

### Toronto Grocery Market.

Sugars, Syrups and Molasses.—Sugars: Granulated; 4½ to 4¾; Paris lump, boxes, 5½; extra ground, barrels, 5½ to 6½; powdered, barrel, 5 to 5½; refined, dark to bright, 3½ to 4½; Demerara, 4½; Trinidad, 3½ to 3¾; Barbadoes, 3½ to 3¾.

Syrups: D, 1½ to 2¼; M, 2¼ to 2½; B, 2½ to 2¾; V. B, 2½ to 2¾; E. V B, 2½ to 2¾; ex-supper, 2½ to 2¾; XX, 2½ to 3; XXX and special, 3 to 3½.

Molasses—West Indian, barrels, 26 to 35c; New Orleans, open kettle, 45 to 55c; centrifugals, 30 to 40c; inferior low grades, 25 to 28c.

#### TEAS AND COFFEES.

Demand for teas is improving, and includes Japans, Congous, Young Hysons, Assams and Ceylons. Stocks are moderate in all lines. Japans, Assams and Ceylons are no offering as freely. Values are unchanged, but firm, most of the stock held here having been purchased before the advance. There have been a good many enquiries during the past few days which will lead to business. A Shanghai letter of December 7 says: "The export of green teas to America keeps fully 2,500,000 under last year, but of course the shortage in Pingueys accounts for most of it." It is a matter of surprise that in consequence prices do not advance, but it is not improbable they will be higher later. Coffees quiet, at 32 to 34c for East India, 33 to 35c for fine Mocha and 20 to 22c for Rio.

Dried Fruits—Prunes have advanced ½c in New York, and are firm, with a good demand; but here there are no changes. Valencia raisins are firm both here and abroad. Currants easy. Currants—Barrels, 5½; half barrels, 5½ to 6½; cases, 6 to 7c; Vostizza, cases, 7½ to 9½; Patra, bbl., 6½; cases, 6½ to 7½. Raisins—Valencias, 4½ to 5½; layers, 6½ to 7½; Sultanas, 6 to 11c; loose Muscatels, \$2.25 to \$2.40; London layers, \$2.25; black baskets, \$3.50; blue baskets, \$4.50. Figs—Elemes, 10 lbs and up, 9½ to 13c; white Managa figs, 6½ to 7c in 25-lb boxes; natural do in bags, 4½; mats do, 4½; 14oz, 9 to 9½. Dates—Hallowee, 5½ to 6c. Prunes—Cases, 7½ to 9½. Nuts—Almonds Tarragona, 15½ to 17c; Ivica, 14 to 15c; do, shelled Valencia, 29 to 35c; filberts, Sicily, 9½ to 10c; walnuts, Grenoble, 14½ to 15c; Marbots, 12c.

Canned Goods—Business has been more active this week. Retailers have bought to replenish stocks, which have gone down to a lower basis than usual. Consumption has also been larger. Chicago has been asking for offers of cans of tomatoes, but it is not likely that any business can be done on the present basis. Average brands could not be bought here under 85c f.o.b. at the factory y; freight would be about 6c and duty 45c or \$1.36 laid down there, while the selling price there is \$1.10. Packers have not been pushing the jobbers very much recently. Jobbing prices of corn, peas and tomatoes have been from 85c to \$1, with a steadier feeling. Fruits are only slightly more active; apples in 3's have gone out at 85c; pears, 2's, \$1.35 to \$1.50 for sugar and \$1.65 to \$1.75 for Bartlett's; peaches, \$2 for 2's and \$3.50 for 3's. Fish is dull and unchanged. Fish—Salmon, 1's flat, \$1.60 to \$1.80; salmon, 1's tall, \$1.45 to 1.55; lobster Clover Leaf, \$2.95; lobster, other 1's, \$1.75 to 2.25; mackerel, \$1 to 1.25; sunan haddock, \$1.40 to 1.50; sardines, French, ½'s, 40c; sardines, French, ¼'s, 17c; sardines, American, ¾'s 6 to 8c; sardines, American ½'s, 9c. Fruits and Vegetables—Tomatoes, 3's, 80c to \$1; corn, 2's, 85c to \$1.05; peas, 2's, 90c to \$1.00; beans, 9d to 95c; pumpkins, 75 to 90c; strawberries and raspberries, 2's, \$2.00; apples, 2's, \$1.75 to 2; 3's, 85c to \$1; peaches, 2's, \$2.00 to \$2.75; peaches, 3's, \$3.25 to \$3.75; plums, 2's, \$1.40 to 1.75; 3's, \$2.05; pears, 2's, \$1.60 to \$1.75; 3's, \$1.75 to \$2.10.

Spices, Rice, etc.—Rice, bags, 3½ to 4c; do, off grades, 3½ to 3¾c; do, parna, 4½ to 5½; do, Japan, 4½ to 5½; sago, 4½ to 5c; tapioca, 4½ to 5c; pepper, black, 11½ to 12c; do, white 18 to 25c; ginger, Jamaica, 18 to 20c; cloves, 10 to 15c; all-pice, 10 to 13c; nutmeg, 90c to \$1.10 cream tartar, 28 to 35c.

Peel.—Prices are firm to stronger. Lemon is going at 15 to 16c; orange at 17½ to 18c, and citron, 26 to 30c.—*Empire.*

### A New Grain Elevator.

There has just been completed at Boston, Mass., the largest grain elevator east of Chicago, and with the single exception of the Armour Elevator in Chicago, the largest building of its class in America. It has been erected to meet the growing demand of the grain export trade, and it furnishes facilities which will be of invaluable advantage to the Canadian Pacific and other railroads having a terminal in the city of Boston. This new elevator has a capacity of 2,000,000 bushels, which is more than Boston's storage capacity was before.

