

CARLOAD WEIGHTS FOR LUMBER FIXED.

Judgment has been handed down by the Board of Railway Commissioners in the matter of the complaint of the Canadian Lumbermen's Association, the Canadian Manufacturers' Association, the Canadian Freight Association, the Boards of Trade of Montreal and Toronto, the R. Laidlaw Co., Ltd., and the Montreal Lumber Association, and the C. P. R., Grand Trunk and Canadian Northern Railways, against the increased carload minimum weights for lumber, both domestic and export, in effect since April 22nd last.

Argument was heard by the Railway Commission at Ottawa last July, as a result of which an order has been issued fixing the minimum carload weights for lumber, both for domestic consumption or for export, as follows, effective not later than January 1st next:—

For closed cars, under 35 ft. in length, inside measurement, 55,000 pounds.

Except that when cars loaded to full capacity will not contain 35,000 pounds, the minimum will be the actual weight, but not less than 30,000 pounds.

For closed cars, 35 feet and not over 36 feet 6 inches in length, inside measurement, 40,000 pounds.

Except that when cars loaded to full capacity will not contain 40,000 pounds, the minimum will be the actual weight, but not less than 35,000 pounds.

The term "full capacity" to permit a space of 12 inches between the top of the load and the car lines or raters of the cars.

AN END TO SPECULATION IN FRUIT AND VEGETABLES.

Hon. W. J. Hanna, Food Controller, announced to-night that on and after February 1, 1918, no person or firm dealing, wholesale in fresh fruits or fresh vegetables, either at producing points or in distributing centres, would be permitted to operate without a license from his office. Any attempt at speculation or the taking of undue profits by any license holder may result in the immediate suspension or cancellation of such license. Regulations to this effect were signed to-day by Mr. Hanna, upon the recommendation of the Fruit and Vegetable Committee of his office.

As a result of a careful study of the distribution

of fruit and vegetables in Canada, and after conferences with representatives of the wholesale trade, the dealers have been divided into a number of classes and sub-classes, and their operations have been made subject to the following regulations:

1. No license holder shall charge more than a reasonable profit or commission, or make any contract for future delivery or store in order to acquire speculative profits from a raising market.

2. No license holder shall sell to any other license holder of a like class and division, except on a split-profit or split commission, and only one such sale of the goods may be made.

3. No holder of a broker's license shall charge any brokerage or commission on goods shipped to him for sale if such goods are transferred by him to any wholesale commission merchant to be sold on commission.

4. No holder of a commission packer's, or a wholesale commission merchant's license shall sell to himself any goods received by him to be sold on commission.

5. Every license holder shall keep such books, invoices, vouchers and other papers and records as will enable the Food Controller, or any person by him thereto authorized, to verify any report or statement that such license holder is required to make to the Food Controller.

This regulation of the wholesale trade is expected to result in the more efficient and less costly distribution of fresh fruit, and vegetables, to eliminate speculation, and to protect the legitimate dealers against unfair competition by those employing improper methods. A license fee of \$10, or \$20, will be charged, depending upon the class or sub-class in which the applicant belongs.

THE USE OF TIME.

Time is money. How much money it represents depends upon how it is used. We have just been in conference with two agents, in all external aspects of equal equipment (an officer of the Equitable says.) One makes \$6,000 per annum; the other \$1,800. Each has the same amount of time in which to work. Evidently one uses it; the other allows much of it to slip by. In the life insurance business especially, success follows the man who makes intelligent, efficient use of his time.

"THE FOOD CONTROLLER SAYS."

It cannot too earnestly be urged that Canada's supply of pork products for export to the Allied nations must be increased almost without limit. Patriotism and good business combine to make the effort commendable. The need for animal foods by the Allied armies and civil populations is increasingly great: the need for bacon and pork products most of all, because they contain the largest quantity, weight for weight, of the animal fats needed for the soldiers. Bacon contains 2,930 calories as compared with 1,180 in the same weight of beef, and of only 670 in lean beef. Shrinkage, too, in a dressed product is only 25 per cent of the live weight of hog meat, while in beef, veal, mutton and lamb it is 50 per cent.

Canada's hog products in 1916 totalled 125,000,000 pounds. The Allies requirements in the same year were 1,260,000,000 pounds. In other words, the Allied markets alone could have taken ten times the total Canadian supply. Yet it is not only during war-time that the market is great. The export from Canada in a five-year period, which naturally covers at least two years of peace, averaged only six per cent of the British imports of hog products. The demand during the reconstruction period after the war may be assumed to be at least as great as it now is during the conflict.

If municipal by-laws were relaxed, as a war measure, so as to permit suburban dwellers to keep pigs near their dwellings, such might be accomplished. Mr. Hoover has stated that properly-kept pigs are no more insanitary than are dogs. By "backyard" methods alone last year, Germany was able to raise 500,000 more pigs than Canada possessed from coast to coast.

If the imperative necessity of increased production of hogs is realized by the farmers of this country, and by others who could help, there is no doubt that the problem will be solved. But we cannot afford to delay, for the demand is very great and the situation in regard to food is one of the utmost gravity.

A sentry, an Irishman, was on post duty for the first time at night, when the officer of the day approached. He called, "Who comes there?"

"Officer of the day," was the reply.

"Then what are yez doing out at night?" asked the sentry.

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