

30 years; and if subscribers wanted titles examined and official records looked into, they would have to pay for it. But the meeting unanimously requested by resolution that improved services should be rendered by the agencies along certain lines; and at the same time declared it to be the duty of credit men to furnish the agencies with more prompt and exact information.

It was the general opinion that the meeting had been a successful one. If the apparently united feeling that showed itself there can be kept up, some good work may be done to lessen the hazard of credit in this country. To my surprise there were no Canadians present—I mean, coming from Canada, as delegates. I was told there would be some. I noticed that a lot of the good Americans from a distance took advantage of the opportunity of being so near Canada to go over to Windsor (and I guess Walkerville), and one of them said "they were mighty white folks over in Canada, and knew how to treat strangers well."

I hope I have managed to give you some slight idea of how things went, but I don't feel, somehow, that I have done justice to the meeting, where there was so much good speaking and good argument. Probably this body and its branches will have a good effect in keeping shysters and incendiaries and dead beats from getting so much credit as they have sometimes done.

MICHIGANDER.

Detroit, Mich., 25th June, 1898.

ASSISTING THE FRUIT TRADE.

In another month or so it is the intention of the Canadian Department of Agriculture to make another trial shipment of peaches, pears and tomatoes to the United Kingdom. The later of those made last year were very successful, and it is said that Prof. Robertson is hopeful of developing a large trade with the Old Country, more especially in pears and in tomatoes. It has too often been the experience at ports in Great Britain that Ontario fruit reached those shores in bad condition. But if there were a good service of refrigerator cars there is no reason why the best fruit of Ontario should not be laid down in Liverpool, or Glasgow, or London, in better condition than from California. The difficulty in the past has been that the fruit was put on the cars warm from its journey over warm country roads in very warm weather. When it was put into the cars its heat was great enough to melt the ice intended to cool it. Ontario fruit growers are recognizing this, and several of the larger among them, in the Niagara and Essex peninsula, are erecting cold storage rooms to chill the fruit before putting it on railway cars. A continuous chain of chilled vehicles or receptacles appears necessary all along the route, if the fruit exporting business is to be done in perfection.

CORN FED PORK.

Complaint has been made by some large dealers of the quality of some of the hogs that have come forward recently. The flesh is soft, showing that either the animals had been fed too much upon grass or upon Indian corn. Farmers should be warned not to market their hogs without having for some time previously fed them on grain in order that the flesh may be given a firmer texture. This leads us to say that the fear expressed at various times, in a year past, that the good reputation of Canada's pea-fed pork may suffer from the adoption of corn feeding, is not without foundation. Corn is cheaper food, and the farmers are generally disposed to consider that they may, by using it for hog feed, economize in the cost of their pork. They need to be reminded, however, that to profit thus at immediate saving to their pockets, may prove false economy if thereby they injure the reputation which Canadian hams and bacon have acquired by years of careful feeding on peas or other grain than corn. Now that government authorities and manufacturers of hog product and other dead meats are putting forth strong efforts to enlarge our export of these goods, and to preserve their quality, it would be a suicidal policy to risk reputation and injure price by venturing upon cheaper methods of feeding.

CANADIAN WOOL FOR EXPORT.

The present state of the market for domestic wool is such as to create apprehension lest a condition of things may come about similar to what existed some two years ago in Ontario. At that time people were seized of the idea that our wool must go higher, and declined to take the prices offered for export to the United States, which is practically our only foreign market. By holding on to their clip for higher prices, growers, and some dealers too, were saddled with the clips of two years, not only losing interest, but suffering an actual loss. At the present moment prices of domestic wool are above export figures. It is true that 16½ cents per pound is being paid for combing, and say 17 cents for clothing wool. But the prevailing prices in the United States do not, we are told, justify the payment of more than 15 cents. Canadian woolen mills are stocking up freely with medium imported wools, because they are at the moment very low. Indeed, we believe that foreign wools of a quality resembling our domestic can be had at two cents a pound cheaper than Canadian. The uncertain commercial and financial condition in the United States, occasioned by the war, hardly justify the speculative ideas of those who would encourage the hope of profit to those who pay, or promise to pay, 17½ and 18 cents for Canadian combing and clothing wools.

MASSACHUSETTS BENEFIT LIFE.

There are many in Canada, as well as in the States, waiting for some return from the remains of this concern. Some one hundred and twenty cases in litigation had been disposed of by the receivers, up to 22nd June. Then they waited for a court decision on the legality of disability claims prior to paying a dividend which they estimated would be about forty cents on the dollar. We now hear from Boston, under date 25th June, that the full bench of the Supreme Judicial Court of Massachusetts sent down a decision in the case of the Attorney General vs. the Bay State Beneficiary Association, holding that the receivers are not obliged to make any payments to those who make claims under the disability clauses in their certificates. In all policies issued subsequent to January, 1892, it appears there was a clause providing for payment to members who might become permanently disabled, if so voted by the directors. The Court declares that the previously existing authority to corporations, to insure against disability arising from sickness, was taken away by the statute of 1890, chapter 421, which repeated the provisions of previous statutes. This decision also applies to the Massachusetts Benefit Life Association, which has several hundred thousand dollars of such claims. The decision, the telegram says, was altogether unexpected and is causing much interest. But it will help mightily in the payment of a dividend to claimants.

SUBMARINE TELEGRAPH CABLES.

Unless one has seen what is known as a "cable map," he is not likely to gather any adequate notion of how the shores of various continents are fringed or festooned with electric cables. South America is noteworthy in this particular. The number of coast cables is large. Out of a total of 1,450 submarine cables in the world, there are no fewer than 1,141 laid along coasts and in rivers. The total length of cable thus employed is 162,928 miles. Of this mileage corporations own 143,024, and of the companies themselves 76 per cent. are managed in London. France commands 12 cables measuring 2,033 nautical miles in European waters, and 33 cables measuring 26,356 miles, in colonial waters. Germany is said to control 11 cables of 3,040 nautical miles in European waters, and three cables of 470 miles in colonial waters. The now numerous transatlantic cables make on the map a close series of lines across those waters. We know of these and are accustomed to them, but of African and South American and Indian Ocean submarine telegraph lines most of us know but little.

There were 92,235 mats of Java coffee in first hands in New York on June 1st, against 53,525 same date last year.