

Toronto Markets.

Wheat.—Trade quiet; red and white on the Northern and G.T.R. west quoted at 62 to 63c, but no sales reported. Manitoba wheat is still inactive; one car No. 2 hard at North Bay sold at 77½c.

Barley.—Prices steady and unchanged, but hardly any demand heard.

Oats.—Steady, but quiet; white oats on track sold at 30c; mixed quoted unchanged at 29c.

Bran.—Not much offering and not much demand, but car lots quoted at \$11.50; city mills are asking \$12.

Grain and Flour.—Car prices are: Flour (Toronto freights), Manitoba patents, \$4.30 to \$4.40; Manitoba strong bakers', \$3.75; to \$3.90 Ontario patents, \$3.40 to \$3.50; straight roller, \$2.95 to \$3.30; extra, \$2.60 to \$2.70; low grades per bag, \$1 to \$1.25. Bran—\$11.50 to \$12.00. Shorts—\$12.50 to \$13. Wheat—west and north points)—White, 62 to 63c; spring, 60 to 61c; red winter, 60 to 62c; goose, 55 to 56c; spring Midland, 62 to 63c; No. 1 hard, North Bay, 79 to 80c; No. 2 hard, 77½ to 78c; No. 3 hard, 70 to 71c; No. 1 frosted, 59 to 60c; No. 2, 53 to 55; No. 3, 47 to 48c. Peas (Outside; 53 to 54c. Barley—No. 1, 50 to 51c; No. 2, 42 to 44; No. 3 extra, 38 to 39c; No. 3, 35 to 37c; two-rowed, 54 pounds, averaging about No. 3, extra in color (outside), 30 to 40c. Corn—57 to 58c. Buckwheat—Outside 39 to 41c. Rye—52 to 54c. Oats—29 to 30c.

Poultry.—The demand was not very active, and as the supply was good prices had an easy tendency. Turkeys sold at 10 to 11c; geese at 6½ to 7½c, and ducks at 50 to 80c per pair.

Hops.—Trade continues quiet; new Canadian hops are held at 18 to 20c for good to choice stock, with local dealers offering 17 to 18c.

Skins.—Very few calfskins are offering at present, and prices are mainly nominal. Sheepskins are firm at 75c to \$1.

Eggs.—Strictly fresh eggs are scarce and firm at 20 to 22c; cold storage are in good supply and steady at 18 to 18½c and lined are quiet at 14½ to 15½c.

Hides.—Unchanged and steady; cured sell at 5 to 5½c on spot; green are steady at 4½c.

Wool.—The demand is very light at the moment; pulled wools sell at 21½ to 22c for supers and 25½ to 26c for extra.

Dressed Hogs.—Receipts of dressed hogs were moderate, both on the street and by rail. Prices continue very firm. Street lots sold at \$7.50 to \$7.75, and small rail lots at \$7.60 per cwt.

Cured Meats.—Products are quiet, but considerably firmer. Long clear bacon is stiff at 9½c, and the various lines of smoked meats are correspondingly firm at the quotations given below. Quotations are. Mess pork, Canadian, \$18 to \$18.50; short cut, \$18 to \$19; bacon, long clear, per lb, 9½c; lard, Canadian, tierces, 10½ to 11c; tubs and pails, 11½ to 11¾c; compound do 9 to 9½c. Smoked meats—Hams, per lb, 12 to 12½c; bellies 13; rolls, per lb, 9½ to 9½c; backs, per lb, 12½c.—*Empire*, Dec 31.

Poverty No Blessing.

Poverty is not a blessing, even in disguise, and sensible parents do not desire to bequeath it to their children. It has many temptations to sin. It is beset with dangerous influences. It does not hold out to the victim the means of education, of intellectual culture, of support. We do not look to poverty to sustain our schools or mission societies, our churches or asylums, our libraries, or any of the various institutions of an advanced civilization. Life insurance lifts the family above the hazards and dangers and sufferings and temptations of poverty. The man who insures for the benefit of his family provides not only for their food, clothing, and shelter, but for their intellectual training and moral welfare.—*Exchange*.

Northwest Ontario.

At the invitation of James Conmee, M.P.P., a large party of Port Arthurites were one day last week the guests of the Port Arthur, Duluth & Western Railway company, for a special trip over the company's new railway from Port Arthur to Gunflint. But few of the guests, even those familiar with this undertaking, were aware of its magnitude. The line which was chartered some nine years ago and commenced its construction in August, 1890, is now completed. It is ninety-one miles in length, of which eighty-five and a half are in Canada and six in Minnesota. It has cost to date something like \$1,350,000 and was built by Messrs. Middleton and Conmee, the financial backing being furnished by Leo and Leys, of Rico, Lewis & Sons, and Blain & Co., Toronto. Its route is from Port Arthur to Fort William and thence to Fort William West, following the valley of the Kaministiquia to a point about two miles beyond the Kakabeka falls where the river is crossed by a Howe truss bridge near the mouth of the White Fish valley, which it follows for many miles, crossing this stream with thirteen bridges, and to avoid bridging the stream is further diverted at twelve different places. It then skirts the north of White Fish lake, the south side of Sand lake, and along the southern shore of Iron lake, then to the east end of North lake, the north shore of which it follows closely to the western end, following then the valley to the outlet of the eastern end of Gunflint lake; the north shore of which is followed to the most westerly limit of the lake, where it crosses at the outlet between Ontario and Minnesota. From this point about four miles of the main line has been completed in a westerly direction and at this point a branch has been constructed into the property of the Gunflint Lake Iron Mining company. The route from Whitefish lake through to the terminus is one of marvellous beauty, lakes and lakelets being perfect scenic gems.

