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The Journal of Commerce

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Special Articles

The Half Billion Dollar Export Surplus.
By H. M. P. Eckardt.

Conditions in the West.
By E. Cora Hind.

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Our Heatless Days

THE order of the Fuel Controller at Ottawa, made public on Tuesday morning, establishing three heatless days for most business concerns in Ontario and Quebec came as a shock, which was the more keenly felt because only twenty-four hours earlier there had appeared semi-official Ottawa despatches containing the assurance that nothing of the kind was contemplated. However, it is war-time, and one must expect surprises. The almost unprecedentedly long continued period of very cold weather naturally provides conditions respecting fuel supply that require unusual treatment. Orders of this character must inevitably cause much inconvenience and trouble. It is reasonable and necessary, however, to assume that the authorities at Ottawa who have these things in charge are well informed as to the situation and that the restrictions imposed are required. While some hostility to the order has been manifested the public generally has received it in the right spirit, as one of the disagreeable things that have to be accepted in time of emergency, and has loyally co-operated in the carrying out of the Fuel Controller's directions. Perhaps the actual saving of fuel under the order will not be as large as is desired, for the prevailing climatic conditions necessitated the keeping of furnaces going for the heating of most buildings and for preventing the freezing of water-pipes, and this service will represent the greater part of fuel consumption. It is not unlikely that the order has, to a large extent, arisen from the policy of fuel-saving in the United States. The regulations over there have caused many hardships and among the things said concerning them is that Canada has been allowed to receive too much coal. Canada, no doubt it can be shown, has not received any excess. But while there were heatless days in the States and none here those who complained that too much American fuel came into the Dominion had some ground to work on. With heatless days on both sides of the line there will be less room for the impression that the distribution is unfair. Meanwhile, it may do a lot of people good to be reminded so forcibly how much a large part of Canada is dependent for its business and its comfort on things supplied from the neighboring Republic. A campaign with "no truck or trade with the Yankees" as the chief slogan might not succeed to-day.

Peace Prospects

IF WE take our impressions entirely from first readings of the recent utterances of leaders in the political, diplomatic, and military fields, there is no prospect of an early peace—or of any peace that is not quite remote. All the leaders insist on setting forth

conditions which the men on the other side of the question insist are impossible of acceptance. One is reminded of the old conundrum: When an irresistible body meets an immovable body, what happens? Since the leaders of the Entente Allies firmly assert that the sword shall not be sheathed until certain things occur, and since the leaders of the Central Powers with equal firmness declare that the said things will not and cannot happen, are we to look forward to long years of the present dreadful conflict? That must be the inevitable conclusion, if we are to assume that each of these leaders speaks the mind of the people whom he represents. But we get a ray of hope from the recent speech of Lord Lansdowne. That eminent statesman remarks that more importance is to be attached to the views of the people than to the language of their statesmen. He thinks that "the people of Germany and Great Britain are moulding the views of their governments." "We know," added the noble Lord, "that the great diplomats very often say much more than they mean." Lord Lansdowne should be good authority on such a matter. He has had a more than usually long experience in what may be regarded as diplomatic fields. Diplomacy was needed when he served as Governor General of Canada and Viceroy of India. For a long time he stood at the head of the British Foreign Office, having the direction of the whole diplomatic service of the Empire. Hence much weight must be attached to his words when, in effect, he tells us not to dwell upon the statements of diplomats and political leaders, but to look beneath the surface for the views of the people of the respective countries. And if we act upon his advice and look to the manifestations of public opinion among the masses of the people of the belligerent countries we may find the outlook for peace is not so hopeless. For it must be admitted that in all the countries there are signs of war-weariness among the people. Germany and Austria, by their iron discipline, have been able to repress to a large extent their labor disturbances, and to prevent the publication of full reports of current events; but enough is known to show that discontent is widespread and the desire for peace is increasing. Even in England, there are indications of a greater willingness to listen to peace proposals. The letter of Lord Lansdowne published several weeks ago, in which he claimed that there should be a fuller and more specific statement of Britain's aims, was very generally condemned by the British press as ill-timed. Nevertheless it led to the making of a new declaration by Mr. Lloyd George, and, while the general tone of that declaration was firm, keen observers think they see in it a modification of the British view, or at least less disposition than there formerly was to close the door against all

negotiations. While the great labor organizations, which now have a large part in creating public opinion in Great Britain, have in the main gone hand in hand with the Government, there may be detected in their most recent deliverances a disposition to listen to any peace proposals that are not too far from British ideals. There are increasing signs of the co-operation of labor interests in all the countries to resist the development of militarism. Out of these conditions there will certainly grow, in the British Labor party, a larger desire for peace and a greater disposition to find a common ground of action. Leaders in all the countries will for the present feel bound to show a firm front to the enemy, but, as Lord Lansdowne suggests, the people may take a more active part in moulding the policies of their respective countries and in bringing about a cessation of hostilities. Peace of the kind that Germany has been talking of will find few, if any, friends within the British Empire. But the German people may yet oblige their Government to modify their declarations, and when this takes place there will be a larger disposition among the British people to find a ground upon which may be built a clean and lasting peace. To maintain firmly the standards of justice which have been raised, insisting upon reparation for all wrongs, but at the same time be ready to meet any desire for an honorable peace that may be manifested by the people of the enemy nations, must be the attitude of the British people and their allies. Until evidence of such desire is clearly in sight, the only thing to do is to "carry on."

Uncle Sam and the Irish Question

IT WAS widely reported in the American and British press that the United States Government had made representations to the British Government as to the great importance of a happy settlement of the question of Home Rule for Ireland. In the British House of Commons, in reply to a question, a representative of the Government gave a broad denial to this report. Now Sir Edward Carson, in addressing his Ulster supporters, has devoted some attention to the subject and has argued that, for various reasons, the report as to the American action could not be correct.

No doubt these denials are well founded. Such official action as was alleged to have been taken by the United States would have been highly improper and would have been justly resented by the British Government and people. Nevertheless, it is more than probable that in an unofficial way, in a very informal way, through the medium of people who knew how to do the thing without having it take any official shape, British public men have been given to understand that a happy settlement of the Irish question would go far towards strengthening the bonds of union now formed between Great Britain and the United States. The grievances of Irishmen—whether real or fancied—have on many an occasion served to promote an anti-British feeling in the United States. Whenever any cause of difficulty between the two countries arose a large part of the numerous Irish population of the Republic fanned the flames of discord. Nine out of ten Irishmen who came to America from the Emerald Isle during the past half century came with a conviction that Ireland had been misgoverned and oppressed by the British Cabinet. That much of this feeling was unwarranted, that whatever wrongs existed had been magnified, and that the remedial efforts

of British public men had been undervalued, was true enough, but this did not alter the fact that the Irish emigrants carried with them into the United States a bitter feeling towards England. Statesmanship must take account of things as they are, more than of things as we might wish them to be. It is a simple fact that for many years this feeling has operated against good relations between the States and Great Britain, and even against good relations between the United States and Canada. It was dislike of England, not dislike of Canada, that created the Fenian raid of many years ago. Canada was the nearest point at which the British flag was flown. Therefore Canada became a place where this Irish hostility to Great Britain might be exhibited. The situation is not so bad to-day. A large section—the great majority we hope—of the Irish American people are heartily in sympathy with the action of the United States Government in joining Great Britain and France in the war against Germany. But even now there is an irreconcilable section of Irish American citizens who are less cordial than they should be, simply because they cannot lay aside the anti-British feeling that they have cherished for many years.

All this, we may be sure, has been made clear to the public men of Great Britain. It should have much weight among all who desire to see the old Irish question settled and the present friendly relations between Great Britain and the United States strengthened. Though it may have no place on the official agenda of the Convention at Dublin, the desirability of a better sentiment among the Irish of America towards Great Britain may well be considered as forming a strong reason why a satisfactory settlement of the Home Rule question should be reached.

