

last year. According to the report the city's new industries have met with continued success, and some of them have been materially enlarged. The steel works, Hoepfner refining works and the stockyards were specially noted. The council also took pleasure in recording the building of two large steamships, at the instance of an enterprising Hamilton company. Mr. Barker said he looked on the stockyards as one of the greatest industries brought to the city. He knew of nothing more important, and he saw no reason why they should not do a big business.

Mr. John Hoodless presented reports from the committees on fire insurance and technical education. The fire insurance committee was pleased to record that steady and important improvements were being made in the waterworks system, resulting in an increased supply of pure water. The fire department has also been strengthened. The committee's thanks were due to the representatives of the insurance companies. The committee on technical education expressed the opinion that the establishment of technical schools, as such purely, was not at present advisable until such times as manual training had been placed and developed in the school system.

The following officers were then declared elected: John A. Bruce, president; F. C. Fearman, vice-president; Charles Stiff, secretary-treasurer. Board of Arbitration—W. C. Breckenridge, F. H. Lamb, William Marshall, George Hope, C. R. McCullough. The ten vacancies on the council were filled thus: Samuel Barker, W. H. Gillard, S. O. Greening, Joseph Greene, John Knox, J. J. Mason, T. H. Macpherson, M.P., W. A. Robinson, A. Turner, H. N. Kittson.

SMELTING WORKS FOR COLLINGWOOD.

News comes from Collingwood, which makes the prospect of iron smelting works at that place look brighter. The "Bulletin," of last Friday, states that the Mayor of the town has received a communication from a legal firm in Toronto stating that a grant of \$115,000, and a free site had been assigned by Capt. Currie and Mr. Charles D. Cramp to their clients, The Cramp Ontario Steel Co. In this connection it is said that stock has been taken in the company by Sir Chas. Tupper, Judge Gowan, Sir Sanford Fleming, and Mr. Clergue, the latter having consented to accept first vice-presidency. Mr. Cramp, it will be remembered, is one of the Philadelphia Cramps. If this and the other projected works of the kind are added to those already existing, the reproach that Canada is doing nothing to develop an iron industry will be removed.

ANSWERS TO ENQUIRIES.

J. B., Three Rivers.—Your informant was quite mistaken, there are many larger boats on the Western lakes. It is but a few days since the steel steamer "Harvard" was launched at Wyandotte, Mich., on the Detroit river. She belongs to the Pittsburg Steamship Co., owned by the Carnegie interests, and is 475 feet long. There are scores of steamers on lakes Erie and Superior measuring 300 feet, and a dozen exceeding 400 feet in length. Even on Lake Ontario we have steamers 300 feet long.

T. L. Q., Peterboro.—Glad of your acknowledgment. Out of 159 boards to whom we last month sent our list of Boards of Trade in Canada, yours and three others only have taken the trouble to let us know of its receipt. We do not attribute this to lack of interest, nor even to intentional discourtesy, but to the odious habit of negligence or procrastination in correspondence, a habit which besets too many of our business men—even secretaries of boards of trade, who might be supposed to be prompt.

E. D. A., Annapolis, N. S.—Have written you. Glad to find you approve the suggestion we have made.

J. F. T., St. Thomas.—Have not seen the map you mention, but one dated June illustrates Russian railways southward as well as the Great St. Petersburg and Vladivostock road. A map in the April number of the United States Consular Reports shows, along with railways already built in Asia Minor, from Constantinople and Smyrna eastward, a recent German concession for a railway to run from Konich through

Aleppo and Bagdad to Bassorah and the Persian Gulf. There is already a railroad built from Batoum on the Black Sea to Baku, on the Caspian, with a branch to Kars. The American Consul at Sivas, Mr. Jewett, writes in terms of significance about the prospects of German commerce in that part of the world: "Few railroad lines can be of greater prospective importance than this 2,000 miles of railroad uniting the Persian Gulf with Europe, forming a rapid transit to and from the East, opening up large tracts of agricultural country, and paving the way for German commercial supremacy in Asia Minor and Mesopotamia. Germany is acquiring commercial supremacy in Asia Minor. Germans purchased the Constantinople-Ismid railroad from an English company and extended it to Angora. They also checkmated the French and English by extending their line from Eskir-Sher to Konich, thus preventing extension of the Smyrna railroads, now existing, eastward. . . . "The two great distributing points—Constantinople and Smyrna—are thus controlled by Germans, and German goods may enter the interior of Asia Minor and the great valley of the Tigris and Euphrates on German-controlled roads at a decided advantage. Germans have obtained the right to build docks and warehouses at Haida Pasha, the terminus of the Anatolian railroads."

FOR GROCERS AND PROVISION DEALERS.

A Rochester woman is suing a firm of flour manufacturers for damages, the ground being that they used a reproduction of her photograph to adorn the bags in which their merchandise was packed. The act is claimed by the plaintiff to be an invasion of her right of privacy, and by the perpetrators to be a compliment to her beauty. The Solomons of the bench have a troublous issue before them.—Gazette.

The world's stock of lard has increased 32,000 tierces, against 44,000 last year. The stock is now 297,000 tierces, against 440,000 last year, which is smaller than expected, and helped the provision market in Chicago and New York to advance this week.

In Great Britain, the crop prospects are satisfactory, although more warm weather is wanted. A cable to the Chicago Board on 3rd inst. said: "Prospects in South Russia most favorable; harvesting will be commencing soon."

New York shippers of flour to South Africa and South America are praying for peace, says the Journal of Commerce, as their trade is gone till war shall cease in some of those countries.

The New York Commercial Bulletin, sizing up the facts and influences that have been affecting the trade in hog products, says, on Wednesday: "A more bullish feeling seems to be daily growing in these markets that the late decline has been overdone, and that prices will recover it on the continued falling off in hog receipts helped by smaller stocks than expected." Bacon went up 10c. and hogs up 5c. on Tuesday, but the latter fell back a little.

Mail advices from San Francisco on Wednesday last said that some large sales of California canned fruits have been made for export. The writer thought that upwards of 600,000 cases will be sold this season to go to Great Britain alone.

American fruit prospects are unfavorable in certain districts. News from Wayne county, N.Y., is that if the present dry weather continues in the North part of the State the yield of apples will be considerably shorter than first reports indicated. The cherry outlook is also unfavorable. Another writer states that in the Western section of the country the fruit prospects are in poor shape.

A report has come from Gloucester, Mass., dated 2nd July, regarding mackerel, as follows: "The mackerel market advanced here to-day, sales in fishermen's orders being at \$12 per barrel. The advance is due to the small catch during the last ten days. Stocks in first hands here are light, and it is expected that a further advance will take place."

There have been reports of damage to the currant crop of Greece, and these are confirmed by a Patras merchant visiting Montreal. Therefore old stocks of currants are considered good value.