

## ENGLISH COTTON TRADE.

An extraordinary general meeting of the Manchester Cotton Association was recently held at Manchester to consider arrangements for the cotton season. Mr. W. Macara, who presided, observed that, considering the difficulties they had to contend with, a total import of 121,336 bales of American cotton last quarter, against 24,431 bales a year ago, was most encouraging. Notwithstanding the offer of the Liverpool liners to lay down Egyptian cotton at the mills as cheaply as via Manchester, the importations by the Ship Canal amounted to 68,123 bales, as against 33,720 bales last year. The sailings from Alexandria by the Prince Line would be maintained at short intervals throughout the season, and from America, the sailings from Gulf ports, New Orleans, and Galveston, would be as frequent as might be required. Ere long there would be steamers sailing to Manchester from all the cotton ports.

## FARM ANIMALS OF THE WORLD.

The number of the farm animals in the world is estimated as follows in an Agricultural Department document:

	1893.	1896.
Horses.....	66,995,100	67,254,553
Mules and asses....	8,683,152	8,865,573
Cattle .....	298,873,657	312,055,835
Sheep .....	534,848,924	511,390,569
Swine .....	102,172,224	103,969,220
Goats.....	36,025,433	31,992,385

## LONDON TO CHINA BY RAIL.

The writer of an article in the *London Times* "predicts that one of the most remarkable revolutions in the conditions of transport that the world has ever seen will be brought about by direct railway communication between Calais and Peking, resulting from the completion of the great Trans-Siberian line and its connections. The length of this line is 4,547 miles from Cheliabinsk to Vladivostok. More than one-third of the undertaking is now completed, and during 1895 not less than 918½ miles were constructed. The line should be practically completed during the next two or three years. It is officially stated that there are at present engaged upon the work over 70,000 workmen. One of the branches projected was a line from Kiakhta to Peking, some 600 to 700 miles in length. Once at Peking, the line could be carried without difficulty to Tientsin.

"A line between St. Petersburg and Peking, with trains travelling at the same rate as the Chicago and New York Pullman (limited), would enable passengers to cover the distance in about five days. Even at the usual speed of Russian railways, Peking should easily be brought within eight days of St. Petersburg, or little more than ten days from London. At present nearly one-half of the total import trade of China is carried on with the British Empire. The United Kingdom in 1894 supplied China direct with imports four times as much in value as those furnished by the rest of Europe, and the direct imports of that country from the United Kingdom have almost doubled in the period 1884-94. What, however, would be likely to happen to English trade supposing direct railway communication to be established between St. Petersburg and Peking, the distance being not much over four thousand miles? It is a question mainly of cheap transportation. Mr. Andrew Carnegie, writing in last month's *Engineering Review*, points out that in the United States a large quantity of freight is being carried by rail at seven miles for 1d. If freight were carried from St. Petersburg to Peking the whole way by rail at this rate, it would mean a charge of about 50s. per ton. Such a figure would not compare favorably with the present rates of transport by sea, so the projected line would not make an end of the fleets now trading between British ports and Hong-Kong. But it would, nevertheless, be likely to aid Russia to some extent as against our own country in respect of certain descriptions of trade not carried in large quantities.

"There is, however, another aspect of this matter. When the Trans-Siberian line has been completed as far as Vladivostok there will only be 600 nautical miles to traverse between Vladivostok and Nagasaki, and there will be 1,000 miles between the extreme east of Russia and Vassounga, so that if a speed of only 35 versts per hour is assumed on the railway, London passengers should be able to reach Japan in 16

days and China in 17 by this route. Hitherto the shortest route to these countries—across the Atlantic and thence via the Canadian Pacific line—has involved a journey of 12,800 nautical miles, and has taken 28 days to Japan and 30 days to China.

"Mr. Archer Baker, of the Canadian Pacific Railway, writes to say that in one instance the journey from London to Japan by the Canadian route has been accomplished in less than 20 days. With a fast Atlantic service, he says, and a slight acceleration of railway speed across Canada and on the Pacific, it could be done regularly in that time. He doubts whether the slight saving of two days in time would compensate for the long and dreary train journey across the wastes of Siberia."

## TORONTO MARKETS.

TORONTO, October 1st, 1896.

**BREADSTUFFS.**—The market in breadstuffs is active, with prices firm and tending upwards. Local orders are very small, but an export trade has given the market a welcome impetus.

**DAIRY PRODUCTS AND PRODUCE.**—There are few events of special interest in the butter trade this week. Creamery butter is moving slowly, and in order to effect sales merchants have been compelled to shade prices. The standard brands continue to hold their values, but the makes have lost ground during the week. Dealers quote dairy: best qualities, 12 to 14c.; second qualities, 7 to 9c. per pound. In creamery, tubs are selling at about 17 to 18c. per lb., while pound prints bring 18 to 20c. The British egg markets have been depressed the last week; receipts have been excessive, and recent advices say that arrivals are coming in in poor condition. On all shipments the "loss off" has been heavy. Prices are low and the trade rather depressed.

**DRY GOODS.**—During the period under review a fair amount of business has been done in general lines. Values remain on the whole stable, although there has been an upward movement in cotton goods. Denims are very firm, and manufacturers have advanced prices, as we note in another column, during the week. Other lines of colored goods have a firmer tendency and advances would surprise no one. We are told that to-morrow, Friday, the trade may expect the announcement of an advance in bleached cottons, which will amount to about 4 per cent. Prices of grain bags have recently been advanced 50 cents per bale. The firmness in the cotton market is the result of the strong statistical positions of the raw material, as well as the curtailment of production in American mills. Woolen goods, unfortunately, show no improvement and the market continues depressed.