A Slow Reform

THE arguments in favor of what is called Proportional Representation seem to be most convincing to most of those who are not called upon to deal with the subject in a practical way. It is the theory rather than the practice that finds favor. The consequences that flow from the present system of elections for most of our public bodies are often so ridiculous that one wonders how the system can be defended at all. Under the practice of having single member constituencies, a bare majority in each case returns a man to Parliament, and it is possible, by having this bare majority in each constituency, for fifty one per cent of the voters to elect a complete House, leaving 49 per cent of the people without any representation at all. This has not yet happened as respects the whole Dominion, but it has actually happened as respects more than one Province. Inequitable conditions only less extensive have arisen from almost every election. A few years ago the Province of Nova Scotia elected the whole eighteen members from the Liberal side of politics. At the same time British Columbia elected a full Liberal ticket. In both Provinces there were large bodies of Conservatives who were left entirely unrepresented. In Ontario, when little more than one half of the people were of one political faith, they elected more than three fourths of the members of the House of Commons. In the recent general election 62 out of 65 of the members returned from Quebec were Liberals opposed to the Government. There is no doubt that the general sentiment of the people was against the Government, but it would be folly to claim that the extent of the Government's support in the Province is fairly represented by three members out of sixty five.

Results like these seem to call for some re-adjustment of the election machinery. The system of grouping members, proposed by the advocates of Proportional Representation, holds out the hope of a fairer representation of the people. Yet the new system makes little progress.

Proportional Representation belongs to the class of legislation usually called "progressive." It ought to find favor among those who stand for democracy. That it does not do so has just been forcibly shown in England. In dealing with the new Representation Bill, which includes the enfranchising of millions of women, the House of Commons refused to adopt the system of Proportional Representation. The House of Lords, the body naturally inclined towards conservatism, surprised the people by adopting, by a decisive vote, an amendment to enact the system of Proportional Representation. Now the House of Commons has again rejected the proposed change and insisted that generally the old system of single member constituencies shall be continued.

The chief cause of the failure of Proportional Representation to make more rapid progress is, we believe, that the system is somewhat complicated and not easily explained to the "man on the street." If the system could be seen in actual operation, in all probability it would find general favor. Some enterprising citizens of Ottawa succeeded in obtaining public approval of the system by a direct vote of the electors, but the Government and Legislature of Ontario decided that such rash disregard of time honored election methods could not be allowed! So the efforts of the Ottawa reformers were promptly snuffed out. As a compromise the British House of Commons has agreed to allow the proposed method to be employed in a number of constituencies. There is every reason to hope that this step will lead to a better knowledge of the system and a wider adoption of it at no distant day. Even the Government of Ontario may awake to a knowledge of the fact that the world moves.

The Supreme Court

THE business of Canada's greatest court is practically at a standstill owing to lack of a quorum of judges. The Registrar has telegraphed far and wide to the lawyers that, except in cases where by agreement both parties are satisfied to proceed without a quorum, it is not worth their while to go to Ottawa, as no business other than cases so agreed upon can be taken up. One of the judges is laid aside by illness. Another has been commandeered from the business of the court to sit as an appeal judge under the Military Service Act, a work likely to keep him busy for a long period. Although the present circumstances are peculiar, it is not the first time that the business of our highest court has been stopped for want of a quorum. There is urgent need of an amendment to the Supreme Court Act which would provide for the appointment of a temporary judge to sit in case of such emergency. Provision should be made for the calling in—probably by the Court itself—of the services of one of the judges from the higher Provincial courts, either the Chief Justice or a senior judge, or a judge of the Exchequer Court. The wisdom of taking away judges of the Supreme Court for extra-judicial duties when such action may stop the Court's business, is open to question. But if such a practice is to be allowed, there certainly should be provision for the appointment of another judge to meet emergencies.

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Conditions in the West

By E. CORA HIND.

Winnipeg, February 4, 1918.

The Board of Grain Supervisors this week took very drastic action with regard to the handling of the balance of the wheat crop. For some time the millers have been very apprehensive that the Wheat Export Company would get out of the country all the wheat and that they would not have sufficient to keep their mills running; at the same time they were very decided that they could not afford to buy the wheat they needed outright and carry it until they were able to grind, or until navigation opened next Spring.

Under the new regulations, practically every bushel of wheat in Canada, particularly in Western Canada, passes into the control of the Wheat Export Company, and the millers when they want additional wheat must apply to the Food Control offices at Ottawa, who will transmit their application to the Board of Grain Supervisors at Winnipeg, and if that Board approves, they will in turn notify the Wheat Export Company to deliver the amount of wheat required. There were six orders issued in one day, Nos. 24 to 29 inclusive. The new orders took effect February 1st, and will remain in force until August 31st, 1918.

The first one provides "that all the mills must pay to the Board of Grain Supervisors one and one-half cent (1½c) per bushel on all Western wheat ground into flour or other wheat products, and that this fund shall be in addition to, but separate from, the fund provided for by order No. 13 of the Board; that order provided for a payment of 4c per bushel over and above the fixed price of \$2.21. This particular order applied especially to mills in Central and Southern Alberta.

Order No. 25 provides that the moneys collected under order No. 24 shall be used to pay carrying charges on the wheat carried by the flour mills in Canada, for such periods and in such positions and at such rates as the Board may determine.

Order No. 26 provides that out of the fund created by order No. 24 there shall be paid on the wheat held in store by the flour mills, carrying charges as follows:

In public terminals at Fort William and Port Arthur at the rate of one-fourteenth of one cent (1-14c) per bushel per day, and in winter storage in boats at these points at the rate of one twenty-fifth of a cent (1-25c) per bushel per day; in interior Government elevators at Moose Jaw, Saskatoon, Calgary and Vancouver, at the same rate. This order was effective February 1st, but storage charges are only payable up to April 30.

Order No. 27 restricts the shipment of wheat from a given number of points in Southern Alberta and British Columbia and to destinations approved by the Board of Permits.

Order No. 28 provides that the payment of carrying charges of one twenty-fifth of a cent (1-25c) per bushel per day as provided for under order No. 14 of the board shall cease as from January 1st, upon street wheat owned by country elevators in store at, or in transit from points on the C.P.R. in southern Alberta, and that upon all such street wheat owned by country elevators in the described area a carrying charge of one-thirteenth of one cent (1-13c) per bushel per day shall be paid out of the fund created by order No. 24, and that country elevators in the described area shall ship wheat only on the order of the Board of Grain Supervisors of Canada.

Order No. 29 is the one that definitely lays down regulations that the Wheat Export Company shall hold and distribute all wheat as in the judgment of the Board of Grain Supervisors as may be required for Canadian mills. This order is very far-reaching in its effect and states that the Lake Shippers' Clearance Association shall cancel all orders now on file with them for shipment of wheat from public terminals at the Head of the Lakes, and that Eastern millers that have stocks of wheat at Fort William and Port Arthur must transfer the same to the Wheat Export Company. As a matter of fact, the orders seem very conflicting to the lay mind, but there is no doubt that the object they desire to achieve, is to be able to know exactly what wheat the mills are grinding. It is generally understood that they have already exceeded the percentage which was laid down in the agreement between the Canadian Millers, the British Food Commission and the authorities at Washington. The orders have raised a storm among

grain men and it is understood that a deputation is now at Ottawa.

WAR BREAD.

The 74 per cent extraction war bread is not very favorably regarded in the West. It is generally felt here that the Government should have gone further and made it an 80 per cent extraction at once. It is claimed, however, that 74 per cent represents actually all the flour that is in wheat, that the further extraction really represents fine bran and shorts, and if these were put into the bread, there would be a shortage of these feeds for cattle and hogs. The point on which everybody in Western Canada to-day would like a little more light, is whether it is best for the Allies to have this longer extraction made, thereby enabling us to send them more wheat, or to continue the smaller extraction and send them more bacon?

The constant apparent inconsistency between urgent appeals to the people to save, and the large amount of the foods of the kinds that are being required to save, being put on the market, is not helping the cause of food control in the West. Bargain candy sales are frequent in Winnipeg at the present time in the face of the urgent request to conserve sugar, while apparently nothing is being done to check these things, and the public are confused and irritated by what appears to them to be inconsistency in the regulations.

The Western Food Controller, J. D. McGregor, has gone East to confer with Mr. Thompson at Ottawa, and everyone is hoping that he will come back with more definite regulations. The West has very firm confidence in Mr. McGregor. What he has accomplished in the matter of fish and in the matter of controlling the millers, so that they are living up to the price fixed by the Food Controller for bran and shorts, has made the public feel that if any man can bring order out of the present confusion, he can. He is a firm believer in the licensing system as a means of checking dealers in the matter of undue prices, or attempting to ship food out of the country which is required in it.

