

EDITORIAL NOTES.

(Continued from Page 304)

preference to sending across the continent by rail. The completion of the Nicaragua canal would so vastly reduce the length of the voyage by the water route, that it would undoubtedly lead to a great cheapening of freights. It would no doubt lead to such a reduction in the cost of water transport, that large quantities of goods now carried by rail would be diverted to the water route. Trans-continental rail rates would no doubt be forced down in order to compete with the new water route, and there would be a general revolution in freights in a direction which would be a great thing for the Pacific coast.

Winnipeg Board of Trade.

A meeting of the council of the Winnipeg board of trade was held on Tuesday for the purpose of conferring with Comptroller Wallace, of the customs department, who was then in the city on some matters connected with customs regulations affecting this port, and especially the inconvenient location of the customs house. A number of the members cited cases which they considered called for amended or improved regulations. Complaints were made of the long delay experienced in the delivery of consignments of goods, of which certain packages are chosen for examination by the appraiser and been returned to the railway station warehouse.

Mr. Wallace in reply said this cause of delay would at once be removed, and the delivery of goods take place immediately on the packages for examination being sent to the appraiser.

The delay in the delivery of foreign postal parcels was then taken up, and Mr. Wallace at once agreed that packages should be delivered direct from the post office, thus avoiding delay and inconvenience to the public.

With reference to the location of the customs house Mr. Wallace stated that if no vested rights existed requiring the government to continue the conduct of the customs business in the present office, through any obligations respecting the site, he saw no reason whatever why the office should not be removed to the post office building, where he had almost completed arrangements for an exchange with the department of the interior of the customs office, and the land commissioners' office. This, to some extent, was also contingent on the securing of an examining warehouse convenient to the post office building.

The Travelling Men Meet.

The annual meeting of the Northwest Commercial Travellers' Association was held in the Board of Trade rooms, Winnipeg, on Saturday evening, Dec. 1, to nominate officers for 1895. The result was the election by acclamation of J. Y. Griffin, president; H. S. Binns, of R. J. Whitla & Co., vice-president; James Mundie, of J. W. Peck & Co., treasurer; John M. O'Loughlin, secretary; J. W. Gatter, of J. W. Peck & Co., Vancouver, secretary for British Columbia; A. R. Tufts, director for British Columbia; and James Lindsay, of Jas. Robertson & Co., and S. S. Cummings, auditors. The nominations for directors were as follows, seven to be elected: H. Bruce Gordon and Fred. Chilloct, of Thompson, Codrille & Co.; J. C. Gillispie, of Geo. D. Wood & Co.; J. K. Whinnery, of Stobart Sons & Co.; M. R. O'Loughlin, A. L. Johnston, of Ames, Holden & Co.; L. C. McIntyre and J. M. Lamb, of Paulin & Co.; W. Burns, of G. F. & J. Galt; M. W. Rub-

lee, Fred. W. Perse, Andrew Strang, F. J. Cox. The election for directors will take place on the 15th inst. A committee was appointed to arrange for the annual gathering to take place on the Dec. 28th. This year it will take the place of a conversation instead of the usual dinner. The place will be selected by the committee.

At the quarterly meeting of the Commercial Travellers' association of Canada, held at Toronto on Dec. 1, R. H. Gray was elected president by acclamation. There are contests for the officers and directors of Toronto, Hamilton and Kingston boards, while Berlin, Winnipeg, Victoria, Guelph, Brantford and Montreal boards were elected by acclamation.

Western Hog Pack.

There has been very little abatement in the marketing of hogs the past week, the Western packing returns showing a total of 570,000, compared with 595,000 the preceding week. 290,000 for corresponding time last year, and 850,000 in 1892. The total from November 1 is 1,885,000, against 1,020,000 a year ago. In these comparisons it should be remembered that the movement a year ago was relatively small, and that the more active marketing was later. This season conditions are different, and the indications are that the marketing will not be so liberal in the latter part of the period—in fact it is doubtful if at any time after November it will be in excess of records already shown. There is unusual hastening of stock into market in many localities, which has been facilitated by good condition of roads. The quality of current offerings continue more than ordinarily variable, especially with reference to weights.

