

COMMERCIAL TRAVELLERS' ASSOCIATION.

The twenty-second annual meeting of the Commercial Travellers' Association of Canada was held on Friday last, 28th ult., in the parlors of Shaftesbury hall. The president, C. C. Van Norman, occupied the chair. On the platform with the chairman were Warring Kennedy, mayor of Toronto, Hugh Blain, James C. Black, A. A. Allan, James Patterson and John Burns, all ex-presidents of the association.

This association has attained a membership—on 30th November, the close of its year—of 3,764, as compared with 3,598 in 1893, an increase of 166. There were three sessions of the annual gathering, morning, afternoon and evening.

The annual report of the Board of Directors showed the financial affairs of the society to be in a flourishing condition. Notwithstanding heavy payments on account of mortuary and accident claims, the balance carried from profit and loss to permanent reserve amounted to \$15,344.36. The total receipts for the twelve months were \$65,558.21. From the relief fund payments amounting to \$540.20 were made to indigent members or families during the year. The sum of \$25,806 had been paid over during the year to the families of twenty-nine members who had died, and the sum of \$2,556.40 had been paid under the provisions of the accident bonus by-law. The maximum mortuary benefit for 1895 has been continued at \$1,200.

An explanation of the new mortuary benefit certificate adopted was given by Wm. McCabe, the actuary, with whose assistance the new form was drawn up. Instead of the certificate being issued annually, it is to be superseded by a new form, permanent in its character. The cost of insurance was stated to be as follows: At 35 years, \$10.53; 40 years, \$12.36; 50 years, \$19.14; 60 years, \$35.61; 75 years, \$118.25. One member of 75 now gets insurance worth \$118.25 for \$10. The association's scheme of insurance was, in Mr. McCabe's opinion, unsurpassed.

Mr. Kennedy made a speech at the afternoon session, and wound up by proposing a resolution of condolence with the relatives of the twenty-nine members who have died during the year. A copy of this resolution is to be sent to each of the bereaved families.

Messrs. Allan, Graham, and Van Norman were appointed representatives to the Industrial Exhibition Board, and Messrs. Wm. Anderson and Wm. Badenach were re-elected auditors.

The following resolution of thanks was passed unanimously: "That the thanks of this meeting be tendered the retiring president, Mr. C. C. Van Norman, and that he be requested to sit for an oil portrait to be hung in the rooms of the association, and the Board of Management are hereby instructed to procure a suitable testimonial to be presented to him for services rendered." Mr. Van Norman made an appropriate reply, thanking the association for its tribute.

A vote of thanks was also tendered the retiring officers and the board of directors, to which Mr. R. H. Gray responded. Messrs. Allan and Patterson both urged the association to adopt some scheme for the relief of worn-out and aged travellers.

A resolution of sympathy with the widow and family of the late Premier, Sir John Thompson, was passed, and will be forwarded to Lady Thompson.

At the evening session, Mr. Hopwood (who had objected to part of the report referring to the satisfactory relations of the association with the railways and steamboat lines) not being present, a vote of thanks to the transportation companies was passed without comment. Mr. Bedlington, the recording secretary, then moved a resolution, which was carried, urging "that the Board of Management during the coming year make enquiries and conduct negotiations with a view to federating with all sister benefit associations." The Montreal association was the one chiefly aimed at in the resolution. From the wording one would imagine this referred to mortuary benefits, but from the language of mover and seconder it appears intended to form an offensive or defensive union in dealing with the railways.

Much regret was expressed at the retirement of Mr. E. A. Dalley, of Hamilton, after nineteen years' service on the Board of Management, and the directors were instructed to present to Mr. Dalley an address, expressing the feeling of the association.

Messrs. A. A. Allan, T. M. Bayne, Joseph Bonnick, Warring Kennedy, James C. Black, C.

C. Van Norman, Hugh Blain, William McCabe, C. H. Murdock and Joseph Taylor were appointed a committee to associate with a committee from the board to formulate some scheme of relief for old and indigent members of the association. Mr. McCabe expressed the opinion that it would be difficult to carry out such a scheme without a substantial contribution from the association.

When the election of officers was reached, the report of the scrutineers was as follows: R. H. Gray, president; R. J. Orr, first vice-president; C. E. Kyle, second vice-president.

Directors of the Toronto board—Messrs. Joseph Taylor, John Burns, E. H. Cosby, E. E. Starr, John Muldrew, H. Goodman, J. H. Devaney, C. H. Murdock, and Alex. Hart.

Directors of the Hamilton board—Messrs. W. Bremner, W. E. La Chance, James Hooper, J. H. Herring, G. A. Black, W. G. Reid.

The gathering then sang the national anthem, and the twenty-second annual meeting of the C.T.A. came to a close.

CATTLE EXPORT IN 1894.

At the request of a correspondent we give below an abridged statement of the exports over sea of Canadian cattle and sheep during the shipping season of 1894, as compared with 1893. The figures are taken from a two-column article on the subject in the Montreal *Gazette* of November 24th last. The months during which shipment went on were from May to November inclusive. Five British, one continental (Antwerp) and St. Malo, the French port on the islands near Newfoundland, are the points to which the animals were despatched:

Port.	1894.		1893.	
	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool ..	31,684	34,326	33,104	3,247
London	23,564	47,192	23,943	356
Glasgow	17,952	17,298	19,001
Bristol	9,716	39,029	5,076	107
Newcastle ..	1,093	1,918	2,098	33
Antwerp ..	2,761	100
St. Malo ..	834
Total	87,604	139,763	83,322	3,743

In the years 1890, 1891 and 1892 Aberdeen and Dundee received numbers of Canadian cattle. In 1890 no fewer than 18,000, in 1891 and the following year 10,800 and 6,500 head respectively went to Aberdeen, while Dundee took in those three years 8,700, 12,000 and 8,500 head. None went to those ports, however, in 1893 or 1894. Nor did Leith, Southampton or Hamburg receive any Canadian cattle in the two last-mentioned years, though several hundred head found their way thither in both 1891 and 1892.