OAT SITUATION.

The condition with regard to seed oats is very serious and the Board of Grain Supervisors, after making exhaustive inquiries into the whole situation issued a very complete report on January 26.

The Dominion Seed Commissioner, A. E. Wilson, of Indian Head has offered 10c a bushel over May

prices for No. 1 seed oats. One of the great difficulties is that a very large quantity of the oats which have been hauled from the farms up to date, have been damaged by frost; the percentage up to standard for seed, being very small.

An agreement has been entered into between Mr. Wilson and the members of the Winnipeg Grain Exchange to give Mr. Wilson their seed oats, and a few of them have been able to state how much they would be able to turn over. In no case do the amounts guaranteed go over 50,000 bushels, and only two firms have been able to guarantee even as large a quantity as that.

INTER-PROVINCIAL BUTTER SHOW.

There has been staged in Winnipeg this week the first Inter-provincial Butter Show ever held in Canada, and it has been held in connection with the 32nd Annual Convention of the Manitoba Dairy Association.

The butter entered for the Inter-provincial contest was five boxes of 14 lbs. each, from each Province, and the first of these boxes was made during the month of June and the last in the month of October. They had been held in cold storage in Winnipeg since the time they were made, and the prizes were awarded on the average score of each group of five. Alberta came first, Manitoba second and Saskatchewan third; with only a very small margin between the first and third. The show was held in the interests of the movement to standardize the Western butter and to encourage uniformity of make, and it has succeeded beyond the wildest hopes of its promoters. In two classes for butter made during the month of December in which buttermakers from all the provinces competed, Manitoba carried first place. P. W. McLagan, of Lovell & Christmas, Montreal, was one of the judges; A. P. Slade, Vancouver, was another, and George Barr, Chief of the Dairy Division at Ottawa, was the third.

The winning group of boxes from Alberta was pronounced by the judges as nearly perfect as butter could be. All the three Western Provinces are now grading their cream and grading their butter, and during the past season, 78 per cent of the butter made in Manitoba was made with pasteurized cream. In addition to the butter, of which there was in all 170 entries, there was a very large exhibit of excellent cheese. It is fully expected that this Inter-provincial convention will become an annual event.

There was a very large delegation from Montreal. The A. A. Ayers Company, Hodson Brothers, Ingersoll Packing Company and Matthews Blackwell & Co., all being represented.

Following the regular convention, a move was made in the direction of organizing a Dominion wide dairy association, and delegates were elected to take this matter up with the eastern provinces.

STOCKS ACTIVE ON MONTREAL EXCHANGE.

Sales.	Stocks.	Open.	High.	Low.	Last sale.	Net change.	Year	
							High.	Low.
260	Can. Cement	58½	58½	58¼	58¼	-¼	58½	*57
158	Do. pref.	*90	*90	*90	*90	+1	90¾	90
160	Can. Cottons	50	50	49	49	+½	50	48½
140	Can. Gen. Electric	102	102½	102	102¼	+¾	102¼	101½
650	Can. Steamships	41½	42¾	41¾	42	+¾	43¼	39¼
500	Do. Voting Trust	42	43½	42	43½	+2½	43½	41
320	Do. pref.	76¼	77½	76¼	77½	+½	77½	76
556	Civic Power	*74½	*74½	*74	*74	-½	75½	68½
688	Con. Smelting	25¼	25¼	25	25	-½	26	25
152	Dom. Iron, pfd.	88½	88½	88½	88½	.....	88½	88½
5,190	Dom. Steel	58¾	62	58¾	61	+2%	62	*53
344	Dom. Textile	83½	84¾	83½	84¼	+¾	84¾	80¾
115	MacDonald	15	15	15	15	+¾	15	13¾
332	Scotia Steel	68	69¼	68	68	+1	69¼	67
275	Ontario Steel	28	29	28	28	unch.	29	22½
160	Penmans	*69	*70	*69	*70	+2	*70	65
1,575	Quebec Ry.	18½	19½	18½	19½	+2	19½	15
215	Riordon	117¼	118½	117¼	118½	.....	118½	117¼
545	xShawinigan	112	116¼	110	110	-2	116¼	107
7,008	Do. Rights . . . . .	.05	.32	.05	.15	+11	.32	.02
165	Spanish River	15	15	15	15	+¾	15	13
695	Steel of Canada	54¾	55%	53¾	53¾	-1	55	*49¾
591	Toronto Ry.	60	62½	60	60	unch.	62½	60
— BANKS —								
56	Nova Scotia	248	248	248	248	unch.	248	248
— BONDS —								
\$19,000	Can. Loan (1927)	92¾	93¾	93¾	93¾	unch.	93¾	92¼
25,600	M. Tram. debs.	72¾	73	72¾	73	+¼	73	72¾
— UNLISTED SECURITIES —								
435	Tram. Power	27	28¾	27	28¾	-¾	28	27

*—Ex-dividend. x—Ex-rights.

The Half-Billion Dollar Export Surplus

Will it be repeated in 1918?

By H. M. P. ECKARDT.

Now that Canada has just completed a year in which her foreign trade aggregated \$2,550,000,000, with an export surplus of \$542,000,000, those who interest themselves in such matters are beginning to discuss the foreign trade prospects for 1918. As regards the trade results of recent years, it is worth noting that when our foreign trade in 1915 passed the billion dollar mark we had reached the point at which the United States stood 40 years previously—in 1875. When, in 1916, our total went beyond \$1,800,000,000, we stood where our American neighbors were in 1897, nineteen years previously. So, it must be taken as a remarkable achievement that we last year transacted a foreign trade with greater value than that transacted by the United States in any year prior to 1905. In order to show the rate of development in the two countries the figures for each as applying to the last six years are given:—

United States.				
(In Millions.)				
Year.	Exports.	Imports.	Total.	Balance.
1912	\$2,399	\$1,818	\$4,217	+\$ 581
1913	2,484	1,792	4,276	692
1914	2,113	1,787	3,900	326
1915	3,554	1,778	5,332	1,776
1916	5,480	2,391	7,871	3,089
1917	6,226	2,952	9,178	3,274

Canada.				
(In Millions.)				
Year.	Exports.	Imports.	Total.	Balance.
1912	\$ 341	\$ 635	\$ 976	-\$ 294
1913	436	659	1,095	223
1914	379	481	860	102
1915	614	451	1,067	163
1916	1,091	766	1,857	324
1917	1,547	1,005	2,552	542

In both countries there was a serious contraction during 1914, the year in which the war began. Canada suffered relatively more, as the falling off in comparison with the preceding year in her case amounted to 21 per cent. as against a loss of less than 9 per cent suffered by the United States; but, on the other hand, our recovery from the low point has been more rapid—our 1917 trade represented an increase of \$1,692,000,000, or 196 per cent as compared with 1914, while in the case of the United States there is shown an increase of \$5,278,000,000, or 135 per cent. On the per capita basis Canada shows a much larger trade. Taking the population of the two countries at 100,000,000 and 8,000,000 for the whole four year period, the per capita trade of the United States was \$39 in 1914; \$53 in 1915; \$79 in 1916; and \$92 in 1917; whereas Canada's per capita trade was \$107 in 1914; \$133 in 1915; \$232 in 1916; and \$319 in 1917. Thus at the end of the period on foreign trade per capita was more than three times as great as that of the United States. It is well-known, however, that one of the principal reasons for our better showing in this respect is that a much greater proportion of the total production of the United States is consumed within the country. This is strikingly illustrated in the case of the wheat crop. Although we produce say one-third of the quantity of wheat produced in the neighboring country, our surplus of wheat available for export in a good crop year is greater than theirs.

