

A Canadian Pickle Factory.

Learning that Messrs. Michel Lefebvre & Co., the leading manufacturers of pickles, preserves and vinegar in Montreal, had contracted for a supply of 300 barrels of Manitoba cauliflowers of the crop of 1891, a representative of THE COMMERCIAL recently visited their factory located on Papineau avenue in that city, and saw there some proofs of the magnitude of the industry which this firm have built up, and was not a little astonished at the importance which must be attached to this branch of manufacture.

The works of this firm cover an area of fully two acres, while their main building, a solid structure, is 60 by 200 feet in area and four storeys in height. Two-thirds of this immense building is utilized for warehouse and offices, while the balance is utilized for the manufacture of jams, jellies and other preserves, a branch only added a year ago, but in which the house already takes the first place in Canada. In the rear of this building is the pickle works, 50 by 70 feet in area and the vinegar works, 50 by 80 feet, both two storeys high. The other buildings are the salt houses 40 by 120 feet in area, the cooperage, blacksmith shop, stables and four comfortable and commodious houses for the foremen of the different departments. Taken altogether the works have an imposing appearance such as few industrial concerns have, even in Montreal; and the following facts and figures go to show, that the concern is one of the most valuable industries of that city. The firm at the beginning of a manufacturing season have in their stock fully 100 car loads of vegetables to be used in pickle manufacture, nearly 40 car loads of which they carry as a reserve stock for fear of a failure in crops any year. Of fruits for the manufacture of jams and other preserves they use about 50 car loads per annum, while on the premises they give employment to about 150 hands. Large as it is this important industry is only a growing one, having advanced under the management of the present firm from a comparatively small concern to its present proportions in a few years. The excellence of their pickles is now a fact beyond dispute, and their quality will not suffer by their using the product of Manitoba in cauliflower, for the province can beat the world in the production of either quantity or quality of this vegetable. Michel Lefebvre & Co., are securing 300 barrels from the crop of this year, but with the rapid growth of their business, and the stimulus it will receive by the using of the fine Manitoba product, we may expect that three years hence their contract will be for 1,000 barrels.

Toronto Grocery Prices.

Sugars, syrups and molasses.—Sugars are quiet and easy. The demand has fallen off almost entirely from the border counties on the Niagara, Detroit and St. Lawrence rivers, where consumers are smuggling their sugars across from the States. They are able to buy 20 lbs granulated and 30 lbs yellow for \$1. Locally there is a good deal of cutting in yellows; a nice bright sugar can be bought for 5½c. In white sugar there is an evident weakness and refiners would shade prices. Syrup steady at 3½ to 4½c per lb. There is a fair demand for molasses at unchanged prices. Fine bright Porto Ricos offered at 45c in bbls; Barbadoes

at 40c and New Orleans at 48 to 60c. Sugars are: Granulated, 1 to 15 bbls, 7c; do, 15 bbls and over, 6½c; Paris lump, boxes, 7½c; extra ground, bbls, 9c; do, boxes or less than bbls 8½; powdered, bbls, 7½c; do, less than bbls, 7½c; refined, dark to bright, 5½ to 6c.

Teas and coffees.—The movement in low grades has been at 17 to 20c for Japans, 19 to 21c for Hysons and 15½c to 17c for black. Coffees are steady, with a fair demand for Rios at 22c. A good sample of the first of the new crop Porto Rico is offered to arrive here at 27c. Rios, 22 to 23c; Jamaica, 22 to 23; Java, 20 to 35c; Mocha, 29 to 35c; Porto Rico, 25 to 29c.

Rice and spices.—Rice, bags, 3½ to 4½c; do, off grades, 3½ to 3¾c; do, Patna, 6½ to 6¾c; do, Japan, 4½ to 5½c; Carolina, 8 to 8½c; sago, 5½ to 6c; tapioca, 6½ to 7c; pepper, black, 22 to 25c; do, white, 25 to 40c; ginger, Jamaica, 25 to 30c; cloves, 35 to 40c; allspice, 12 to 15c; nutmegs, 95c to \$1.20; cream tartar, 25 to 50c.

Dried fruits.—Valencia raisins are lower, offering at 6 to 6½c for prime off stock. Currants are much firmer and most holders asking a slight advance; 6½c is generally asked, and some business has been done in barrels at 6¾c. Prunes are more active and prices are firm. Currants, bbls, now, 6½ to 6¾c; ½ bbls, 6½ to 6¾c; cases, 6¾c; Vostizza, now, cases, 7½ to 9½c. Raisins, Valencias, 6 to 6½; do, select, 7½ to 8c; do, layers, 8½ to 9c; sultanas, 15 to 18c; London layers, \$2.50 to \$2.75. Prunes, cases, 8½ to 10½c; hogsheds and bags, 7½ to 8c. Figs, Natural bags, 4½ to 5c; Malaga mats, \$1 to \$1.22; Plemes, 10 to 20 lb, 10 to 13c. Dates, Hallowee, 5½ to 6c; old 4c. Nuts, Almonds, Tarragona, 15½ to 17c; Ica, 14 to 15c; filberts, Sicily, 10½ to 11c; walnuts, Gro-nobles, 16 to 17c; Marbots, 12 to 13c; Bordeaux, 12 to 12½c.

