

WHOLESALE PRICES CURRENT

Name of Article.	Wholesale.	
Nuts:		
In shell—		
Brazils.....		0.22
Filberts finest per lb.....		0.13
Tarragona Almonds per lb.....		0.16
Pecan.....		20c.
Almonds per lb.....		0.17
Walnuts per lb.....		0.17
Peanuts.....		0.13
".....		.09
Shelled—		
Almonds, 28 lb. boxes.....		0.34
Walnuts per lb.....		0.34
Dried Fruits:		
Apricots.....	0.14	0.22
Candied peels lemon.....	0.11	0.12
orange.....	0.12	0.13
citron.....	0.15	0.18
Currants.....	0.07	0.11
Dates.....	0.06½	0.09
Evaporated apples.....		0.11
Figs.....	0.04	0.07
Peaches.....	0.07½	0.12
Prunes.....	0.09½	0.13
Raisins.....	0.06½	0.14
Coffees:		
Seal brand 2 lb cans.....		0.32
Seal brand 1b. cans.....		0.33
Old gov't Java.....		0.31
Pure Mocho.....		0.24
Pure Maracaibo.....		0.18
Pure Jamaica.....		0.17½
Pure Santos.....		0.17½
Fancy Rio.....		0.16
Pure Rio.....		0.15
Teas:		
Japans.....	0.40	1.00
Ceylon.....	0.20	0.40
India.....	0.19	0.30
Ceylon greens.....	0.12½	0.40
China greens.....	0.14	0.50
HIDES WOOL & TALLOW—		
Hides:		
City butcher hides green flat	0.14	
Inspected hides No. 1.....		0.14½
No. 2.....		0.13½
Country hides flat cured.....	0.14	0.15½
part cured.....	0.13½	0.14½
green.....	0.13	0.13½
Calfskins city green flat.....		0.17½
country part cured	0.17½	0.18
cured ac-		
cording to condition		
and take-off.....	0.17	0.19
Deacons of bob calf	1.00	1.50
Horsehides—		
City take-off.....	4.00	4.50
Country take off No. 1.....	3.50	4.00
No. 2.....	2.50	3.50
Sheepskins—		
City take-off, according to		
size.....	1.00	1.25
Country.....	0.65	0.75
Spring lambskins.....	0.30	0.65
Pelts or shearlings.....	0.30	0.65
Wool:		
Washed combing fleece.....	0.25½	0.26½
Washed clothing fleece.....	0.26½	0.27½
Unwashed combing fleece.....	0.16	0.16½
Unwashed clothing fleece.....	0.17½	0.17½
Washed rejections.....	0.19	0.19½
Pulled supers.....	0.27	0.28
Pulled extras.....	0.30	0.31½
Unwashed fleece.....	0.09	0.13
Tallow:		
City rendered solid in bbls.....	0.06½	0.06½
Country stock No. 1 in bbls.....	0.06	0.06½
No. 2.....	0.05	0.05½
Cake, No. 1.....	0.06½	0.06½
No. 2.....	0.05½	0.06
PAPER—		
News rolls according to		
quality.....	40 00	43 00
News sheet according to		
quality.....	45.00	50.00
Book papers carload No. 3.....	4.00	4.35
Book paper ton lots No. 3.....	0.04½	0.04½
Book paper carload lots No.		
2.....	0.4½	
Book paper ton lots No. 2.....	0.04½	0.5½
Book paper carload No. 1.....	0.05	0.6
Book paper ton lots No. 1.....	0.05½	0.6½
Writings.....	0.05	0.7½
Sulphite bond.....	0.06½	0.8½
Fibre.....	3.00	3.5
Manila B.....	2.50	3.5
Manila No. 2.....	2.75	3.0
Manila No. 1.....	3.35	3.5
Kraft.....	0.03½	0.5

MODERN SMUGGLING.