As regards trade balance, the United States shows a large surplus of exports for every year since 1895; but Canada's balance prior to the war inclined steadily to the debtor side, our yearly excess of imports being covered largely by sales of Canadian securities abroad in other words, the special imports largely represented investments of British and foreign capital in this country. The table shows that during the three years of war the Dominion changed the 1914 debit balance of \$102,000,000 into the 1917 credit balance of \$542,000,000. It is to be noted that in addition to the balance coming to us on trade account, we in 1917 placed abroad something like \$190,000,000 of our securities. Allowing for this, we had approximately \$732,000,000 of credit balances abroad as a result of the 1917 operations. This was absorbed in various ways. Interest on our internal debt, together with a certain amount of principal redemptions, accounted for a goodly sum—probably more than \$200,000,000. Then the loans and credits to the United Kingdom, in connection with British purchases here would absorb most of the remainder. With reference to these credits, the situation simply is that for a considerable part of our export

surplus of \$866,000,000 accumulated in 1916 and 1917 we have not yet realized in cash. The United States is in much the same position. The American government and the banks have loaned vast sums to the Allies, and a respectable part of the American export surplus is in the form of Allies securities not yet matured. The Washington Government has planned to place at the disposal of the Allies during the fiscal year ending June, 1918, an average of \$500,000,000 per month, or \$6,000,000,000 in the year. That would represent an amount nearly double the American export surplus of 1917. If Canada were to extend loans to Great Britain on the same basis, it would mean total loans of \$1,000,000,000. However, our circumstances are different; and as we require to import much of our raw materials, etc. from the United States (for which we must pay cash), our ability to make loans to the Allies is necessarily somewhat circumscribed. It is evident that these loans or credits will play an important part in connection with the 1918 export trade. The vast amounts being advanced by the United States will help to ensure that the exports of that country shall not violently decline in 1918. It is to be remembered though, that with the growth of the American forces overseas, an increasingly large proportion of the American exports will be absorbed in their pay and maintenance.

FOREIGN TRADE IN 1918.

Canada's foreign trade in 1918 will also depend to some extent upon the measure of success that attends the efforts of our agriculturists during the coming spring, summer and fall. If the agricultural production is on a very large scale, and especially if Manitoba, Saskatchewan and Alberta come forward with a wheat crop rivaling that of 1915, the big yield at the high prices now current, would probably ensure a high value for agricultural exports, not only in 1918, but in 1919 as well. If shipbuilding activi-

ties in Allied countries by that time get well ahead of the U-boat ravages, there would be a better chance for a lively outward movement of grain in the last four months of the present year.

Manufacturers, at \$682,000,000, represented the largest single item in the 1917 list of exports; it was also the largest item in 1916. Exports of manufactures in 1917 thus average \$57,000,000 per month; but in the month of December the total sent out was \$33,000,000 as against \$69,000,000 in November. The sharp falling off is explained as being largely a reflection of the American embargo on exports of raw materials. This same factor, along with transportation difficulties in the winter months of January and February, would perhaps severely cut down the Canadian exports of manufactures during the early months of 1918, and perhaps those months will not show much of an export surplus. Last year, for the four months to April 30th, the net export surplus was only \$25,000,000—the great half-billion dollar surplus for the year was nearly all accumulated in the second-half.

If the American embargo is not relaxed or modified, it will make it difficult if not impossible for Canada to repeat last year's performance as regards manufactured exports. On the other hand there may be a relaxation of the embargo, and the business of making shells and other war material for the United States Government may conceivably be developed to large proportions in this country. Should the Washington authorities make an extensive use of the facilities which Canada has for turning out shells and munitions, there might be seen a rapid increase of our exports to the neighboring country. If by this means the trade between the two became more evenly balanced, the problem of maintaining the American exchange would be less difficult.

Considering all these points, it appears that while certain factors are now at work with tendency to bring about a decrease of our foreign trade in the present year, they may conceivably be offset by others working in the contrary direction. A sudden ending of the war with decline in commodity prices, is a contingency to be kept in mind. That would probably cause a sharp reduction in the value of our exports.

Some Press Opinions on New Fuel Order

The following extracts from Canadian papers show the spirit in which the fuel saving order, issued at Ottawa on Monday night, was received:

Ottawa Evening Journal: Coming at a time when the country from which we import our coal is in the throes of a fuel famine, involving great suffering, the fuel conservation order issued by the Canadian Cabinet last night is a measure of necessity and wisdom. . . . The measure will impose inconvenience, and we suppose, in numerous cases it will impose hardships, but nevertheless it will be obeyed. After all, we here in Canada have been singularly and happily free from the trials and sacrifices which war has laid upon other peoples, and reflection upon that alone should prohibit grumbling at the comparatively small measure of sacrifice now asked of us.

Hamilton Spectator: The drastic order from Ottawa comes with unexpected suddenness, but it has long been felt that some such step was the only way in which real relief could be afforded to the intolerable fuel situation. The testing time has come to Canada. We are beginning to know something of what has been endured in many other parts of the Empire for a long time past. It is a foregone conclusion that the people will cheerfully accept the inevitable and will be glad to have an opportunity to prove in a practical manner the true spirit of self-sacrifice and unflinching loyalty to the cause which is implanted in their hearts.

Le Devoir (Montreal): The fuel order shows Canada's industrial dependence upon the United States. It remains to be seen what practical result will come from this extraordinary measure, and if Fuel Controller Magrath will content himself with this first ordinance imposed, in the final analysis, by Washington, our real Capital.

Montreal Herald: The drastic order issued by the Government for saving fuel can hardly be a surprise to the people of Canada. It would be an anomaly if Canada, which draws its supplies so large-

ly from the United States, were to continue using coal at full blast, while across the border industries were shut down on certain days, and stores and offices ordered to go unheated.

Branford Expositor: Wheatless days, meatless days, and now heatless days. If it keeps on we may have sleepless nights. There will be no disposition on the part of the average Canadian to take exception to any well-considered measure for the conservation of fuel, of light, or of transportation. On the contrary, there will be a disposition to applaud the "heatless days" as an indication that there is now a Government at Ottawa which is not lacking in backbone, and is not afraid to issue mandatory orders rather than advisory requests when the situation demands it. The people have been clamoring for leadership, and will not complain when it is at last to be seen.

Hamilton Times: When the severity of the weather is taken into account, and the difficulties of transportation and the present famine in fuel, there is little need to question the wisdom of the move. It may be that some special interests are hit too hard, and that there will be need for some readjustment of the order, but we are satisfied that these restrictions are necessary, and we will be well pleased if nothing more drastic is to follow.

"I am now prepared to answer any questions you may care to ask," said the lecturer, according to the Detroit Free Press. "Any one barred?" asked a man in the audience. "Certainly not," replied the man on the platform. "Then just wait a few minutes, will you, mister, till I run home and get that four-year-old kid of mine? He's got a few hard ones that I'd like to have you answer for me."

Badge of Respectability?

And it may get so that a patch on your trousers will be regarded as a thrift stamp.—Dallas News.

Mentioned in Despatches

J. S. N. DOUGALL, president of the Dougall Varnish Company, who has just died, was one of Montreal's best known business men. He was a native of Montreal, and had been prominent in business circles. In addition to the firm which bore his name he was vice-president of the Canada Accident Assurance Company and a director of several other corporations, as well as being an ex-president of the Dominion Commercial Travellers Association, a member of the Board of Trade and chairman of the Montreal branch of the Canadian Manufacturers' Association.

CAPT. HUGH PEDLEY, M.C., who has just been killed in action, was a son of the Rev. Hugh Pedley, formerly pastor of the Emmanuel Church of this city. Capt. Pedley went overseas as a lieutenant of the 73rd Battalion, was awarded the Military Cross for conspicuous gallantry at Paaschendaale, and now has made the supreme sacrifice. He was a graduate of McGill in Arts and Law and practiced his profession as a member of the law firm of Cook & Magee. Another brother, Capt. Frank, is home at present on leave.

MAXIM GORKY has been wounded by revolutionists at Petrograd, although his life has not been endangered. Gorky is undoubtedly the best known Russian writer and next to Tolstoy the most famous and best known Russian author. He has written a score or more novels, many of them of a revolutionary nature. In the present movement he has supported the Bolsheviks. Gorky was born in 1868 of humble parents and as a boy was a peddler, scullery boy and performed other menial tasks. He visited America two years ago.

MR. FRED W. FIELD, who has resigned the editorship of the Monetary Times, has been appointed British Trade Commissioner for the Province of Ontario. Mr. Field is an Englishman by birth, but has been in Canada for about fifteen years, twelve of which were spent as editor of the Monetary Times. He is regarded as one of the best informed and ablest writers on financial and commercial subjects in the Dominion, his annual compilation of trade returns being regarded as a masterpiece. Mr. Field is the author of a number of books, the best known being "Capital Investments in Canada."

