

full working order from Lake Superior to Montreal. There will be no weak link in the chain then, and we will feel it pinch. Nor are these energetic northern neighbors satisfied with what they have done and are doing. They are considering a canal and navigation from Montreal to Georgian Bay, via the Ottawa and Mattawa rivers, Lake Nipissing and the French river. This is the shortest possible route from the seaboard to Lakes Michigan and Superior, and it is entirely within Canadian territory and removed from our interference. Both commercial and military reasons are urged in its behalf as an interior and short line. It is only 1,037 miles from Montreal to Duluth, as against 1,351 miles by the St. Lawrence route, being 317 miles shorter. It is 400 miles and 480 miles shorter from Duluth to tidewater than the New York State routes, and it is 65 and 780 miles shorter from Duluth to Liverpool than the New York routes. The Canadians are also considering the introduction of very high, quick-acting lifts in their canals. They have chartered a company, which proposes to make the descent from Lake Erie to Lake Ontario with two lifts, each 160 feet, in lieu of the twenty-five locks now in use, and to descend the total difference in altitude between Lake Erie and Montreal harbour with only six lifts in lieu of the fifty-three now in use. Thus will be effected a saving in time between Lake Erie and Montreal of at least twenty hours, which, translated into cents, means a saving of 20 cents per ton, or over a half a cent a bushel, on Canadian commerce, and a handicap of that amount on our commerce. It is also the avowed intention of the Canadian Government to make the St. Lawrence river and canals free, thus reducing the cost of freight to Montreal 10 cents per ton, or 2½ mills per bushel. The struggle for supremacy in the carrying trade within this continent will begin in earnest when Canada opens the soulanges canal.

#### SERIOUS FOR NEW YORK.

"We have lost the ocean carrying trade. We once carried a large trade for other nations, and the bulk of our own exports and imports in our own vessels. But our shipping has dwindled, both actually and relatively, compared to that of other nations, until we now depend almost entirely on foreign ships. Since 1858 the proportion of our foreign trade carried in our own vessels has dwindled from 73.7-10 per cent. to 12.8-10 per cent., or five-sixths. Shall we wait supinely and lose our lake and coast shipping also? The city and the State of New York have a greater interest at stake than any other city or State in the Union. The United States Customs district of New York collected during the fiscal year ended June 30th, 1893, nearly 70 per cent. of the total duty collected on imported merchandise of the United States, and here also was shipped over 40 per cent. of our total exports for the same year. New York has 28.1-10 per cent. of the total tonnage, 38 per cent. of the Atlantic and Gulf coast tonnage, 23 per cent. of the Lake tonnage. 27.7-10 per cent. of the total steam tonnage, 46.5-8 per cent. of the steam tonnage on the Atlantic and Gulf coast, and 19.1-3 per cent. of the steam tonnage on the lakes. New York has 3.1-5 times as much tonnage as Michigan, more tonnage than floats on the great lakes, and almost as much as any other four States. This ascendancy in shipping is due to the great advantages of the port of New York and the good and cheap rail and canal transportation between New York and the great lakes. It is threatened by the improvements now being completed by the Canadians, whose port of Montreal will, in 1897, have thirty feet of water, be fully protected from ice shelves, can be equipped with the most modern facilities for handling freights, and will have deep water communication with Duluth and Chi-

cago, and an advantage in freights over New York of \$1.32 a ton or 3.53 cents a bushel.

#### COMPARATIVE FREIGHTS.

"When the Canadian canals are made free, Montreal's advantage will be \$1.32 a ton, or 3.53 cents a bushel, and when all the improvements now projected are completed, \$1.68 a ton, or 4½ cents a bushel. The cost of handling grain in New York Harbour is 1½ cents a bushel; freights and insurance to London are 3½ cents a bushel; a total of 4½ cents a bushel. You see that in the near future it will cost less than half a cent, or no more taking into account the shrinkage, to send a bushel of grain to London via Montreal than to send it to New York via Buffalo. In view of these facts, how can New York hope to keep her ascendancy in foreign trade and shipping? New York cannot keep her place without an effort. In order to meet the requirements of American commerce, we must have the best possible internal connections and the cheapest possible freight rates between the great lakes and New York city, and to get such freight rates we must have adequate waterways between the Hudson and the great lakes.

#### South Africa's Gold Output.

The London Financial News. "In reviewing the progress of mining in South Africa in 1891 we predicted, a fortnight ago, that the December production of the Rand would probably be from 180,000 ounces to 183,000 ounces, making a total for the year of 2,025,000 ounces. The December output is now shown to have been 182,104 ounces, the highest on record, beating that of September (the previous best) by 5,997 ounces, and that of December, 1893, by 35,717 ounces. The year's production is 2,021,159 ounces, an increase of 515,686 ounces on 1893. An achievement such as this requires no comment, for the figures speak eloquently for themselves, and for the richness and permanency of the gold field. The magnitude of the December output is partially explained by the inclusion of 'sweepings,' due to the annual cleaning up of chlorination plant and so forth, which made an addition of close on 2,500 ounces, to the production of the Robinson alone. The output of the current month will probably show a reduction in consequence of the absence of these 'sweepings,' and, besides, the Geldenhuis estate, yielding over 6,000 ounces a month, has suspended crushing in order to add to its battery power. On the other hand, one or two other mines are now crushing with an increased number of stamps."