The building is of spruce and hard pine lumber, sheathed with corrugated galvanized iron, and covered with an asbestos fire proof roof. It is 365 feet long, 93 feet wide and 100 feet high, exclusive of the cupola, which has a height of 5 feet. Some idea of the magnitude of the structure can be obtained from the fact, that 5,000,000 feet of lumber entered into the construction, and that to fasten the great pile together involved, the consumption of about 3,000 kegs of nails. In addition to the elevator proper there is a brick power house 67x43 feet and 25 feet high. The chimney is 155 feet high and 14 feet square at the base. Power is furnished by two Corliss Engines, each of 350-horse power, with Wainwright's heaters and 700 horse power surface condensers. Each elevator is driven by Robinson's patent system of separate rope drive from friction clutches and line shafting, all in the lower part of the building, greatly reducing the cost of operation and fire risks. The elevator has eighteen sets of hopper scales, each having a weighing capacity of 50,000 pounds, and equipped with the latest improved scale beams. The scale hoppers will hold 1,400 bushels each, and from them grain can be distributed by Simpson's patent system of steel anti friction distributing spouts to the different bins, of which there are 360.

The elevator is built upon Mystic Wharf, off Charles Bridge, on a tract of 93 acres, most advantageously situated for communication by rail with the interior and with the world at large by means of the great ocean steamers which are loaded direct from the elevator while lying in the commodious docks. Ground was broken only last May and since that time an army of mechanics and laborers has been at work until the result of its exertions is embodied in the monument of energy, enterprise and constructive skill.

In view of the large amount of grain that will be stored in the building, a foundation of more than ordinary strength was required, so no pains were spared to make it as solid as possible. Piles of enormous size were driven into the ground 23 feet below the surface, and 10 feet additional below the water line. These piles are embedded in yellow clay and gravel, and are so arranged that each set of sixteen piles form a quadrangle. Above this piling is a foot of solid concrete, and upon this rests huge granite blocks forming piers of solid masonry, which serves as a firm support for the superstructure. There are 240 of these piers in all, containing 3,200 cubic yards of stone, and each pier is calculated to sustain a weight of 250 tons. The foundation cost \$65,000, and the building \$270,000 additional.

All the appointments in and about the elevator are as near perfection as is possible for human skill and ingenuity to attain. Three separate tracks run through the building accommodating twenty seven cars at one time, and fifty-four cars, with about 600 bushels to a car, can be loaded or unloaded in one hour. In addition there are six conveyors for load-

ing steamers and sailing craft. Every possible device tending to ease and rapidity in handling grain and to its preservation in perfect condition has been provided, and it is quite impossible to imagine how the passage of the grain upward through the legs to the garner or downward to the bins could be improved upon. The house contains nine Monitor Cleaners, nine Cyclone Dust Collectors, fire extinguishers, water barrels and buckets, together with standpipe, hose and hose reels on every floor. The building is lighted throughout by electricity generated by a dynamo in engine room. Cars are moved into or out of the building by stationary steam power.

Besides the elevator and its power house numerous freight sheds are being erected and several are already completed. They will be used for storage and general freight purposes. Sixteen miles of siding are under construction on Mystic Wharf property, at an extended cost of \$75,000. This will improve the track facilities 100 per cent, and permit the use of about 2,000 cars, where not many years ago 200 was considered a great number.

With all these improvements completed and the new elevator in full operation, Boston's commerce must be greatly increased. The large amount of business handled yearly by the Canadian Pacific and other roads terminating in Boston requires the best of facilities, and in the new elevator every requirement of the export grain trade is met, every emergency provided for.

Rising as it does from a low surrounding land level, standing apart from the city's crowded architecture, and constituting, as it were, an island in the waters of the upper harbour, this great building adds a new and most imposing feature to Boston's landscapes. The glistening surface of its galvanized iron exterior gives to this elevator an individuality all its own while separating it in one's thoughts from the somber-sided elevators in other parts of the city. Inside there is an immensity of space suggestive of all out-doors roofed in, and a maze of stairways leading upward to dizzy heights; there are great bins which cause one's brain to reel as one peers into their seemingly bottomless depths; spouts, both of wood and of iron; whole platoons of elevators and wheels and pulleys. The whole fills one with wonder at the grand scale upon which everything is planned, and with amazement that everything should still be so simple.

This mammoth structure was designed and built by the Simpson & Robinson Co., elevator builders at Minneapolis, Minn., in the incredibly short time of 105 days from the beginning until grain was received.—*American Elevator and Grain Trade.*

W. W. Ogilvie has been elected president of the Montreal board of trade.

The farmers have petitions in circulation asking for the removal of the duty on binder twine.

It is now estimated that the packing of the west for the winter season will exhibit a decrease of about 3,000,000 hogs compared with the returns for the season of 1891-92. This is a decrease of about 495,000,000 lbs of products—equal to about 230,000 tons of lard, 320,000 tons of hams, 240,000 tons of shoulders, and 230,000,000 lbs of sides.

A reduction in rates on several of the branch lines has been made by the Dominion Express Company. From Winnipeg to Edmonton the rate per hundred pounds has been reduced from \$8.75 to \$8.25; to Prince Albert the rate is now \$6, a reduction of 75 cents; to Fort McLeod the rate is \$7, formerly \$8. Other reductions in proportion have also been made to the other stations on these lines.

A meeting of the grain men was held recently at Fort William for the purpose of forming a grain and produce exchange. The following officers were elected: C. Braithwaite, president; W. H. McKenrot, vice-president; O. H. Cooper, secretary and treasurer.