HERR BALLIN—Some time ago Herr Ballin, the biggest shipping magnate in Germany uttered a strong word of protest against the continuance of the war, as he saw Germany's overseas trade and the shipping which he had so carefully built up disappearing. Now comes a still more strongly worded protest from August Thyssen, undoubtedly the biggest industrial leader in Germany. Thyssen is head of Germany's iron works, but also possesses large docks, shipyards and other subsidiary concerns. Altogether, Thyssen has upwards of half a million people in his employ or dependents upon him. He is a self-made man and although now seventy-eight years of age still takes an active part in his many enterprises. It is somewhat significant when a man of his type utters strongly worded protests against the war, as Thyssen has been described by one writer as a sort of combination of Charles M. Schwab and the late J. Pierpont Morgan, occupying a place in Germany which corresponds to the posts held by these two men in the United States.

"SEND US THE BEST YE BREED" has been uttered so often by the insatiable mass that it has almost become common-place. In so far as Canada is concerned, the cry has been nobly answered. Thousands of our bravest, best high-minded youths have gone forth because of an ideal and have made the Supreme Sacrifice. One of the very best has just been added to the growing list of heroes in the person of Aviator Ross McPherson, of Toronto. He is the son of Mr. Allan McPherson, head of the T. Eaton Company's mail order business. Young McPherson, a lad in his teens, first joined an Irish battalion being recruited in Toronto, but later transferred to the aviation branch. Despite accidents, met with while training, he refused to quit, went overseas last fall and now meets death while flying in England. He was a particularly fine type of Canadian manhood, both mentally and physically, and gave promise of more than ordinary brilliant future, but gave up everything—including life—because of an ideal.

WILLIAM J. HARMER.—From telegraph messenger and operator to the Red Chamber are the outstanding marks in the career of William J. Harmer, of Alberta, who has just been made a Dominion Senator. Senator Harmer, who is a native of Ontario, was Deputy Minister of Railways in the Alberta Government, but now transfers his activities to Ottawa.

WHILE everybody is aware that Arthur Balfour is not only a lover of music but also a composer, and a pianist of such talent and enthusiasm that he keeps two grand pianos in the long room of his London house in Carlton gardens and in the music room of Whittingehame, his country seat in Haddingtonshire—pianos at which he and three congenial spirits play double duets—few know that this former premier and present secretary of state for foreign affairs is a virtuoso of rare skill on the concertina. He always takes about with him when he travels four concertinas, which have been nicknamed "The infernals" by his relatives and intimate friends, and his delight is to play on them the oratorios of Handel, to the accompaniment of those willing to follow him one or both of his pianos. The concertina has always been looked upon, in England at any rate, as the musical instrument par excellence of the east end of London and the costermonger class.—La Marquise de Fontenay.

AN ANGLO-SAXON ENTENTE.

John Bull and Uncle Sam are blood relations. They are both grand fellows and wonderfully effective—when they get going. It's worth while to have them in a fight—on your side. They've got stamina and staying power. They never know when they're licked. They just keep at it till, by-and-bye, the "other fellow" begins to feel the chill of oncoming and certain defeat. They are both fine finishers.

Together these cousins are capable of great team play. John is the more taciturn. Sam is the more loquacious. John is a bit dour at times—slow, they sometimes call him. Sam loves the limelight—and likes to be a pacemaker. But both of them have made "getting there" a habit. They have built up great nations. They stand in the very forefront of achievement. They count for the highest and best in civilization. Their influence is for world betterment and human progress.

They are awfully Anglo-Saxon, this pair! They can't get away from it. It's in their blood. How they do "muddle through" great crises and mammoth undertakings! How they do blunder along, always seeming to do the awkward and the stupid thing, and yet—how regularly they come out on top! They must be the enigma of the theorist and the despair of the efficiency expert.

Senator Hitchcock of Nebraska emitted a moan in the United States Congress yesterday. "I am told," he wailed, "that some genius in the War Department Bureau succeeded in shipping to France a carload of sawdust, when it is plentiful enough and cheap enough there, while nearly three million tons of important freight has been waiting a chance to go over for a month."

How like John Bull! How typically Anglo-Saxon! Of course the sawdust was billed first, and had to be consigned first. The old, regular, methodical routine must be gone through. They can't adjust themselves in a day to new conditions. They've got to blunder along a while first. No wonder the self-sufficient Teuton sneers.

But the world knows, and the German will learn, that when this team of Anglo-Saxon thoroughbreds get going they don't stop short of their goal. They muddle along for a time, and everything seems to be going wrong. But they never let up. Gradually order develops from chaos—the muddle gives way to effective organization. The blunderers vanish and their places are taken by those who have won recognition by effective service.

Against this democratic development of definite and proved efficiency the hordes of Teuton autocracy and caste will break and fail. The iron standard of Germany rusts. The system which retains the aristocrat at the top regardless of his efficiency will fall before the Anglo-Saxon spirit which gradually but inevitably brings the man who is fit to the front. The blunders of the beginning are the basis for building. The muddles and misfortunes of the moment are moulding ultimate method and effective-

MR. GEORGE W. SURBEY, for many years connected with the Montreal Star, died a few days ago. He was born at St. Mary's, Ont., fifty-three years ago, and was in turn editor of the Galt Reformer, business manager of the Brantford Expositor, and for the last twelve years connected with the advertising department of the Montreal Star.

SIR WILLIAM ALLARDYCE, recently appointed Governor of the Bahama Islands, was formerly Governor of the Falkland Islands, holding that post when the German fleet was destroyed by Admiral Sturdee. Previous to holding his post in the Falkland Islands, Sir William spent a quarter of a century in the Fiji Islands and other Southern Pacific posts, and is regarded as an authority on the Southern Pacific. Sir William is of Scottish birth.

MR. A. D. BRAITHWAITE.—It is reported that Mr. A. D. Braithwaite, assistant general manager of the Bank of Montreal, will shortly resign because of ill-health. Mr. Braithwaite is an Englishman who came to Canada as a young man and has been in the services of the Bank of Montreal since 1873. He is regarded as one of the best informed bankers in the country, his lengthy services with the Bank of Montreal including, among other appointments, some years in Toronto as manager of that office. Mr. Braithwaite has been a severe sufferer through the war, two sons-in-law, Capt. Guy Drummond and Capt. Trumbull Warren, having been killed, while a daughter was drowned on the Lusitania. It is said that his successor will be Mr. F. J. Cockburn.

SHIP CONTROL CONSIDERED HARMFUL.

The report of the Liverpool Steamship Owners' Association, adopted at the annual meeting in Liverpool last week, was largely devoted to a statement of the shipowners' position under Government control and criticism of the policy adopted by the Government and its effect in diminishing carrying power, therefore wasting resources and restricting supplies. Referring to the "paralyzing influence of state control over the management of ships," the report says:

"Official intervention has delayed the replacement of ships that have been lost and has made it impossible to get the full carrying power out of those that are left. It has failed to replace the driving power of individual responsibility and individual enterprise. When the Government decided to requisition all British steamships it did not give one moment's thought to the manner in which the ships were to be managed. The state had no organization, either in this country or abroad, capable of undertaking this management, and therefore the Shipping Controller had to appeal to the shipowners to carry on their own business with ships which the Government had gone through the form of seizing."

THE SPIRES OF OXFORD.

I saw the spires of Oxford
As I was passing by.
The gray spires of Oxford
Against a pearl-gray sky.
My heart was with the Oxford men
Who went abroad to die.

The years go fast in Oxford
The golden years and gay,
The hoary colleges look down
On careless boys at play.
But when the bugles sounded war
They put their games away.

They left the peaceful river,
The cricket field, the quad,
The shaven lawns of Oxford
To seek a bloody sod—
They gave their merry youth away
For country and for God.

God rest you, happy gentlemen,
Who laid your good lives down,
Who took the khaki and the gun
Instead of cap and gown,
God bring you to a fairer place
Than even Oxford town.

ness. Because John Bull and Uncle Sam learn as they lapse, find fitness from faultiness, and democratically develop strength and stamina under strain and stress, they must be forgiven for being so Anglo-Saxon in temperament and character.—The Globe, Toronto.

