

Food in Great Britain.

Sir J. Crichton Browne, M.D., declares that 30 per cent of the population of Great Britain is underfed. He finds this evil prevailing in the rural districts. He says that the masses are improperly fed as well as underfed. For example, in rural districts in Scotland, where milk was to be had in plenty, it is now scarce. It is sent off to the city to be sold. The children are fed on bread and tea and cheap jams, and even oatmeal is passed into the background as a staple article of diet. "When we turn to the townfolk we see in the anemic faces, the lack of sound teeth, and the stunting of bodies, evidence of deterioration due to the misuse of food. In the factory town of Dundee boys between the ages of eleven and twelve years were found to average ten pounds under weight and nearly four inches under height. Girls were found to fall below the standard also."

On the other hand, Canada is enjoying a super-abundance of food, and is seeking markets for it. Ontario will produce this year 175,000,000 bushels of oats, wheat and other grains. Manitoba will yield 60,000,000 bushels of wheat, and the Territories about 17,500,000. The yield of oats in Manitoba and the Territories will be not less, and probably greater, than the yield of wheat. The grand problem is to get the surplus food of Canada to Great Britain in such a manner as to benefit the Canadian producer and the British consumer. The two must be brought together at as little cost as possible. Science has immensely improved means of communication, and so diminished the danger of famine occurring in one part of the world while there is plenty in another. But much remains to be done, and too much toil is taken off the food in the process of transportation. Cheaper and better transportation is the problem.

In view of Dr. Browne's statement, what is to be thought of the proposal

to take the food of the British masses and make it dearer and scarcer? Is the empire to be built by starving it at the centre? The efforts of the colonies should be exerted in the opposite direction. A small tax is now imposed on wheat and flour, and if these can be removed in favor of the colonies, both the colonial producer and the consumer in the United Kingdom will be benefited. Great Britain wants cheaper and more plentiful food, and any policy which tends to make food dearer and scarcer bears its condemnation on its face.—Globe.

South African Freight.

The rate tariff for the new south African service of the Allan, Elder, Dempster and Furness lines has been issued, and is now occupying the attention of those shippers who are interested in this trade, says the Montreal Gazette. There are two lines running between New York and South African ports, and there has been much rate cutting and competition between the two companies. Thus it has been a difficult matter to decide a tariff from Montreal which would compare favorably with the New York rates. It is now an understood matter that this rate war is to cease, and that a steady freight rate is to be established. The tariff issued by the Montreal lines compares favorably with that offered to the New York shippers.

Following quotations give an idea of the general run of the tariff and at these prices there should be a good opening for this port in the South African markets.

Flour and oatmeal is quoted at 25 shilling per bag to Cape Town, which is ten shilling lower than the usual New York rate. Lard, beef, etc., in barrels, at 30 shillings, cheese in boxes, also condensed milk, at 50 shillings; beans, peas, etc., in bags, 25s; potatoes, apples, flour and meal, in barrels, 2s 6d. These are a fair sample of the rates current in the barrels, boxes, sacks, etc., to contain 2,240 lbs. To Mossel Bay there is a small ad-

vance of about 2s per ton, which is also applicable to Port Elizabeth, East London, Durban and Port Natal. Each steamer will be provided for about 200 tons capacity for perishable freight, which accommodation will be increased if sufficient cargo is offering to warrant it.

The tariff is subject to alteration, as it is impossible to absolutely fix rates until several trips have been made and the service is in thorough working order. It will also greatly depend upon the amount of traffic which will pass through the Canadian ports to determine whether the published rates can stand.

The Apple Trade.

Already we hear complaints, says the Montreal Trade Bulletin, of early apples, such as Duchesne, arriving on the other side in poor condition, and that the market for such stock was very unsatisfactory. This is only what might be expected, and is simply a repetition of the occurrences of former years. A few lots of choice early fruit arrived in British markets before the English crop came on the market in any quantity, and consequently, they brought good prices netting returns on this side which paid handsomely. Then followed a rush of shipments of soft early apples, and care is exercised in the shipment of this early fall fruit the same thing may happen this year. Should too many poor keepers be sent over, they may affect the market adversely for the great bulk of the subsequent shipments of winter fruit. Advances from the orchards of Ontario within the past few days state that in sections where the fruit is spotted, sales have been made at 75c per bbl. for the fruit, and that \$1 per bbl. was the average price for good stock, fancy stock such as Spies bringing \$1.20 to \$1.25 per bbl. for the fruit. A dealer in this city who has just returned from the West, says he was offered any quantity of good winter stock at \$2.00. In this market choice Duchesne has sold

at \$1.50 to \$1.75 per bbl. and other desirable kinds of early fruit brought \$1 to \$1.25 per bbl., some windfall selling at 80c to 90c per bbl.

A Great Canadian Industry.

It is an evidence of agricultural as well as industrial prosperity in Canada that the International Harvester Company is establishing extensive works at Hamilton. This company is a development of the Deering Harvester Company of Chicago, and its establishment in Canada is a part of a scheme of consolidation recently carried out among the leading implement manufacturers of the United States. The building now in course of erection is rapidly approaching completion, and gives an idea of the magnitude of this new manufacturing concern. The first is a single story building, 90 by 432 feet, the second is 90 by 260 feet, and the third is 90 by 225 feet, and the stories high. The third is of two stories, 80 by 300 feet there are more one-story buildings, one of which is 80 by 225 feet and the others considerably smaller. The large buildings will be for the malleable iron for the dry and the forges. Although the buildings would accommodate a large number of men, it is the intention of the company to extend with the duplication of their capacity by extending them to double the present length. For this purpose has been purchased to the extent of forty acres, and this will be virtually covered by the buildings of the company, leaving only necessary roads and haulage ways between them. In addition to these buildings and extensions, contracts have recently been made for two buildings, one 700 by the other 500 feet in length by 10 feet in width. There will be also four miles of railway tracks, sidings and switches about the works. Progress is so far advanced that the management confidently expect to commence work within two months with a force of 600 hands. This force will be rapidly augmented as the work advances, and the present outlook is for the permanent employment of from 1,000 to 1,200 men.—Globe.

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