#### A new Industry.

Mr. Driscoll manager at Winnipeg for the McClary Mfg. Co., has received information from London, Ontario, regarding the company's recent annual meeting. He reports that the company's books made a satisfactory showing for the year 1894; in fact, a much better showing than has been expected, for a year of general business depression.

The McClary Mfg. Co. will immediately make some extensive additions to their factories at London, with a view to manufacturing new lines of goods. They intend making steel and cast iron enamelled or granite wear. These lines have hitherto been altogether imported, but this company will shortly be in a position to fully supply the market. This will add another new industry, by establishing a factory for this important class of goods, which have not heretofore been made in Canada.

The new building will forthwith be erected, and extensive additions to their standing factories will be made, in order to give the increased facilities for the manufacture of various lines which the growing demand for them renders necessary.

#### Toronto Live Stock Markets.

**Butchers' Cattle.**—Better demand and a shorter supply advanced prices about \$2 a head. A few loads were sent east and the balance was picked up by local dealers. All offerings were taken by noon. The range of prices to-day was as follows. Inferior to medium, 2½ to 2¾c; medium to good, 2¾ to 3¼c, and good to choice, 3¼ to \$3.10. One bunch of ten choice heaves sold at \$3.60.

**Export Cattle.**—Mr. Thompson was again on the market picking up what was fit for export. He purchased about two loads altogether. Prices were about the same as those on Tuesday. Some better cattle brought rather more than was paid on Tuesday. Some of to-day's sales were:

6 head, averaging 1,800 lbs. 8¾c a lb.  
5 bulls, averaging 1,800 lbs. 8¾c a lb.  
4 bulls, averaging 1,800 lbs. 8¾c a lb.  
2 steers, averaging 1,400 lbs. 4c a lb.  
3 steers, averaging 1,825 lbs. 4c a lb.  
2 bulls, averaging 1,600 lbs. 2¾c a lb.  
1 heifer, weighing 1,632 lbs. 4½c a lb.

**Sheep and Lambs.**—Export sheep were in fair demand. 5½c being paid for straight fat ewes and wethers, weighed off cur. Rams were quoted at 2¾ to 3c. They are not wanted. Lambs were in good demand, but the larger offerings gave an easier tone to the market. Eighteen, of from 70 to 75 lbs, were quoted at 3¼ to 3¾c. Butchers' sheep were in fair demand at \$3 to \$3.75.

**Hogs.**—All were taken early in the morning. Demand is active and prices strong. Stores are in sharp demand at \$1 for good ones. Bacon hogs advanced 2½c to-day, \$4.15 having been paid. Thick and light fats are firmer at Tuesdays prices. Quotations are: Long lean hogs, of 160 to 220 lbs. weighed off cur. \$4.12½ to \$4.15 per cwt.; thick fats, \$4.10 light fats, \$4 to \$4.10; stores, \$4; sows, \$3.50; and stags, \$2.50 to \$3.—Empire, Jan. 25.

The Delineator for March is the great Spring Number, and is the finest issue of this popular magazine that has yet been published. All the departments are unusually well filled, and the fashions have an increased value through being the first authoritative pronouncement of the Spring modes. The chief feature of the literary matter is a most comprehensive chapter on Cards their Uses and Etiquette, by Mrs. Roger A. Pryor, this being the first of a series entitled the Social Code. There is also a very interesting first article on the Experiences of Life at a Training School for Nurses, with an introduction by Mrs. Frederic Rhineland Jones. Women as a Musician is the subject of a "Conversation" between Edith M. Thomas and Dr. S. R. Elliott, to which is appended a delightful bit of verse by Miss Thomas. Mrs. Carrie M. Dearborn, ex-Principal of the Boston Cooking School, writes of the Teaching of Cookery as an Employment for Women, and Josephine Adams Rathbone of a Girls Life and work at the University of Michigan. Mrs. Longstreet has an instructive paper on the Care of the Hands and Feet. Mrs. Maude C. Murray contributes another chapter to her interesting series on the Relations of Mother and Son, and Mrs. Witherspoon continues her entertaining gossip in Around the Tea-Table. Pleasurable and profitable employment is found in Burnt Work—H. K. Forbes, Venetian Iron Work—J. Harry Adams, and Crepe and Tissue Papers—Tillie Roome Littell. The housewife will find much of value in the care of Silver, Cookery for the month and hints on serving Lemons, and the fancy worker will appreciate the new designs in Knitting, Netting, Tatting, Etc. The Subscription price of The Delineator is \$1.00 a year. Single Copies 15 cents. Address orders to the Delineator Publishing Co., Toronto, 33 Richmond Street West.