Plenty of business is already offering for the new line. Millions of saw logs are taken out every winter by the Superior Lumber company for transportation to Fort William. The Canadian Pacific is this winter getting a large quantity of its ties, some thousand carloads, from this section and the Gunflint Lake Iron company are to ship next season the first one hundred tons of the million tons of ore which they have contracted to ship by this line. Then there is the traffic of the silver mines and there promises to be plenty of Canadian ore coming soon. Port Arthur people are anxiously waiting for the day when a direct connection will be made with Duluth. The gap is now something less than fifty miles to the terminus of the Duluth & Iron Range at Ely. The town at the boundary was yesterday named Leebtain by the railway company's guests.

Nearing the End.

While there exists no present probability of great advances in the prices of wheat or its products, evidences are not wanting that point to a better market than existed during 1891. From \$7 for spot wheat in Minneapolis prices fell with more or less steadiness to the end of the year, making a decline of some 22c. It is but a superficial view that ascribes the decline to any other than the most natural causes whose base lies in supply and demand. To say that the expectation of the passage of the anti-option or of its rejection had an important bearing upon the markets is to assert what is not backed by sound reasoning. A visible supply of nearly 20,000,000 bushel more wheat in this country than ever before, after shipment of more in the last year and a half than ever previously reached in the same

time, making in importing countries a surplus so large as seriously to embarrass their producers of grain, is cause enough for all the decline sustained. Depressions as well as swells have their limitations, and conditions justify the thought that our lowest dip in grain values is past. More increase in the visible supply is to be expected. While that is so it is also true that this country is nearing the end of such increases. There is no prospect of so rapid depletion of supplies as to threaten exhaustion before our next harvest. Still, with the foreign demand that is reasonable to look for, our supplies ought to be brought down so as not to be burdensome. Already flour buyers in Europe are earnestly buying. Their stocks are in no wise exhausted, or near exhaustion. Yet they buy freely. They buy, unquestionably, because prices are attractive and they can see ahead to the need of them. There is too, a prospect that the incoming crops, now in harvest, will not turn out as well as had been expected. Australasia, that sent to Europe in its 1891 crop year about 10,000,000 bu, and less than 6,000,000 bu in 1892, was expected to ship in 1893 well toward 15,000,000 bu, has, it is cabled, suffered considerable damage, and the exportable surplus talked of is much reduced. Indian complaints are few but there is no expectation of more than a fair average. The wheat crop in late in Chili but in Argentine the prospects are good, with harvest well along. In Algeria the crop at last accounts was seriously impaired by drought. There is a falling off in acreage in the United Kingdom, in Roumania, and in several other countries of Europe as in the winter sowings in this country. A rather poor stand with us went into the winter under fair prospects of weather as it did in most of Europe. A little impairment in Feb. and March, which is so common, would easily push an advance and the liability will likely cause some hardening from the present low values.—*Market Record*.

Are You Insured.

Insurance has saved thousands of merchants from financial ruin; has afforded them the means of again embarking in business with unimpaired credit, or rebuilding their establishments and stocking them with new and valuable goods. The lack of insurance has resulted in bringing many a prominent and prosperous business man to poverty. In these times, and particularly at this season of the year when there is so much danger from fires, every merchant ought to keep his store and stock insured for a reasonable amount. The expense is not great, and he cannot afford to take the risk of losing his all by neglecting his insurance. Insurance has become at the present time the almost universal custom, and one of the first questions asked by a wholesaler or a retailer is: Do you keep your stock and store well insured? We think any wholesaler is justified in refusing credit to a customer who cannot answer this question affirmatively. Merchants should not be careless or indifferent in this matter. They should closely scan their policies, and see if every article specified is covered. Insurance companies cannot be held accountable for losses for which they have not specified and agreed to make good. No man should accept an insurance policy which he has not read over carefully, and has assured himself that all its provisions are satisfactory, and no man should allow his insurance to lapse even for a day, as a conflagration may come at any moment, and in an hour sweep his property away. We know of a case which recently occurred, in which the man's policy had expired only an hour before the breaking out of a fire, which converted his property into smoke and ashes, and resulted in a total loss to him. All of the points which we have enumerated are important, and every merchant should keep them in mind.—*Grocers' Criterion*.