

## UNITED STATES SUGAR QUESTION,

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not for the fact that the tariff permits the importation of refined sugars from Holland and the United Kingdom at 40 per cent. on their cost, without any "extras," except the 4c differential duty on refined, and without the 1-10 cent against bounty countries.

Willett & Co.'s Sugar Trade Journal says that as a result of the tariff difficulty: "We are quite likely to see the extraordinary phenomenon of raw cane sugar from Cuba selling to refiners in the United States at exactly the same price as Dutch or English granulated is selling at the same time to grocers in the United States." "The dispute as to the assessment of the tax on sugars from bounty countries has been referred to the treasury department, and at the coming meeting of congress it is expected that the whole sugar question will be fought over again.

## DAIRY PRODUCT FREIGHTS.

In a recent article in The Commercial regarding dairy matters, it was stated that freight rates were practically the same from Manitoba to Pacific coast points as from Eastern Canada to the coast. While the nominal rate in each case is not materially different, there is, however, a decided advantage in favor of the Manitoba shippers. The rate from Manitoba to Pacific coast points is \$1.75 per 100 pounds, and from the East the rate is \$2. The latter, however, is for car lots of a minimum of 20,000 pounds, while small lots are forwarded from Manitoba at the \$1.75 rate. This of course makes a very material difference. The rate includes butter, cheese, eggs, and poultry. In the summer season the Canadian Pacific runs a refrigerator car (which gives an express train service for these products) between Winnipeg and the coast, and shipments in small lots may be made by this car at points all along the road west of Winnipeg. This gives country merchants and dairymen the advantage of shipping frequently, in small lots, direct to the coast.

Some parties consider that this is something of a discrimination against Winnipeg, as the refrigerator service runs only westward. This, however, is not the fault of the railway company. Last spring circulars were sent out by the traffic department to points all along the main line, offering to establish a local refrigerator service into Winnipeg, if there would be sufficient stuff to handle to make it worth while. The reply returned to the company almost invariably was to the effect that such a service would be of no value, as such products were nearly all shipped westward, and not to Winnipeg. If there is sufficient goods to handle, the railway people say they will be ready at once to establish a refrigerator service into Winnipeg, as well as from Winnipeg westward.

There has also been some complaint the past summer as to the lack of a refrigerator car service on the branch roads. A refrigerator car service for handling butter, eggs, etc., was twice tried on the Pembina branch, Win-

nipeg dealers having requested such a service, but it was found that there was very little freight to handle, country shippers preferring often to send their products by ordinary freight, rather than pay the extra ten cents for the refrigerator car express service. The extra charge on the main line to the coast, for the refrigerator car is 20 cents per 100 pounds. The company offer to supply a refrigerator car on branches where there is no regular service, at any time when a minimum of 10,000 pounds of freight is offered. This would indicate that so far as refrigerator car service if concerned, the company has done fully as much as could be expected, to provide facilities for shippers of dairy products, etc. The railway people are fully alive to the importance of the dairying interest, and are ready to do all they can to develop the industry, as is shown by the recent move on the part of the Canadian Pacific railway company to assist in establishing factories in the country. They say that refrigerator car services into Winnipeg will be put on whenever a reasonable amount of traffic is offered.

## BRITISH WHEAT DEPRESSION,

Elsewhere in this issue we publish the London Miller's review of British wheat markets during the month of September. The markets were weak and declining during the month, and the condition of the British farmers, as described, is pitiable. The harvest weather in England has been bad, and the new wheat crop is very unsatisfactory in quality, there being a great deal of damp grain. With prices of the best grain at unprecedentedly low values, the damage to the crop of the British farmers from rain is doubly discouraging. English wheat is reported to have sold as low as 17 shillings per quarter, or equal to about 51 cents per bushel, which in England must mean a heavy loss to the grower, while the average price of new English wheat is placed at equal to about 58 cents per bushel. The choicest home grown brought 24 shillings per quarter, but the bulk of the early marketings is low grade and damp, which brings the average price near the bottom range of values. Added to the low price of wheat, the cost of farm labor has been greater than usual, which induces the Miller to say that "only the good crops will pay for the cost of securing them." Foreign wheats declined 6d to 2 shillings during September, Russian varieties showing the greatest decline. It is noted that French flour continues to be placed in British markets, selling as low as 16 shillings per sack, or equal to about \$3.85 per 28 1/2 pounds.

Cable reports this week show a further decline in English wheats. The Mura Lane Express of October 15, says: "English wheats have fallen to an incredibly low price, 16s to 18s 2d, having been the average offered at Saturday's market, which is 18s 6d below the very lowest price compatible with profit. The farmers throughout the Thames Valley are losing 54s per acre upon all the land they have put under wheat. Foreign wheats have dropped 1d for California No. 2 and red winter."

## EDITORIAL NOTES.

In the retail dry goods trade of Ontario there is what is known as "the syndicate." This is a sort of association composed of a number of leading retail dealers, located at various points throughout the country. The object of the association is to take joint action in anything which is considered to be in the interest of the respective dealers. These dealers unite in making importations, buying job lines, etc. Meetings of the dealers comprising "the syndicate" are occasionally held.

A Toronto grocer named Hamilton has been found guilty of defrauding Eby, Blain & Co., a wholesale firm of that city, and has been sent to prison for three months. The offence lies in the representation by Hamilton that he owned a certain residence property, upon the strength of which he got about \$1,000 worth of goods from the wholesale concern. Hamilton failed recently and his assets showed a full nominal value of only \$700. The residence property, valued at \$1,500, which he said he owned was found to belong to his wife. Hence the action for defrauding the wholesale dealers. Hamilton is said to have done business for a great many years in Toronto, in a moderate way, and was supposed to be making a comfortable living. He kept a private carriage, but did not apparently live extravagantly. The action of the wholesale firm in prosecuting is to be commended. Too many cases of a somewhat similar nature are allowed to go unchallenged. It is in the interest of business morality that an example should be made of such incidents as these.

An article in a late issue of the London Times gives an account of a new process of thawing out frozen meats, by which it is claimed that the sale of frozen meats will be greatly increased. It is claimed that the weakness of thawing beef is not owing to the leakage of the juice of the meat, but to condensation of atmospheric moisture upon the meat. The plan is to thaw the meat in a warm dry atmosphere. According to the Times, it would appear that the perfecting of this plan of handling frozen beef, will vastly improve the prospects of the Australian meat trade with Great Britain, to the detriment of the American trade. However, if the prospects of the frozen meat trade of Australia are improved by the new discovery, the trade of America should also be improved, at least as compared with the export of live stock. There are, however, two ways of looking at the question. If any important improvement is made in the mode of handling frozen meat, naturally the more distant countries, which cannot export live stock to advantage, will be most benefited. Canada is principally an exporter of live stock, for instance, while Australia exports frozen meats. The improvement of the frozen meat trade would benefit the former and increase supplies of frozen meat, to the detriment of the live stock trade. However, many people will be pleased to see the time come when the dressed meat trade will entirely supersede the shipment of live stock. The article from the Times is published elsewhere in this issue.