

A building worthy of note is that of the American Bank Note Co., on Wellington street, a fine new building, and there is the new hotel "Cecil," of some seven floors, all adding to the fine appearance of this street. In fact on all sides new buildings and improvements may be noticed. It is evident that the authorities and citizens alike are determining to have their city worthy of the name of the capital of the Dominion.

Wholesale houses in Ottawa report having done a good spring business, and the manufacturing industries, including the lumber, fibre and paper works of the E. B. Eddy Co., at Hull, are all actively employed, and the outlook for the future of this as an important distributing as well as manufacturing centre is encouraging.

T.G.O.

Ottawa, 19th April, 1898.

#### PORK-PACKING CONDITIONS REVIEWED.

The winter pork packers, that is, those who handle only hogs killed and dressed by the farmers, have closed the season of 1897-98. While some of the houses report having packed more hogs this year than last, it is safe to say the aggregate movement has been somewhat under the average of the past few years. The tendency of the trade is apparently in favor of the packers who have facilities for receiving live hogs, and report has it that their numbers will be materially increased before many seasons have passed. An interesting feature of the trade is the efforts made in different parts of Ontario and the Maritime Provinces to establish co-operative pork-packing establishments. It is proposed to carry the principles upon which the cheese factories are conducted into this industry. What the outcome of the movement will be, it is impossible to say, but the authorities in the trade are very dubious of its success. The reputation of Canadian pork products has become well established abroad, and it would be a serious matter to have the trade disorganized by unskilled operators.

The prices paid farmers for dressed hogs in Ontario during the year have been comparatively high. The export demand, regulating the hog market, has raised values somewhat above the basis warranted by local prices for provisions. We append a list of monthly prices paid per hundred during the season:—

	Selected.	Heavy.
October.....	\$6 10	\$5 90
November.....	5 60	5 30
December.....	5 60	5 35
January.....	6 00	5 75
February.....	6 40	6 10
March.....	6 15	6 00
April.....	6 00	5 80

The wide range between the quotations for light weight and heavy weight hogs, combined with the continued rise in the price of feed stuffs had the effect of decreasing the deliveries of heavy hogs. From an abundance of very fat, heavy hogs, the farmers have been sending excessively light, lean hogs to the market, some of them running as low as 75 pounds and quite unfit for packing purposes. The average weight is thought to be 15 to 20 pounds under that of last year's offerings. As a consequence of this falling off in weight, stocks of heavy meat, such as barrel pork and long clear bacon, are rather light.

The prospects for the season are not entirely bright. The North-West trade, however, is much more promising than it has been for some time. The activity in railway construction has resulted in several large orders being placed with Eastern packers. The production of hogs in Manitoba and the North-West Territories has not been large this year. The high price of grain has made hog raising less profitable, and as usual diverted farmers' minds from mixed farming to extensive grain cultivation. The lumber trade has consumed large quantities of provisions during the winter, but it is more than likely that the new regulations of the Ontario Government restricting American lumbermen in Canada will retard trade next year. The principal barrier in the way of profitable trading lies in the high prices, as noted above, paid for hogs. Packers have been compelled to pay more for their material than their competitors in the United States, and many have some difficulty in obtaining a corresponding advance in the price of products.

#### FOR GROCERS AND PROVISION DEALERS.

The Montreal sugar market is decidedly dull, and the Canada sugar refinery is shut down.

A grocery concern in St. John, N.B., according to the Sun, having issued circulars to the effect that they intend to open up a cut rate patent medicine store in a central part of the city, druggists have decided to cut prices to such an extent that the new house will probably have to abandon their project.

The spring importations direct this year of Mediterranean fruit to Montreal will not be as great as they were last spring. The first

steamer to arrive will be the "Mathews," which has left Messina with 28,000 boxes of lemons and oranges, and as she will stop at another Spanish port it is expected she will land about 32,000 boxes of oranges and lemons this week or next.

War prospects have had a decided effect upon American dried fruits. Whereas a fortnight or less ago, dried apricots and peaches were firm because of a restricted crop, last Saturday's San Francisco *Grocer* says the small fruit market is duller than ever, and "Eastern holders of apricots instead of buying here, are offering their holdings on this market, and only asking for cheap prunes, something on the basis of two cents a pound. The prune crop promises to be large in quantity, but of small-sized fruit."

#### WITH THE DRY GOODS MERCHANT.

The \$300,000 additional stock offered by the Montreal Cotton Co. in the United Kingdom has been fully subscribed. The \$100 shares of the concern are quoted at 147 to 152.

Bright coloring has the lead in parasols this year. Combinations of many-colored, narrow, cross-stripings on light or white grounds predominate in the medium-priced sunshades in France, whereas, in the more expensive, preference is shown for broad plaids in two colors or two or more shades of one color and the mixture of color with black.

The Paris correspondent of the *New York Dry Goods Economist*, writes: "Plaid silk is most used this season for covering sunshades. The plaids adopted for the purpose are of the fancy order, and although having the usual denomination, 'Ecosais,' are, for the most part, as little Scotch as may be. It is really surprising to find what variety can be obtained by the simple method of crossed stripings as exemplified in the new selections of sunshades."

The modern store decorator—interior or window—suffers nothing to stand in the way of attracting a crowd, and thereby drawing trade. He is constantly on the *qui vive* for new ideas, and the fact that he is compelled to enter strange fields for his material doesn't restrain him. As an illustration, a New York-dry goods house recently filled its store with several hundred canaries, while broods of chickens with mother hens in barnyard settings, were scattered about the various departments. Apple trees and cherry trees, planted in real soil and in full bloom—the flowers being artificial—were also employed to the same end, and were very effective.

There is in all branches of trade in the United Kingdom a desire manifested to increase trade with Canada. That this movement has grown beyond the mere sentimental stage and is assuming a practical form is shown, among other things, in the proposition to establish a line of steamers between Manchester and the Canadian ports. It may be interpreted from this movement not only that Manchester interests are anxious to expedite trade facilities with Canada, but they recognize the growing strength of Canadians as exporters and importers, and are anxious to share in this commerce. Sir Christopher Furness is said to have contributed £150,000 towards the scheme, on condition that Manchester raises £200,000, which amount the authorities allege is practically assured. Applications for £250,000 debentures are to be invited.

Special enquiries as to the textile trade have been made by *The Draper's Record*. It appears that, "the traffic ranges from 40,000 to 50,000 cases per annum, 20 cubic feet (or half a ton measurement) to the case. The freight on this traffic ranges from 25s. to 35s. a ton, the rate in winter being slightly higher owing to the fact that the St. Lawrence is frozen, thus necessitating a longer travel by rail from that port of arrival—Halifax or Portland, as the case may be.

"It must not for a moment be imagined that Manchester can hope to secure the bulk of this traffic. The shipments of cotton goods to Canada amounted last year to 26,000,000 yards, a quantity making probably about 80,000 cases. In actual value, and, in weight also, Yorkshire goods occupy a more important position, although the yardage is a little less. It is open to serious doubt whether Bradford and Leeds goods intended for foreign markets are likely, for some years at any rate, to be forwarded by way of Manchester. The cotton traffic is another matter, although even regarding this class of traffic it should be noted that Glasgow houses have a very large share of the business. The Clyde seems to have very close relations with the Dominion, several houses in the West of Scotland having made a special feature of the trade for many years."