

The Sale of Tobacco to Minors.

The grocery and general store trade in this province must keep in mind the act passed in the last session of the Ontario legislature to prevent the sale of tobacco to minors. As it comes in force the first of next month, its provisions ought to be known to all traders concerned. The following is the wording of the act:—

1. Any person who either directly or indirectly sells or gives or furnishes to a minor under eighteen years of age cigarettes, cigars or tobacco in any form, shall on summary conviction thereof before a justice of the peace be subject to a penalty of not less than \$10, or more than \$50, with or without costs of prosecution, or to imprisonment, with or without hard labor, for any term not exceeding 30 days, or to both fine with or without costs and imprisonment to the said amount and for the said amount and for the said term, in the discretion of the convicting magistrate. And in case of a fine, or a fine and costs being awarded, and of the same not being upon conviction forthwith paid, the justice may commit the offender to the common goal, there to be imprisoned for any term not exceeding thirty days, unless the fine and costs are sooner paid.

2. This act shall not apply to a sale to the minor for his parent or guardian under a written request or order of the parent or guardian.

3. A person who shall appear to the magistrate to be under 18 years of age, shall be presumed to be under that age unless it is shown by evidence that he is in fact over that age.

4. This act shall go into effect on the 1st day of July, 1892.

The traders who hold licenses to sell tobacco in towns and cities where such sale is subject to municipal regulation, are permitted by those licenses to sell to all minors over 14 years of age. The municipal act gives to towns and cities the power to regulate the tobacco trade for minors up to that age. It will therefore seem that there is a collision of authority between the provincial and municipal law, the former prohibiting sale to minors between fourteen and eighteen, and the latter permitting it. In the issue of Toronto licenses it is intended that a stamp shall be placed on each license stating the provincial law on the subject, which it will be advisable for the licensed trader to give the preference to. In places where licenses are not issued to tobacco dealers there is but one course open, and that is not to sell to anybody below eighteen years of age.

A by-law is now in course of legislation by the Toronto city council to further regulate the sale of tobacco to minors under fourteen years. It is directed against automatic means of selling cigarettes. Some dealers evading the by-law by placing cigarettes in one of those nickel-in-the-slot machines, and allowing the machine to do the business. This by-law brings that trade under the general city by-law governing the tenure of licenses.—*Grocer.*

The Far North Country.

On the subject of Wm. Ogilvie's exploratory survey last summer in the far country between the Peace and Laird rivers, the interior report says: "The object of the expedition was to examine that part of the country between Peace and Laird rivers in the vicinity of the 120 degree meridian west of Greenwich, and obtain as much information as possible concerning it. This involved a journey of upwards of 250 miles through country of which very little has heretofore been known. About two-thirds of this journey was accomplished in the canoe, the remainder across country on foot. Nearly the whole distance is thickly wooded, and in many places would yield much excellent lumber, which will in due time be serviceable. Unfortunately the water system on which it is situated flows to the Arctic ocean, which practically

shuts it out of existing markets. The general character of the soil is fair, much of it wood; there are, however, many extensive swamps covered with a deep growth of moss and small timber, which detract from the value of the country generally. Mr. Ogilvie believes that most of these can, whenever it is found necessary, be drained, and when this is accomplished it is probable they will as has been the case elsewhere, prove to be as good if not better than the rest of the country. Climatic conditions aside, the general character of this tract resembles very much the country along the Athabasca and lower Peace rivers. Mr. Ogilvie passed through it at a time of the year (October) when a simple record of temperatures would not be a reliable indication of its suitability for agricultural purposes; but judging from the flora he is of the opinion that the conditions are just as favorable as in a similar latitude on the Athabasca and upper Mackenzie, from which it will be seen the agricultural possibilities are greater than would be supposed taking latitude into consideration, though not favorable enough to warrant advice to go beyond the millions of acres of fine agricultural land already surveyed and settled in this region.

Lieutenant-Governor Schultz in his report upon the district of Keewatin says:—

With reference to what I stated in my annual report of 1890, I have since received from Churchill and other quarters fuller information, and hence advised you that, while American whalers have ceased to visit that part of Keewatin sea coast south of the mouth of Chesterfield Inlet, it is simply because they have exhausted that area and confined their efforts to the still more northern Canadian waters of Fox and other channels, Rowe's Welcome and Lyon Inlet, leaving the more southerly waters referred to, in which they had carried on their operations without slightest reference to the distance from shore; while to enable them to avoid late navigation of Hudson Straits they frequently wintered, as I advised you, in one of the harbors of Marble Island, where they traded to the Esquimaux with goods upon which no duty was paid, thus violating the revenue laws of Canada, and injuring the trade of a Canadian English company who traded with goods upon which duties had been paid."