**GRAIN.**—There has been during the week a firmness in wheat which has resulted in higher prices. Values have advanced two or three cents per bushel in all grades, as compared with last week. The strength comes from outside markets, although there is a fair demand from the local trade. September closed with weakness in American centres, but October has opened brighter with advances. Latest cables indicate free buying in the United Kingdom. There has been an advance in oats, and prices are quoted two cents per bushel higher than last week. Peas are in good demand for export, and prices have advanced one cent per bushel. There is good request for rye; prices are firm, and quotations two cents per bushel in advance of last week.

The stocks of grain in store at Port Arthur on Sept. 19th were 1,371,248 bushels. During the week there were received 203,226 bushels, and shipped 294,407 bushels, leaving in store on Sept. 26th, 1,280,068 bushels.

**GREEN FRUITS AND NUTS.**—Trade in fruits has been fairly active. Jamaica oranges are quoted \$7.50 and \$4.00 per box. Lemons are quoted by merchants at 36½s fancy, \$4 to \$4.50; 30½s Rodi, \$5.75 to 6.00 per case. The cranberry season has opened and dealers quote: Cape Cod, \$7.50 to \$8 per bbl., and \$2.50 to 2.75 per box. Canadian cranberries are selling at \$5.55 to \$6 per bbl. Pears are worth \$3.75 to 4.50 per bbl., and 30 to 45c. per basket. For sweet potatoes there is good demand at \$2.25 to 2.50 per barrel. For common Canadian peaches merchants are asking 50 to 60c., and for fancy 85c. to \$1. In nuts we quote: Taragona almonds, 12c.; Grenoble walnuts, 12½c.; Marbots, 10c.; Sicily filberts, 8c.; roasted peanuts, 9c.; green peanuts, 8c., and Brazil nuts, 10c. per lb.

**HIDES AND SKINS.**—On Monday of the present week Toronto merchants advanced hides 50c. per cwt. Butchers now receive for green cow hides 6½c. per lb. and for heavy steers 7c. per lb. It is impossible to give a market quotation for cured hides, so light have been the transactions. This strength is the result of speculation in market centres, and Canadian tanners find it difficult to make leather at a profit on the present basis of the hide market. They are, however, taking a few hides for the purposes of present production.

**HOG PRODUCTS.**—The receipts of dressed hogs during the week have been light. Shippers are evidently holding for colder weather before killing their hogs. There appears yet to be some uncertainty in the country as to the market for dressed hogs, but as a result of the reduced stocks of hog products, moderate receipts will find remunerative prices at present. Packers are now quoting \$4.75 to \$5 for light weights, and \$4 to 4.50 for the heavy weights. Hams continue scarce, and prices in consequence are well maintained. Long clear bacon remains firm at last quotations.

**HOPS.**—The Canadian market has opened slowly. In nearly all sections of Ontario, picking is now well completed. The tardy movement is the result of depression in values. The fact that brewers in this country and in Europe are well stocked with 1895, and older hops, is doubtless responsible in some degree for the present dull trade and lowness of prices.

**WOOL.**—The wool trade continues to be depressed, although in English markets there has been improvement as the result of the unexpected maintenance of prices at the fifth series of London auctions. The contents have been uniformly good. Continental buyers have operated freely. Fair quantities have been taken by French buyers, while the Germans have been in evidence. English buyers have bought cautiously, while there has been little or no demand from the United States. Our reports from the Canadian mills indicate depressed markets in goods, and manufacturers are not disposed to purchase freely.

## MONTREAL MARKETS.

MONTREAL, 30th Sept., 1896.

**ASHES.**—The market is again quieter, and we hear of only one shipment of 16 brls. since last report. There is no question but that the British demand for Canadian potash is declining, and that the mineral muriates of potash are steadily displacing the vegetable product in the manufacture of soaps. The total receipts for the year to date are 1,523 brls. of pots and 250 pearls. In store at date 189 pots, 71 pearls. We quote, \$3.50 to 3.55 for first quality pots, seconds \$3.05 to 3.10; pearls about \$4.45, and few transactions of late.

**CEMENTS AND FIREBRICKS.**—Business is again quieter in these lines, and no noteworthy transactions are reported. Prices are \$1.90 to 2.00 for British cements; Belgian, \$1.80 to 1.90; firebricks, \$15 to 21.00 as to brand. The receipts for the week ending to-day are 1,000 barrels Belgian cement and 2,800 English.

**DAIRY PRODUCTS.**—London took most of last week's shipments of cheese, some 36,000 boxes out of a total of 47,443. Shipments corresponding week last year, 53,396 boxes. The market is on the same level as a week ago; the usual weekly receipts of French cheese brought 9½c., and best makes quote at about 9½c., with no special activity prevailing. Exports of butter last week were light, only 1,608 pkgs. The market, however, is a shade firmer than a week ago, fine creamery bringing 18½c., with a tendency to advance; dairy makes are little heard of. Eggs are gradually advancing, and are now quoted at 13 cents.

**DRY GOODS.**—The weather has again become warm, and sorting business is not particularly active with either country or city dealers, though a few of the larger houses report orders ahead of this time last year. Collections remain somewhat unsatisfactory as a rule. The trade received notification this morning from the cotton mills of an advance in towings and cotton bags.

**FURS.**—In raw furs matters are very dull as yet, and dealers will hardly make any figures for the new catch of fall furs until the results of the October sales in London, England, be made known. Some few small lots of new caught muskrats have been marketed, and have brought 10c. for large and 5c. for small.