The provision trade has been influenced by the large supplies of hogs, notwithstanding the prevailing belief that prices can not be expected to be much lower, and that after the near future some reduction in the offerings may be looked for. Values, however, have not been notably reduced, and at the close are but moderately lower than a week ago, while the average price of hogs in the prominent markets is about 10 cents per 100 pounds higher than a week ago.—Cincinnati Price Currents, Nov. 29.

New Way of Preserving Fruit

The first carload of fruit shipped from California under the new process of preserving by carbonic gas, instead of refrigeration, has been disposed of in Chicago. The car was shipped from Sacramento on October 13th, and, owing to numerous accidents en route, did not reach Chicago until midnight of the 21st. Even then it was subjected to further delay in the yards, and did not reach the consignee's warehouse until twenty-four hours later. The car, explains Baltimore Journal of Commerce, contained two air-tight compartments, out of which, after the fruit had been loaded, the air was exhausted and the compartments charged with carbonic gas. In one of the air radiants on the road the car was partially derailed, and one compartment sprung in such a manner as to permit the leakage of the gas. The other was not injured. When the fruit was unloaded, that from the damaged compartment was found to be partially spoiled, owing to the admission of air, while the fruit in the other was in as perfect condition as the day it was loaded. The prices it brought were as high as any on the market. Those interested in the new experiment are delighted with the success of this initial trip, and the assertion is confidently made that it will settle beyond a doubt the utility and value of their plan of preservation as compared with refrigerators.

Litigation Affecting the Lumber Association.

Some heavy litigation came before Justice Ferguson at the sitting of the high Court of Justice for the Province of Ontario which opened Tuesday last at Rat Portage. About a year and a half ago a trust was formed by which all the lumber properties at Rat Portage, Keewatin and Norman, excepting the Keewatin Lumber company, were placed in the hands of trustees with the object of forming a combine under the name of The Ontario and Western Lumber company (limited). The trustees were W. P. Creighton, J. M. Savage, D. C. Cameron, John Dick, H. W. Kennedy and Walter Ross, and it was provided that certain parties interested in the various firms should obtain letters of incorporation under the name of the Western Ontario Lumber company (limited) and that all the properties should be transferred to that company, and that stock in that company should be issued in payment for the assets to be transferred. It was also provided that valuations should be appointed, and that the valuations of the various properties would be accepted by the owners, and that stock should issue in the new company for the amount at which the valuation should be made.

James Pringle, of Montreal and J. N. Johnston, of St. Paul, Minnesota, were appointed valuers and made valuations of the different properties, but their valuations were not satisfactory to some of the parties, and more particularly to Dennis Ryan, of St. Paul, who is the chief stockholder in the Minnesota & Ontario Lumber company, whose mill and lumber property were affected by this arrangement.

An action was at once commenced by Mr. Ryan to set aside the agreement providing for the trust and for the formation of the new company, and the case has been adjourned from time to time, but is now on for hearing. In June another action was commenced in the name of the Attorney-General of Canada, in which it is endeavored to set aside the letters Patent to the new company, that is, of the Ontario and Western Lumber Company, (limited). The chief grounds upon which these letters Patent are being attacked are, that while \$500,000 worth of stock was subscribed for, there was not in reality a bonafide subscription for that amount. Another ground is, that while \$50,000 deposit was required to be made before the application for the letters Patent would be granted, that this matter was arranged by discounting a note for \$50,000 which was afterwards retired by a cheque of the company for the same amount, and although this is a very ordinary way of arranging a deposit for a charter, it is proposed to test the validity of it.

If the letters patent of the Ontario and Western Lumber company are annulled financial complications of a very serious character, it is said, are quite possible.

S. H. Blake, Q. C., of Toronto will represent Mr. Ryan and the Attorney-General of Canada. With him will be associated T. H. Gilmour, Q. C., and N. F. Hazel, Q. C., of Winnipeg; and the defendants will be represented by H. M. Howell, Q. C., W. H. Culver, Q. C., C. P. Wilson and James Fisher.

British Grain Trade.

The Mark Lane Express of December 3 in its weekly review of the British grain market, says:—English grains during the week are dearer. Foreign wheats have risen 6d. California cargoes have sold at 24s 9d, and Duluth at 24s 8d. American flour has risen 6d. Oats have declined 8d. Corn and grinding barleys have gained 6d. Beans, peas, linseed and cottonseed have ruled in buyers' favor. Bran has advanced 5s per ton. Today these prices were maintained.