Public Opinion

NOT FAIR TO THE MULES.

(Detroit News.)

One of the new army orders in France forbids our soldiers swearing at the mules. This will merely make the mules more homesick for Missouri than ever.

MAY TAKE TO THE WOODS.

(Ottawa Journal.)

Ottawa is likely to get wood from Algonquin Park for next winter. Perhaps instead of growing potatoes this summer, some of us will have to cut wood.

BEER PROFITS IN BRITAIN.

(Hamilton Times.)

The war has made the beer business prosperous in Britain. At the annual meeting of the Allsopp's Brewing Co. it was announced that in 1914 the profits were £13,048; in 1915 they were £31,835; in 1916 they had risen to £60,791; whilst in 1917 they reached the comfortable sum of £127,165. The chairman stated that the directors were not grumbling.

THE SUPREME SACRIFICE.

(Boston News Bureau.)

When a man takes the chance of life and death either in protecting his home, his state, his country or the freedom and democracies of the whole world, he offers his life on the highest altar known in earth or Heaven—the altar of human sacrifice. Jehovah of the Jews; Christ of the Christians, erected no higher altar, and gentile and pagan have found none higher. Humble may be the altar whereon father and son offer themselves in sacrifice for defence of the family, the home or the city, but higher must be the altar when the sons offer themselves for sacrifice on the altar of a world freedom—a freedom for other homes, other cities, other nations and peoples.

WORTH THE PRICE.

(Toronto Star.)

A million and a half tons of coal is a lot of fuel, and it was consumed last year because mankind, enslaved to the clock and tied up by habit, chooses to sleep after daylight and work after dark, rather than undertake the trouble of shifting the hours of labor during seasons of the year when practical good sense commends such a change.

The proposal that we save daylight involves a great deal more than merely fooling ourselves by tampering with the clock. There is a lot of coal at stake and a lot of Hydro power needlessly used in Ontario in artificially lighting shops in the late afternoon so that men may work, although the sun lights these shops for nothing in the morning before work begins.

WHAT SOCIALISM HAS DONE FOR AUSTRALIA.

(New York Commercial.)

Australia, an island as large as the United States, has turned to state ownership of railways, mines, shipping, lumbering, bakeries, sugar factories, brick yards and other important industries. The Socialist Labor party is dominant in politics and the Federal and State governments have sunk enormous sums of money in poorly conceived schemes. It should be the Eldorado of labor, but its population remains small and it does not attract immigrants. The tendency of the population to live in a few large cities is more marked than in the United States, where it is becoming too pronounced. Australia's wealth is derived chiefly from wool, and sheep raising is wholly in the hands of individuals. The socialist city dwellers do not hanker after the open country, though sheep have made many Australians millionaires.

Workmen in the United Kingdom and continental Europe no longer flock to Australia. High wages do not tempt them when they hear that opportunities to win fortunes are limited by the socialistic system of state ownership of almost everything that is worth while. They come to North America where there is no top to a man's ambition. That is the lure of America, which has drawn to our shores the kind of men who have made it the richest and most progressive of nations. Let the socialists explain why applied socialism with labor in the political saddle, does not draw desirable immigrants to Australia.

THE BAYONET AS A WAR WEAPON.

Close observers of military operations in France and Flanders have, says The Rochester, N.Y., Democrat-Chronicle, expressed the opinion that the strength of the Canadian forces, which have so frequently turned the tide of battle on the Western front, is largely due to the skilful use of the bayonet.

A PARAGRAPH THOUGHT.

(The Vagabond, Boston.)

If a writer can give a reader but one helpful idea, if he can give but one wee flash of interpretation, he can feel that he has served and that his paragraph has justified its existence in the periodical in which it appears.

FAILURE IN WARD SYSTEM.

(H.S. Ross, K.C., in Montreal Herald.)

Many students of government think it was too readily assumed a few years ago that the ward system was responsible for most of the evils of city government and that too much emphasis was placed upon the advantages of a small council.

It seems quite clear the remedy is a fair-sized council from districts. Such council to be under constant control by the voters and a controlled city manager, who will carry out all the administrative duties. There is no need to go back to the discredited mayor, council and committees system.

The right of a few nobles to rule the rest of the people is autocracy. The right of a few rich men to rule is plutocracy. The right of a few well-born and educated people to rule is aristocracy. The right of the voters to actually and constantly rule themselves is democracy.

And surely it is becoming clearer that the government which is run by a class, no matter which class, whether a few of the worst citizens or a few of the best, is a bad government and never can be anything else.

Friction and dissatisfaction in one form or another will go on until legislators become servants, not masters of the voters.

In the words of Barbusse (author of perhaps the greatest war book "Under Fire") a French poilu in the trenches, "The people have been nothing, they must be everything."

And in closing may I recall the wise words of Patrick Edward Dove: "It may be necessary distinctly to reiterate that by human progression we do not mean the progression of man's nature, but the progression of man's knowledge, and the progression of his systematic arrangements."

LACK.

(Southern Lumberman.)

A magazine writer makes the point that commerce is "a necessary evil," its object being to remedy a deficiency:

"Why do you buy anything? Because you lack something. Why do you sell anything? Because the other party lacks something."

This gives us an idea—or rather, it reminds us of something which we thought of a little while ago. In the first place, what is lack? Is it real or existing only in the mind?

The thing that started this train of thought was a pair of silk socks worn by a young farmer whom we saw last summer while spending a vacation in the country. They were nice socks, and he is a nice young man. He made the purchase, no doubt, because he felt the lack. But his father and grandfather never felt any such lack, and never made any such purchase. Commerce was not as much a necessary evil to them as it is to him.

It used to be said of farmers that they were the "most independent people in the world." That was because they had but little feeling of lack. As long as they didn't know it, lack did not exist for them.

The farmer is not so independent now. He will tell you in mournful accents: "Everything I have to buy is as high as a board fence." The words, "have to buy," furnish the key to his situation. He has discarded earmuffs and has taken to silk socks. Not that the latter can take the place of the former in a literal sense, but the change indicates a realization of lack. The farmer lacked style; but for many years he was disdainful of this fact. He said he was "not a proud man"; and he looked askance at the town people who primped up. But his son is different—to say nothing of his daughter. Commerce is necessary to them.

TONS OF DOLLARS.

(Hamilton Spectator.)

U.S. silver dollars to the amount of \$150,000,000, will likely be soon melted down into bullion for export. This would weigh about 4,600 tons.

THE EDITORIAL WASTE BASKET.

(Kingston Whig.)

The waste paper basket in a newspaper office is an unsightly and uninteresting thing. Size is its most necessary qualification. Yet that same waste paper basket, humble and hateful as it appears, serves a great purpose. It is an unassuming medium fraught with marvellous possibilities for good. No other agency, except perchance the fear of the law and the hereafter, does so much to keep peace in the family, in the city, and in the nation.

Into the capacious maw of this newspaper waste paper basket go all or nearly all—for one occasionally slips by the editor on a busy day—the mean and miserable attacks upon this man's character or that woman's honor, all the petty spite someone seeks to spew out upon a candidate for political preferment, all the sordid gossip of a neighborhood as retailed over the forged signature of some respectable citizen, all the criticisms of men and movements penned by writers whose aim is always destructive and never constructive, all the urgent appeals of those who seek free publicity for themselves or for some cause they misrepresent, all the parish pump proclivities of certain would-be politicians and all the thousand and one attempts to besmirch the reputation or injure the business of a fellow-citizen.

TWO FIGHTS FOR DEMOCRACY.

(Chicago Tribune.)

Democracy, as we understand it and want it, is a political arrangement which carries the consent of the governed into the government and gives people as nearly as possible the unrestricted right of political determination. Then, with necessary custodial help and restraints and with necessary punitive checks, it leaves the individual to the development of his opportunities, the play of his genius and talents, the acquisition of money, comforts and position.

That is the democracy for which we are supposed to be making the world safe. It is precisely the democracy for which Russia, as now dominated, is trying to make the world unsafe. The Russian proletarian government and the American democratic government are of necessity more bitter enemies than the American and the German governments could be.

So level headed a man as Charles M. Schwab, president of the Bethlehem Steel Company, said that he was convinced that the new social order would win.

