

### European Financial Situation.

Although there have recently been numerous adverse reports of the condition of many leading financial institutions in Paris, Berlin and other cities on the continent, for which there was doubtless some ground, the state of the money market there does not indicate that any severe financial disaster is imminent or in prospect. In Berlin the failure about two weeks ago of an old firm of private bankers was suddenly announced, which does not appear to have been anticipated, but it seems the bank has been long insolvent, and the failure gave rise to apprehensions of other troubles of a more serious character, which have not been realized, although there have been numerous failures there, but these included no banking firms of acknowledged ability.

In Paris the great banks rumored to be in trouble have given no outward sign of weakness; the rumored trouble appears to have had no more substantial basis than that the banks insisted that operators whose liabilities were large should retrench, and there was much forced selling of securities, but borrowers on credit with undoubted security were able to obtain all the money they required at 2½ to 3 per cent.

The unsettled political situation in Brazil has also increased anxiety in Paris and Berlin, and Paris is more particularly involved in that country, but while everything Brazilian is looked upon with distrust a crash in Brazilian securities would not have the disastrous effect which attended the crisis in the Argentine Republic. What effect the retirement of Dictator Fonseca will have it is impossible to suggest, but it may ultimately prove to be beneficial to financial affairs.

Then the necessities of the Bank of Spain at Madrid have been a disturbing element, but as her wants are not large they will probably be supplied. The Russian loan has been looked upon with apprehension, but no trouble has yet come of it, and it is probable that none will. Europe is in a financially strong condition, and notwithstanding her short crops and numerous disturbing elements, she will doubtless be able to rise superior to all monetary difficulties.—*Cincinnati Price Current.*

### Winter Wheat Prospects.

In nearly all quarters in this country where winter wheat is raised there is complaint of the stand. The complaints are more in the great central belt, perhaps, than anywhere else, but as it is in that quarter that the larger part of the winter wheat is grown, it may be that more attention is given to it than anywhere else. The talk among farmers in the Ohio valley is that the crop goes into the winter, feeble, and that it is not vigorous enough to stand the rough weather of an ordinary winter. What is said of it in the Ohio valley is said of it in the Mississippi valley and in the Missouri. Experts take a more favorable view of it and contend that with an ordinary winter there is nothing in the present prospect of the crop to cause alarm. The acreage is admittedly smaller than it would have been with more moisture at seeding time. Rains fell about the time the cold weather began, and while they were made the ground of unfavorable comment they probably did much good, for they hold the surface soil about the root of the plant when the ground i-

hars and give it moisture in the spring. Weather that freezes does not necessarily kill our wheat, if such weather is steady. The intermitting of freezing and thawing does that. The worst that can be said of winter wheat is that it had light growth and is unweaned, some that touched moisture growing before other in the same field started at all.—*Minneapolis Market Record.*

### What is a Carload?

The weight of a car load of grain, flour or provisions is often determined by the condition of the market at time of shipment. For instance, if a merchant in this city purchase say 10 or 12 cars of oats at a country point on a rising market, he may receive a minimum quantity say 24,000 lbs per car on the Grand Trunk and 30,000 lbs on the Canadian Pacific, or even less; but if on the other hand prices are on the wane he might get 32,000 or 35,000 lbs per car on the Grand Trunk and 37,000 to 40,000 lbs on the C. P. R. The same thing applies to car lots of flour and provisions, which is very unsatisfactory, as a merchant is never certain what quantity of grain, flour and provisions he can rely upon in ordering by the car load. It is therefore of the utmost importance that a car load of produce should be defined as meaning a certain weight not less than the minimum capacity nor more than say 250 or 400 lbs above it. Some means should be at once adopted in order to regulate the standard capacity of a car load, so that the buyer may have some approximate idea of what quantity he may expect when he orders a car load, instead of having it left to the caprices of country sellers, by overloading on a falling market and underloading on a rising one. The council of the board of trade has taken the matter up, and it is to be hoped they will take the necessary steps in bringing about the necessary reform as speedily as possible.—*Montreal Trade Bulletin.*

### United States Fruit Exports.

The export movement in canned fruit has this season been considerably above the average of late years, and, judging from accounts received from the foreign markets, England will likely take additional quantities of Californian goods before the next season comes round, and the prospects are considered favorable for a very good market there for gallon apples also. The monthly statement of the Bureau of Statistics shows that nearly \$500,000 were exported in September, and it is probable that the October returns will make quite as good a showing. Last year the movement was light, owing to light crops and high prices of most lines of fruit, the entire export having been less than that of September, 1891, alone. The dried fruit exports have also increased greatly under the impetus of low cost, and latest reports go to show that the quantities thus far landed on foreign shores have been closely cleaned out, apples and apricots faring particularly well. There would appear to be reason to calculate upon even a better export outlet in the future, if prices are kept at a reasonable point, since the goods seem to be growing in favor with the European consumers. Next year a fruit exhibition will be held in London, at which the products of various fruit sections of the world will be brought to the attention of the English public.—*N. Y. Bulletin.*

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