Canned goods.—Peas are not readily obtainable, even at the firm price of \$1.25. Tomatoes are selling generally at \$1.45, though cutting to \$1.40 is sometimes made. Salmon is firm with a good demand, at \$1.40 up. Fish, salmon, 1's flat, \$1.60 to \$1.70; salmon, 1's tall, \$1.35 to \$1.55; lobster, clover leaf, \$2.75; lobster, other 1's, \$2 to \$2.30; mackerel, \$1.40 to \$1.50; sardines, French, 1's, 9 to 11c; sardines, French ½'s, 14 to 22c; sardines, American 1's, 6 to 8c; sardines, American, ½'s 9c.

Fruits and vegetables.—Corn, 2's, \$1.10 to \$1.25; corn, cream, 3's, \$1.75 to \$1.80; peas, 2's \$1.25 to \$1.30; strawberries, 2's, \$2.25 to \$2.40; tomatoes, 3's, \$1.15 to \$1.55; apples, 3's, \$1.10 to \$1.15; gallons, \$3 to \$3.20; peaches, 2's, \$2.50 to \$2.65; peaches, 3's, \$3.50 to \$3.75; plums, 2's, \$1.60; 3's, \$2.60; pears, 2's, \$2.—*Empire*, April 21.

The New Line to the Orient.

The steamship Empress of India, the first of the new C. P. R. steamers on the line between Canada and China and Japan arrived off Victoria, B. C., at 6.30 in the morning on April 28, beating the best previous records. She encountered a strong gale on the 29th inst., and a cyclonic gale on the 26th, which reduced her speed. She had 131 first class passengers and 353 Chinese. Upon the steamer's arrival she was met by the mayor and council and on behalf of the citizens of Victoria, Mayor Grant presented the captain and officers with a handsome punch bowl. The steamer left Liverpool

on Feb. 8, and proceeded via Suez to Hong Kong and Yokohama, thence to Victoria and Vancouver. Thirteen days has heretofore been about the fastest time from Yokohama to Vancouver or San Francisco. The actual time of the steamer was 11 days 16 hours and 15 minutes to Vancouver, including four hours lying at Victoria. The Empress of India is 5,900 tons register and 10,000 indicated horsepower. She is commanded by Captain O. P. Marshall.

The Empress of India is a floating palace and has been fitted up by the Canadian Pacific railway in every respect equal to the finest vessels afloat. The hull is of the best Siemens Martins steel, with double bottom; extending the full length, and divided into numerous watertight compartments by cross and longitudinal bulkheads so arranged as to guarantee the greatest possible safety, and render it practically unsinkable. The engines are in two sets, driving twin screws, and have developed a speed of over nineteen knots an hour. The dimensions of the vessel are: Length over all, 435 feet; between perpendiculars, 440 feet; breadth, moulded, 51 feet; depth, moulded, 33 feet; tonnage, 5,700 tons gross. She is lightly rigged with pole masts and fore and aft canvas, and her form, both under and above water, is of such symmetry and fineness as to insure easily attaining the highest point of speed required. The steering engines, which are of the best and strongest make, are connected with a drum working on the rudder head, which is again controlled by a patent hydraulic brake. The arrangements and fittings for passengers are of the most complete and luxurious kind. On the promenade deck aft, is a large smoking room, and forward, the library and special staterooms, all panelled in hard wood. Above the promenade deck are carried 10 lifeboats and two collapsible boats, all fixed with patent lowering and disengaging gear. At the forward end of this deck are the captain's quarters, chart room and wheel-house. On the upper deck is a large dining saloon, with galleys and pantries attached, and on one side are some dozen special staterooms, while on the other are the quarters of the officers and engineers. Further aft is the steerage, smoking-room and various other quarters. The remainder of the first and second class passenger accommodation, consisting of unusually large state rooms, is upon the main deck, on which also provision is made for 500 steerage passengers. The vessel is lighted throughout by electricity, and ventilated by a series of electric fans, each of three feet in diameter and delivering about 400,000 feet of cubic air per ton. The vessel will carry in addition to her large complement of passengers about 4,000 tons of tea, and is especially designed with side ports and side hatches, arranged with a view to the speedy reception and delivery of cargo.

The Deputy Minister of Agriculture has been consulting with Dr. McEachren in reference to the proposed cattle shipping bill. It is understood that McEachren strongly advised that the bill provide two feet eight inches space for each animal. The steamship companies will fight for 2 feet 6 inches space. It is stated, that, pending the passage of the bill the doctor will refuse to pass any boat with less than 2 feet 8 inches. It is the intention to have every animal inspected, and those found to be so will be marked sound.