the stripped tracts and the intervening hardwood lands into improved agricultural areas.

The owners represented at the meeting referred to included the Necedah Lumber Company, Necedah; the George Hiles Land & Lumber Company, Dexterville; the Central Trading Company; Rielbrock & Halsey, Athens; Benson & Anderson, and the Clark County Land Companies, of Milwaukee; the Northwestern Beet Sugar Company; the Central Farm Land Company, La Crosse; the Upham Manufacturing Company, Marshfield, and the John Arpin Lumber Company, Grand Rapids.

STOCKS IN MONTREAL.

MONTREAL, March 16th, 1898.

Stocks.	Highest.	Lowest.	Total.	Closing Prices.		Average price same date 1897.
				Sellers.	Buyers.	
Montreal	240½	240	15	247½	240½	228½
Ontario	104½	104½	5	110	100	88
Molson				210	203½	190
Toronto				335	328	228
Ac. Cartier				100	98½	89½
Aerobants	152	150	68	185	178	172½
Commerce	140	139½	155	139½	137	127½
Union				115	108	100
A. Tele.	178	175	181	180	174½	165½
Robt. & Ont. Nav.	101½	95½	945	101	99½	85
Mont. St. Ry	361	353	3704	361	354½	324½
new do	350	350½	1268	358	357½	
Mont. Gas Co.	196	192	1994	191	194½	192½
Can. Pac. Ry & d.	83½	78½	9965	82½	83½	82½
La. d. Grant bds						
N.W. Land				53	50	41
Bell Tele	176½	174½	43	177½	173	160
Mont. 4 ½ stock						

Commercial.

TORONTO MARKETS.

Toronto, March 17th, 1898.

BREADSTUFFS.—A change in quotations for patent winter wheat flour and straight roller is to be noted. The market here is flat and the eastern trade has dropped out. A telegram to one of our firms from Quebec reads: "Are not buyers of anything now, not even peas." The impression prevails that the arrival of some sprouted wheat in Liverpool from Canada is a reason for the present condition of the market, and until the matter is probed and threshed out, a hasty revival of that trade on these markets cannot be expected.

DAIRY PRODUCTS.—The supply of dairy butter is not large, and prices are firm, dealers quoting large rolls 18 to 20c. per lb. There is no tub offering in the market. Creamery is becoming more plentiful, as the supply of milk becomes larger. Values are as follows: tubs, 20 to 21c., and prints 21 to 22c. per lb. Cheese is featureless. Local trade is fairly good, but prices are low and the market depressed and unsatisfactory. There are reported fair stocks of cheese in the country. Fresh eggs are coming forward freely. The Easter trade is now the all-important element. Dealers quote 12c. per dozen, with possibilities of a decline.

DRIED FRUITS.—The stock of evaporated apples on the market is better in quality than usually at this time of the year. At 9½c. per lb. the apples are dear, compared with California dried fruit. The consumptive demand is large. There is not a large stock of dried apples in the market, dealers quoting 5½c. per lb. California evaporated fruits remain unchanged in price. We quote: Apricots, 50 lb. boxes, 9c. per lb.; prunes, 90 to 100, 5½c. per lb.; do., 80 to 90, 5¼c. per lb.; do., 70 to 80, 6¼c. per lb.; do.,

60 to 70, 6¼c. per lb.; do., 50 to 60, 7¼c. per lb.; do., 40 to 50, 8c. per lb. New stock peaches arrived this week and are selling at 9½c. per lb.

GRAIN.—Prices are generally lower, and business is dull at the decline. Wheat shows a still greater decline from last week. Barley also shows a falling off in value.

VISIBLE SUPPLY.

Visible supply in the United States and Canada:

	March 12, '98.	March 13, '97.
	Bush.	Bush.
Wheat	32,415,000	41,449,000
Corn	42,652,000	26,795,000
Oats	12,866,000	13,528,000
Rye	3,409,000	3,616,000
Barley	1,650,000	3,135,000

GREEN FRUITS.—Demand for oranges as a consequence of the spring weather is stronger, and a larger trade is doing. The season for marmalade oranges is about over, and not more than one consignment is expected here in addition to present stocks. The trade has been fairly good. Jamaica oranges are selling well, but are in small supply. Consumption is principally supplied by California Navels and Seedlings. Valencia oranges are practically out of the market. We quote: Washington Navels, 96s, 112s, 126s, \$3.25 per box; do., 150s, 176s, 200s, 216s, \$3.50 per box; California Seedlings, 150s, 176s, 200s, 216s, \$2.50 per box; do., 126s, 250s, \$2.25 per box; Valencia oranges, 420s, \$5.50 to \$5.75 per box; do., large, 420s, \$6 to \$6.25 per box; do., extra large, 420s, \$6.75 to \$7 per box. Lemons are in good demand; the supply is fair, but stocks at importing points are reported rather limited. The quality of the stock is excellent, and prices are advancing. We quote: New Messina, fancy, 300s, 360s, \$2.75 to \$3; do., choice, 300s, 360s, \$2.25 to \$2.50. There is an increasing turnover in bananas, but, of course, it has not yet assumed important dimensions, being now about three cars a week.

HIDES AND SKINS.—The tendency of the market is downwards. Values have, it is thought, been too high for some time, and the usual reaction is setting in. Dealers are paying 8½c. for green and quoting cured at 9c. per lb. The prospects, at the time of writing, point to a decline of ¼c. per lb. in the price of green. It remains to be seen what effect, if any, this will have upon the market for cured. The supply of calfskins is increasing as the season opens up. The prospects also point for a decline of 1c. per lb. in price. "Uninteresting market. Volume of business transacted was small, as demand was limited to peddling orders; packers, however, were not anxious sellers, being sold at up fairly close, and prices held steady at 11c. for native steers, 9¼c. for light Texas, 9¼ to 10c. for heavy do., 9¼c. for butt brands, 9¼ to 9½c. for branded cows, 8¼c. for Colorados, 10¼c. for heavy native cows and 10¼c. for light do.

PROVISIONS.—A fairly good Easter trade doing. All lines of smoked meats are in request. Long clear bacon is in better request. Barrel pork is moving more freely. There are fair offerings of dressed hogs from local hands. The movement from West Ontario is practically over for the season. The reduction in live hogs has had the effect of increasing deliveries of dressed hogs.

WOOL.—The local market is without features of special note. The demand from the domestic mills is good. At the new series of London wool sales there has been a full attendance of buyers. High prices have ruled, especially for scoured merinos; the French buyers were eager to secure faulty merinos. The firmness of Yorkshire operators kept prices up. Good cross-breeds were in poor request, and sold in buyers' favor. America purchased Port Phillip greasy merinos at 11½d. South Australian sold well, the home trade taking lambs at high rates. Cape of Good Hope was generally poor and heavy, with a slow demand: mostly all were withdrawn.