"We are at the threshold of a new social era," he said. "This new order of things may work great hardship for many of us. It is going to come upon us sooner than we expect. It is the social renaissance of the whole world."

J. P. MORGAN TEACHES A LESSON.

(Forbes' Magazine.)

A young fellow I know was employed in the Morgan banking house. His salary was ample for his needs, but he craved luxuries, and he thought to supply them by successful speculation. His venture, however, was disastrous, and he helped himself to the firm's money in the hope of pulling out. Discovery followed. Cases of this sort it was the rule of the elder Mr. Morgan to handle personally. The culprit was called to his private office, and charged with the theft. He confessed and made a clean breast of all the circumstances. He expected arrest. Instead, he was told to go home and tell his wife all about it. "And tomorrow morning," said Mr. Morgan, "see me again." The clerk obeyed, and Mr. Morgan, to the young fellow's amazement, handed him in bills the full amount of his speculation—\$3,500—with: "Put that back where you took the other from. It is a loan from me, and I expect you to return it as soon as you can. None of the other clerks know anything about it. Let me see if you can't be a man." When, after many months, the youngster restored to Mr. Morgan the last dollar of the debt, he accompanied it with a stammered final expression of gratitude. But the great banker didn't seem to hear him. He was counting a pile of bills on his desk to which he had added those just given him. This concluded, he observed: "Well, my boy, it was a bit harder saving it than losing it, I'll warrant. Now, take it home and give it to your wife. It's a safe bet that she saved most of it." And he pushed the money towards him. That's the kind of man J. Pierpont Morgan was.

AMONG THE COMPANIES

SMART-WOODS, LTD.

The annual meeting of the shareholders of Smart-Woods, Limited, has been called for Friday, February 15, at 12 o'clock, at 24 Youville Square. At that time shareholders will be asked to authorize a change in the name of the company to Jute, Cotton and Wool Products, Limited.

TORONTO RAILWAY CO.

The annual meeting of the Toronto Railway Company held a few days ago attracted an unusual amount of interest. Previous to the meeting there were all sorts of rumors regarding drastic changes to be made, but in the end the Mackenzie crowd dominated the meeting and just gave out as little information as they choose. One change was made in the directorate, Senator Beaubien of Montreal taking the place of Sir R. Forget. Another meeting of shareholders will be held February 26th, in order to increase the number of directors from seven to nine.

In dealing with the affairs of the subsidiary companies, Sir William MacKenzie stated they had had a good year. This applied particularly to the Toronto Power Company, which operated the electrical development company. In 1916 the earnings of the Electrical development had amounted to over \$600,000 and in 1917 they had, owing to the temporary war conditions increased to over \$900,000. After the payment of sinking fund requirements there was a surplus for the year of \$300,000 and gradually this company was paying off all its liabilities.

Sir William MacKenzie pointed out that any shareholder could have full particulars regarding the affairs of the company and its subsidiaries as the board of directors had nothing whatever to hide. On the other hand the position of the company was a peculiar one and in view of the franchise running out in a few years the directors felt they were following the policy that was in the best interests of its shareholders.

The Board of Directors elected was Sir William MacKenzie, Senator Nichols, Sir Henry Pellatt, Geo. Smithers, F. W. Ross, and Senator Beaubien. The latter takes Sir Rodolph Forget's seat.

SHIPPING LOSSES.

London, February 6.

The Admiralty reports fifteen British merchantmen sunk by mine or submarine in the past week. Of these ten were 1,600 tons or over and five under 1,600 tons. Four fishing vessels also were sunk.

The British losses by mine or submarine during the last week are approximately the same as the previous week, when nine British merchantmen of more than 1,600 tons and six of lesser tonnage were destroyed.

THREE FRENCH SHIPS LOST.

Paris, February 6.—Two French steamers, of more than 1,600 tons and one under that tonnage were sunk during the week ended February 2 by mine or submarine.

The vessels reaching French ports numbered 968, and those clearing from French ports numbered 897, the same week.

ITALIAN LOSSES LIGHT.

Rome, February 6.—The Italian shipping losses by mine or submarine in the week ended February 2 were very light, only one steamer under 1,600 tons being sunk.

WINNING AGAINST SUBS.

Washington, February 6.—Secretary Daniels said to-day that the United States and the Allies were winning the fight against Germany's submarines. "We are having our ups and downs," he said, "but the fight is being won."

NORWAY'S SACRIFICES.

Washington, February 6.—A cable despatch to the Norwegian Legation to-day from Christiania says that during the month of January twelve Norwegian vessels, aggregating 18,805 gross tons, were "lost by the war," and eight Norwegian seamen lost their lives.

CANADIAN TRANSFER CO.

At the annual meeting of the shareholders of the Canadian Transfer Company, Limited, Charles Cassils, Hugh Paton, George R. Starke, Sir H. Montague Allan and F. W. Molson were re-elected directors, and F. M. McRobie, general manager and secretary.

BELDING-PAUL-CORTICELLI CO.

The sixth annual report of Belding Paul Corticelli Limited, presented to the shareholders at the annual meeting held here a few days ago, was a satisfactory one both as to sales and net profits. Total sales for the year amounted to \$2,073,595, as against \$1,895,467 in 1916. Manufacturing and trading profits amounted to \$232,999.

Bond interest, sinking fund and discount on debentures, business profits war tax and the usual allowance for depreciation were provided for, leaving a balance of \$142,754.69, as net profit for the year.

Out of these net earnings \$120,457.75 was paid on account of accumulated dividends on the preferred stock, and an appropriation of \$5,000 was made to start an accident insurance reserve fund.

There has been carried an amount of \$17,286.94 to the credit of profit and loss, making this fund now total \$249,475.

There is still due two and one-half years' back dividends on preferred shares amounting to \$151,427.50.

JANUARY RAILWAY EARNINGS.

The gross earnings of Canada's three principal railroads for the month of January showed a decrease from those for the corresponding month a year ago. Earnings of the three principal roads aggregated \$17,368,662 for this January, a decrease of \$82,326, or 5 per cent, but an increase over the aggregate for any previous year.

The aggregate earnings for the month by roads, follow:

Road.	1918.	Increase.	P.C.
C. P. R.	\$10,570,000	\$629,000	6.3
G. T. R.	4,083,362	x594,026	12.6
C. N. R.	2,715,300	x117,300	4.1
	\$17,368,662	x\$82,326	.5

x—Decrease.

The following is a comparison of the earnings of the last ten days of January:

Road.	1918.	Increase.	P.C.
C. P. R.	\$3,535,000	\$464,000	15.1
G. T. R.	1,302,645	x262,015	10.7
C. N. R.	948,200	18,600	2.0
	\$5,785,845	\$220,585	4.0

x—Decrease.

OTTAWA TRACTION CO.

The annual report of the Ottawa Traction Company for the year ending December 31, which included the operation of the Ottawa Electric Railway Company and which was presented to the shareholders at the annual meeting in Ottawa last week, showed gross earnings of \$1,240,724, as compared with \$1,154,912, an increase of \$85,812. Operating expenses advanced from \$670,348 to \$705,338, an increase of \$34,990.

The net for the year was \$535,289, an increase of \$50,724 over 1916.

The profit and loss account compares with 1916 as follows:—

	1918.	1917.
Balance carried forward	\$249,504	\$217,716
Net earnings	535,289	484,564
	\$784,793	\$702,279
Dividend	281,580	281,535
Taxes	24,484	20,351
War tax	40,615	21,143
Mileage payments	16,442	16,442
Interest	44,079	48,301
Depreciation	110,000	65,000
Bal. Profit and Loss	267,590	249,504
	\$784,793	\$702,279



MR. THOS. AHERN,
President Ottawa Traction Co.

ELECT NEW DIRECTOR.

M. J. Beatty, of Beatty Bros., Limited, Fergus, and the largest Canadian policy holder in the Manufacturers Life Insurance, has been elected a director of the company. He succeeds the late G. H. Scholfield.

LUMBERMEN'S ASSOCIATION ELECTS OFFICERS.

Mr. W. G. Power, of Quebec, was last week elected president of the Canadian Lumbermen's Association, to succeed Mr. W. E. Bigwood, of Toronto, who is retiring after two years of office. Mr. Power is a son of Mr. William Power, ex-M.P. for Quebec West.