Smuggling is not as romantic as it used to be, but it has grown more ingenious. A Canadian now in London tells me, a writer in the "Express" says, how his Government is being outwitted by astute persons over the border in the United States. The Canadian Government has a duty of 17½ per cent on mineral waters, which the manufacturers of Connecticut heartily dislike. So, when they make their soda water, they freeze it, and send it into Canada in bulk, described as "ice." There is no duty on ice.

INTERLOCKING LOCKS.

Ingenious and novel are the electrical devices on the Panama locks to prevent the operator from making mistakes and to let him know just how every part of the monster machinery is working, though parts of it are half a mile from his bench and all are out of his sight. Miniature lock gates open and shut on the bench in front of him exactly as they are opening and shutting in the big locks, for instance.

Each of the two leaves of his miniature lock is controlled by the great leaf it represents, and so moves just as the big leaf moves. In front of each one of the big locks is a monster fender chain, to hold back any ship that approaches the gates before everything is ready for the ship's admission to the lock; and in front of the operator is a miniature chain, controlled by this big chain, and lowering or stretching tautly exactly in time with the big chain.

Indicators show the operator the height of the water in the lock at all times, accurate within half an inch of the lock height. As a further precaution red and green lights indicate when the lock gates are open and shut. Most intricate is the electrical wiring to prevent the operator from doing the wrong thing at any time. It is the rule that the fender chain must be stretch tautly in front of a lock gate whenever the lock gate is closed, and accordingly there is an interlocking arrangement that prevents the operator from lowering the chain until the lock gate is open.

CHINA'S GREAT WALL.

Few people realize what an almost perfect condition prevails along a large part of the great wall of China. The bricks of the parapet are as firm as ever, and their edges have stood the severe climatic conditions of north China with scarcely a break. The paving along the top of the wall is so smooth that one may ride over it with a bicycle, and the great granite blocks with which it is faced are smooth and as closely fitted as when put in place more than 2,000 years ago. The entire length of this wall is 1,400 miles, it is 22 feet high, and 20 feet in thickness. At intervals of 100 yards or so there are towers some 40 feet in height.

CARIBOU COBALT MINES COMPANY.

A Dividend of 2½ per cent upon the capital stock of the Caribou Cobalt Mines Company has been declared payable on March 30th, 1914, to shareholders of record on March 16th, 1914.

RICHARD T. GREENE,

Secretary.

New York, Feb. 27th, 1914.

DIVIDEND NOTICE.
THE BANK OF BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

The Court of Directors hereby give notice that a Dividend of 40 Shillings per Share, less Income Tax, will be paid on the 4th April next to the Proprietors of shares registered in the Dominion of Canada, being at the rate of 8 per cent per annum for the year ending 30th November last.

The Dividend will be paid at the rate of exchange current on the 4th day of April next to be fixed by the Managers.

No transfers can be made between the 21st inst. inclusive and the 3rd prov., inclusive, as the books must be closed during that period.

By Order of the Court.

JACKSON DODDS,

Secretary.

No. 5 Gracechurch Street,
London, E.C.

3rd March, 1914.

INTERCOLONIAL RAILWAY.

Canada's government-owned and operated Intercolonial Railway, with 1,462 miles, suffered a loss in net for the year ending June 30 of \$412,000, and ended the fiscal period with a deficit from operations of \$161,000 against a profit of \$251,000 the year before. In the same time Canada's total railways, 29,304 miles, despite heavy increases in expenses, saved \$75,000,000 for net, a gain of \$6,000,000 over year before.

While the private companies paid into the Canadian treasury some \$2,500,000 in taxes, they ended the year with a gross corporate income of almost \$90,000,000, a gain of some \$10,000,000. The government line, with no taxes whatever to pay, reported a gross corporate loss identical with its operating deficit, namely \$161,000.

Both total railways and the government line enjoyed increases in gross revenues for the year, the increase for the aggregate mileage amounting to \$37,000,000, and that for the small government road to 51,36,000. While expenses in the aggregate, however, were mounting \$31,000,000, leaving a net gain of \$6,000,000, those on the government line completely outstripped the rise in operating revenues, climbing \$1,758,000, entailing loss in net compared with 1912 of \$412,000.