South Australian Wheat Crop.

According to official returns just issued at Adelaide the yield per acre of the late wheat crop of South Australia was on an average 9 lbs against 5 bushels 7 lbs last season. Taking the average this season at 1 700,000, the total crop works out 7,000,000 bushels, against 9,400,000 bushels in 1891, and 14,600,000 bushels in 1890. The most recent estimate of the export surplus was 670,000 qrs, including the carry-over stock; this will now have to be reduced to 500,000 qrs, say roundly 100,000 tons. Further European requirements of Australian wheat will, therefore, have to be met in the main by Victorian and New Zealand shippers, and it is likely that the latter crop will not be shipped freely until August-September, when it may be in condition.—*Liverpool Corn Trade News*, May 24.

British Grain Trade.

The *Mark Lane Express*, of June 6, in its weekly review of the British grain trade, says: "The hay and oats crops threaten to be very short, but the next seven weeks may bring the yield of wheat and barley nearly up to the mean. Expectations of full crops have, however, been abandoned. The deliveries of English wheat during the past month were unexpectedly heavy, averaging nearly 200,000 qrs a week. Foreign wheats are depressed, and have declined 1s at Hull, though at London they are no cheaper. At Liverpool California wheat is firmer, and American red winter at Manchester is steady. The downward limit of American produce seems to have been reached.

America practically controls the trade. India is shipping 200,000 qrs weekly, which is 50,000 qrs below June, 1891, when prices ranged much higher, the quotations then being 4s per qr, against 32s per qr now. The recent sales of flour have been at extremely low rates. The spring grain trade is unsettled. Beans, peas and flax seed have declined 6d. Corn has advanced 3d."

Grain and Milling.

The Virden *Chronicle* recently had a very fair article upon wheat prices to Manitoba farmers, and the general relationship between the farmer and the grain dealer. It is customary with some papers and many individuals to take sides with the farmers against the grain men in furthering the belief that the former do not get legitimate values for their grain. In fact the belief held by some farmers that they are badly used in this matter, is very largely due to the encouragement given to this belief by others, who wish to keep on the smooth side of the farmer. The Virden paper, however, states the case very fairly. In the matter of the farmer shipping his own wheat the *Chronicle* says that when reporting the extra 5 cents which he made by shipping himself, the farmer is very liable to overlook the expense of insurance, interest, etc., and loss from shortages.

A meeting of the members of the Winnipeg grain exchange was held last week and the question of securing a large public elevator for Winnipeg was fully discussed. A committee composed of D. G. McBean, G. R. Crowe, N. Bawlf, A. McGaw and A. Atkinson was appointed to confer with Supt. Whyte, of the Canadian Pacific railway.

At Chicago during May July wheat ranged from 80½ to 84½ cents. This shows a steady market for the month. During May, 1891, the range for July option was from 97½ to \$1.06½; May 1890, from 88½ to 9½; May 1889, 75½ to 80½ cents; May 1888, from 83 to 91½; and during May 1887 from 83½ to 88 cents per bushel.

N. Bawlf, grain dealer, Winnipeg, contemplates the erection of a fine block on his Prince street property, the buildings upon which were recently burned. He is negotiating with the board of trade and grain exchange for quarters in the proposed building.

The new mill being built at Portage la Prairie, Man., by the Lake of the Woods Milling Company, is nearing completion.

The elevator being built at Miami, Man., by Carson Bros., with a capacity of 30,000 bushels, is being pushed to completion.

The Manitoba and Northwestern.

A deputation of members consisting of Ross, Dail, Macdonald, Wallace and Senator Carey, waited upon the Premier, and Messrs. Foster and Haggart, at Ottawa last week, to urge that the Manitoba and Northwestern railway be accorded the same privileges in the matter of carrying supplies, stores, etc., as the Calgary and Edmonton and the Regina and Long Lake railways, viz., \$50,000 a year. It is said that if this subsidy is granted, the road will be extended to Prince Albert this year. The country through which the extension would run is unsurpassed, and the Manitoba Northwestern is perhaps the best colonization railway in the west to-day, so far as refers to the opening up of the new region beyond the present terminus of the road. *THE COMMERCIAL*, while opposed to land grants, approves of reasonable assistance to colonization roads, and an annual subsidy until such time as the road can be made a paying property, appears to be a good way of giving assistance.

The partnership carried on under the firm name of Smalley & Chantler, general merchants, Westbourne, Manitoba, has been dissolved. The business will be carried on in the old premises by A. E. Smalley.