

THE COMMERCIAL MARKETS.

Giving Ranges of Prices in some of the More Important Branches of Trade; their Situation and Tendencies.

There seems to be a slight improvement in trade, although the situation is affected by the money scarcity. The exceptional lowness of the stock market is a new feature. Many careful merchants, who have heretofore left the stock market strictly to itself, decided during the past week to pick up a few stocks at bargain prices. Only those having the ready cash were able to do this and while the payment therefore was undoubtedly largely withdrawn from savings bank accounts, there is also little doubt that quite a quantity of money, which would otherwise have gone into trade channels, found its way into the stock market.

Dry goods men report a healthy situation with a firm market. The trend of prices is upwards and an advance in underwear is probable. Groceries are moving fairly well, receipts of country produce are light, and there is quite a rush in hardware now that the season is advanced.

TORONTO.

Toronto, October 31st.

Fruit.—The demand is good. The cranberry market will be higher. We quote: Snow apples, \$3.50 to \$4 barrel. Chestnuts, Canadian, about \$2 per peck; Italian, large, 14c. pound. Cranberries, per barrel, \$11.00, cases, \$3.75. Florida oranges, 126s, 150s, 176s, 200s, and 216s, \$4.50 box; Jamaica oranges, per barrel, \$5. Florida grape fruit, 64s, 80s and 96s, \$5.50 box. Almeria grapes, \$5.50, \$6, \$6.50 or \$7.

Groceries.—Canned goods are very firm and high prices are being paid without a murmur. Cereals continue to be a feature. Wholesale houses were paying about \$1.75 per bag for barley two weeks ago, while now the price is around \$3.50. The first shipments of Mediterranean fruits arrived in Toronto this week.

Hides.—Although prices are steady lower figures may be looked for. Business is not very active. We quote: Inspected, No. 1, 7½c., No. 2, 6½c., No. 3, 5½c.; country, 6 to 7c.; calf skins, city, 12c.; country, 10 and 11c.

Provisions.—Supplies continue very scarce, and the demand exceptionally strong. We quote: Creamery prints, 31 to 33c.; creamery solids, 30c.; dairy prints, 27 to 28c.; dairy solids, 26 to 27c.; selected eggs, 26 to 27c.; fresh eggs, 24c.; pickled, 24c.

Tallow.—The market remains firm and the prices ruling are 5½ to 6¼c.

Wool.—This market continues inactive. Prices are unchanged. We quote: Unwashed, 12 to 13c.; washed 22 to 23c.; rejects, 16c.

MONTREAL.

Montreal, October 31st.

Butter.—The market continues steady, owing to the influence of Irish, Siberian, and other butters as well as to the reduction in consumption, following high prices. Fine creamery sells at 28 to 28½c., and choicest as high as 29c., in large packages and a cent more in small.

Cheese.—The market has declined, owing to smaller demand from the other side. This is due to the financial situation. We quote: Quebec, 12½c.; Townships, 12½c.; Ontarios, 12½ to 12¾c.

Eggs.—There are practically no fresh eggs in the market. In the country, bids of 26c. per dozen have failed to dislodge any stock, and 35c. would have to be paid for fine quality here. Cold storage stock is selling at 24c., selects at 27c. and No. 2, 20c. per doz.

Hides.—The demand is somewhat improved. Dealers are paying 7, 8 and 9c. per pound for beef hides Nos. 3, 2 and 1, respectively, Montreal, and 8c. for No. 2 calfskins, and 10c. for No. 1, and selling to tanners at ½c. advance. Sheepskins are 80 to 85c. each and horse hides \$1.75 each for No. 2 and \$2 to \$2.25 for No. 1.

Potatoes.—Mixed and badly selected stock, though good and sound in quality, is arriving from Eastern Ontario, and is selling at 55c. per 90 pounds, carloads, on track, here, and at 60 to 65c. bagged and delivered into store. Choicest Quebecs bring 5 to 7c. more.

The first consignment of Mediterranean fruit arrived at the Toronto wholesale houses on Tuesday. The boat on which they came from the sunny countries of Europe reached Montreal almost two weeks ago. Had the goods entered an

United States port, they would have been delivered, and the steamer would have probably got back half way across the ocean. While Montreal is to be congratulated upon the progressive steps it has taken to improve its harbour facilities, incidents such as the one mentioned, are freely talked of in business circles. They do not reflect credit upon somebody or other concerned.

CANADA'S TRADE.

The trade figures of the Dominion for September and for the first six months of the current fiscal year indicate a continued expansion of Canada's trade. The figures for September are especially gratifying, in that they show a very large increase of exports over September of last year, the increase for the month, together with the August increase, counterbalancing by over three millions the decrease of the previous four months. Last month every line of industry showed a large increase in exports, with the single exception of fisheries, which showed a decrease of about half a million as compared with September, 1906.

MACHINERY EXPORTS TO AUSTRALASIA.

The exports of machinery from Canada to Australasia in 1906, were as follows:—

Gas and oil engines	£642
Other engines	38
Boilers and pumps	1,509
Printing machinery	3,511
Sewing machines	53
Typewriters	1,584
Machine tools	197

A decrease of £1,747 as compared with 1905. The total imports of machinery in 1906 were £2,118,352.

The November number of the Canadian Engineer contains an unusually interesting budget of reading matter, which is saying a good deal. An article on Wooden Railway Trestles by R. Balfour, one on Replacing of Gaunless Viaduct, by John H. Devey, and also one on the Quebec Bridge Disaster, by Alfred J. Roewade, are only three of the host of real good things which the paper has to offer the up-to-date engineer. The news and notes of engineering progress throughout the country, towards the end of the journal, is a most valuable feature.

The death of Franklin Polson, president and general manager of the Polson Iron Works, Limited, occurred this week. Mr. Polson, who was known throughout Canada, was born at Port Hope in 1858. He was a mechanical engineer of thirty years' standing, held marine engineer's papers, and was a member of the Canadian Manufacturers' Association, Toronto, Board of Trade, Engineers' Club of New York, National Club, R. C. Y. C., and the Toronto Hunt Club. He took a great interest in technical education and for some time held the position of chairman of the Technical School Board. He succeeded his father as president and general manager of the Polson Iron Works, Limited, and held that position until his death.

Two interesting men are doing Canada just now—"Montreal yesterday; Toronto to-day; Niagara to-morrow; Winnipeg and Brandon within the week," as the itinerary of one of them puts it. These men are not British tourists, nor Yankee hustlers, but over-sea gentlemen with very definite notions: Mr. J. Graham Gow, trade representative in Canada of the New Zealand Government, and Mr. John H. Morrison of "Thirlstane," Dunedin, a prominent manufacturer. Meeting or making friends wherever they go, it is not strange that their visit to Canada is an enjoyable one. A chat with the men themselves is as agreeable as instructive. They are of the sort that Canadians instinctively welcome.