On the whole, the season of 1894 was not as bad as the previous one, although it has been in a sense unsuccessful for shippers of cattle. There was money lost in the early part of the season, due to the large shipments of United States cattle and the heavy supplies of dressed beef offering on the English market. This had a depressing effect on values, which almost steadily declined until 4d. per lb. was touched, the lowest of the season. From this point slight improvement set in, and it has been fairly well maintained up to the close. The highest price realized was 5½d. as against 6½d. per lb. last year.

Canadian farmers had to accept lower figures for their stock in order for shippers to compete with American cattle. Last year (1893) it was estimated that the average price paid to the farmer was \$65 per head, while this year (1894) it is only \$55, which makes a total of \$4,818,220 for the total number of cattle shipped this year, as against \$5,414,760 last year. Another feature of the trade this season was the large shipments of Northwestern ranch and Manitoba cattle, Messrs. Gordon & Ironsides alone exporting over 17,000 head, as against 10,000 head in 1893. These cattle were bought at low figures, and it is said they lost less money than Ontario stock.

"An important feature of the trade for the season 1894 has been the large increase in exports of sheep, which is principally due to the scarcity of stock in England. When this became known here shippers went through the country and contracted heavily for regular weekly supplies. The season on the whole has been a good one, and the profits have been fair: in fact, we might safely state that considerable money has been made in this branch, but it has not helped the cattle shippers to any extent, as the heavy shippers of sheep were light shippers of cattle, and vice versa. The shipments of

sheep for the season were 139,763 head, which shows an increase of about 130,000 over last year, and an increase of about 125,000 over 1892. Out of the above number about 30,000 American sheep went through in bond. The Canadian farmer received on an average \$5 per head, or a total of \$548,815 during the season."

MINERS WILL MEET.

The General Mining Association of Quebec Province will meet in Montreal on Wednesday, Thursday and Friday, January 9, 10 and 11, and the proceedings give promise of being attractive. The programme includes the following papers: An address by Dr. Geo. M. Dawson, C.M.G., on "Hydraulic Mining in British Columbia;" "The Albert Copper Mines and Capleton Fertilizing Works," by Mr. S. L. Spafford, manager of the Nichol's Chemical Company; "Notes on Asbestos," by Mr. John J. Penhale, manager of the United Asbestos Company; "Repairs to Rock Drills," by Mr. John E. Hardman, S.B., M.E., Halifax; "Mining as an Investment," by Capt. R. C. Adams; "Notes on the Prospecting Drill," by Mr. J. Burley Smith, M.E.; "The Occurrence of Lignite and Anthracite in Rupert's Land," by Dr. Robert Bell; "The Geological Survey of Canada and its Operations," by Dr. Robert Ellis; "The Tar Sands of the Athabasca Country, N.W.T.," by Mr. R. G. McConnell, B.A.; "Charcoal in its Relation to the Development of Our Forest Wealth," by Mr. T. J. Drummond, Montreal, and "Notes on Mineral Waters," by Mr. James T. McCall, Montreal.

A new feature will be the various notes and statistics respecting the mining industry of Quebec to be submitted by the members. These will be discussed by the gentlemen whose names follow: "The Iron Industry," by Mr. G. E. Drummond, Montreal; "Copper and Pyrites," by Mr. John Blue, C. and M.E., Capleton; "Gold," by Mr. E. B. Haycock, Ottawa; "Asbestos," by Mr. John J. Penhale; "Phosphate, Mica, Chromic Iron, Plumbago," together with "Notes on the Coal Trade of the Province," by Mr. B. T. A. Bell, Ottawa.

THE NEWFOUNDLAND CRISIS.

The following extract from a private letter written by a prominent and respected citizen of St. John's to a friend in New York is published by the *New York Times*:-

My dear —: I replied to your kind telegram of inquiry at once. It would be difficult to exaggerate the misery caused by the financial crisis. The papers have informed you of the main features and of the condition we are in from the want of a currency, which, I think, is the most extraordinary thing that ever occurred in any civilized community. Without any warning the two banks closed the same day. My own case will serve as an illustration of what happened. I had in the house for current expenses about \$50 in Union Bank notes and a few dollars in silver. I had lying in the bank on current account some \$200 or \$300. When the bank closed the notes were useless; the other money was locked up, so that I had about \$5 to go on with. Of course, I had credit enough at the shops, and from a friend I managed to get \$10 in silver to pay wages of servants and for other things.

Almost everyone was in a similar predicament. Trade was arrested, except on credit. Workmen were dismissed—no cash to pay wages. Some measures are about to be proposed to make existing notes in circulation legal tenders, under guarantee of Government. The failures followed each other rapidly. How many more will follow is quite impossible to say. All depends on relief coming soon in some form, so as to give time for realization of stocks held.

The position of the Commercial Bank is thoroughly bad—overdrafts to an enormous extent were allowed, and were obtained by the directors themselves. It is thought the manager will be indicted criminally. The Union Bank is much better—it will be able to pay its debts but I expect the shareholders will lose their shares. You will be sorry to hear that I am one of them. I had the utmost faith in the Union.

Of course we are terribly depressed, but hope for the best. This accursed credit system has been at the bottom of it. It led to a rotten banking system, and the inevitable crash. The failure of a house in London which sold most of our fish precipitated the crisis.