The other officers of the Canadian Lumbermen's Association elected, were:—Vice-president, Dan McLachlan, Arnprior, Ont.; second vice-president, Walter C. Laidlaw, Toronto; executive council—W. G. Power, Quebec; D. McLachlan, Arnprior, Ont.; W. M. Ross, Ottawa; P. C. Walker, Ottawa; and A. E. Clarke, Toronto.

Following were the directors elected: Ontario, 11 members—W. E. Segwood, Duncan McLaren, Dan McLachlan, Walter C. Laidlaw, R. G. Cameron, Gordon C. Edwards, P. C. Walker, A. E. Craig, A. E. Clark, Jas. G. Cane and W. M. Ross; Quebec, 5 members—W. G. Power, Arthur H. Campbell, G. W. Grier, W. T. Mason and Alex. McLaurin; New Brunswick, Angus McLean; Saskatchewan, Sir D. C. Cameron, K.C.M.G.; British Columbia, E. C. Knight and E. W. Hamber.

MONTREAL & ST. LAMBERT TERMINAL COMPANY.

The annual meeting of the Montreal and St. Lambert Terminal Development Company in its ninth report shows that considering the depression in real estate the position of the company is a satisfactory one.

The report says, in part: "Since our last annual statement we had two drawings for outstanding bonds, amounting to \$43,000 at a price of \$105, and our bond indebtedness, originally \$300,000, has been reduced to \$40,100.

"You will find in the statement the sum of \$15,844.23 deposited with our trustees, the National Trust Company, Limited, for the further redemption of outstanding bonds, thus leaving a balance of about \$25,000 to be provided for, when your company will be clear of indebtedness."

John Pullen and Kenneth Molson have been appointed to the board to fill vacancies caused by the deaths of E. B. Greenshields and Capt. Percival Molson.

The balance sheet gives active assets, including cash, bonds, mortgages, promises of sale, bills receivable at \$120,681.38, and passive assets at \$234,945, a total of \$355,626. Active liabilities amount to only \$845, and passive liabilities \$320,018, the surplus of assets being \$34,763.

AMONG THE COMPANIES



MR. C. C. FERGUSSON,
Mgr. Dir. Great West Life Assurance Co.

PACKERS PROFITS IN U. S.

Large profits in the packing business were not confined to Canada last year. The annual report of Morris & Co. made public at Chicago the other day, showed net of \$10,358,489, against \$5,694,589 in 1916.

NEW TORONTO BOND FIRM.

Harry R. Housser, of H. P. Housser & Co., and J. Wallace Wood, recently associated with the bond department of Amelius Jarvis & Company, have formed a partnership under the firm name of Housser, Wood & Company, to deal in Canadian Government and municipal bonds.

ONTARIO BRICK BONDS.

The British Treasury has given bondholders of the Ontario National Brick Co. permission to participate in the reorganization plan of the company, which involves a cash subscription to new bonds equal to 25 per cent of the original holdings. As a considerable amount of the bonds is held in the United Kingdom, the permission granted will facilitate the reorganization, particularly as some of the larger British holders have expressed willingness to come in.

ST. LAWRENCE FLOUR MILLS CO.

Arrangements are now being concluded for the listing of the securities of the St. Lawrence Flour Mills Company, Limited, on the Montreal Stock Exchange. The company is controlled by Montreal interests, who were previously identified with other Canadian milling companies. The common stock of St. Lawrence flour was put on a 5 per cent basis in the fall of 1917, but on February 1 of the present year a bonus was declared in addition to a dividend, and this was accepted as placing the stock on a 7 per cent basis.

GREAT WEST LIFE ASSURANCE CO.

The annual report of the Great West Life Assurance Company for 1917 shows new business increased \$4,734,169 to \$30,309,542. Total assets of the company on December 31 were \$24,385,666, an increase of \$2,683,096 for the year.

Expense rates were again lower and the interest rate earned was 7.36 per cent.

In addition to the actual reserves the balance sheet shows, in surplus, capital and special funds, the sum of \$4,493,611, being over 18 per cent of the assets.

Mortality, including war losses of \$457,082 were only 74 per cent of the "expected."

The Province of Quebec contributed \$7,000,000 of the new business last year.



BRIG.-GENERAL LABELLE,
of St. Lawrence Flour Mills.

DETROIT UNITED RAILWAY.

The annual report of Detroit United Railway presented to shareholders at the annual meeting a few days ago, showed net income after charges, but before reserves and special taxes, etc., amounting to \$2,175,530, a decrease of \$705,262, from 1916, and equal to 15.1 earned on the average paid up capital stock, against 23 per cent the previous year. After reserves and special taxes, earnings dropped to 8.5 per cent, as against 16 per cent the previous year, while the gross increase \$1,391,270 to \$17,427,939.

The increase of \$2,043,988 in operating expenses was disproportionate with the increase in gross. Increases of \$112,946 in total of interest and tax payments and of \$275,000 in dividend payments, contributed in reducing the balance carried to surplus to \$106,780, which contrasts with a surplus of \$1,237,042 at the end of 1916.

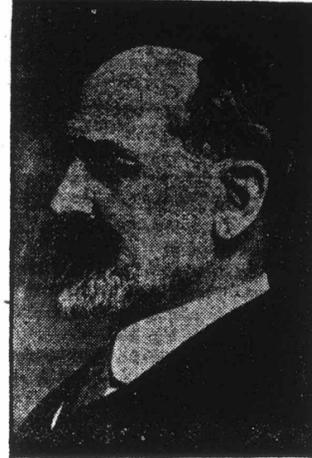
Interest on funded and floating debt and tax charges aggregated \$2,404,355 compared with \$2,291,499 in 1916 and leaving net income of \$2,175,530 available for reserves and dividends compared with \$2,880,792 the year before.

Deductions were \$800,000 for depreciation reserve, the same amount as in 1916; \$150,000 as reserve for taxes the assumption being that the item includes partial provision for Federal income taxes and dividends amounting to \$1,118,750 this being at the rate of 8 per cent from June 1, 1917, and at 7 per cent for the first half of the year compared with 7 per cent for nine months and 6 per cent for the three months in 1916 when the distribution to stockholders was \$843,750 the total of reserves and dividends was \$2,068,750 against \$1,643,750 the previous year.

Income account figures for the year with comparisons from the previous year's returns follow:

	1917.	1916.
Gross earnings	\$17,427,939	\$16,036,669
Expenses	13,259,790	11,215,802
Net earnings	\$4,168,149	\$4,820,867
Other income	411,737	351,334
Gross income	\$4,579,886	\$5,172,201
Interest	2,400,355	2,291,409
Net income	\$2,175,530	\$2,880,792
Reserves	950,000	800,000
Balance	\$1,225,530	\$2,080,792
Dividend	1,118,750	843,750
Surplus	\$ 106,780	\$1,237,042

The vacancy on the company's board of directors created by the death of Albert Pack was filled by adding to the board, R. W. Martin, of New York, who is connected with William A. Reid and Co., investment bankers. The other directors were re-elected.



SIR WILLIAM MACKENZIE,
President Toronto Railway Company.

NEW COMPANIES.

The following new companies are announced in the various gazettes:

FEDERAL CHARTERS.

Canada Decalcomania Co., Ltd., Toronto, \$100,000.
Hagar & Pettigrew, Ltd., Montreal, \$50,000.
Alberta Farming Co., Ltd., Quebec, \$75,000.
G. T. Armstrong & Sons, Ltd., Sherbrooke, \$150,000.
Leonard Steam Trawlers, Ltd., Montreal, \$250,000.
The J. Cadieux Co., Ltd., Laval de Montreal, \$250,000.
Franklin Railway Supply Co., of Canada, Ltd., Montreal, \$25,000.
Suburban Water Co., Ltd., Montreal, \$5,000.

QUEBEC CHARTERS.

The Welland Hotel, Ltd., Montreal, \$20,000.

ALBERTA CHARTERS.

Southern Alberta Grain Growers' Supply Company, Limited, Taber, \$500,000.
The Armstrong Farming Company, Limited, Sylvan Lake, \$25,000.
N. E. Stuart & Company, Limited, Alderson, \$49,000.
The O. T. Lathrop Land Company, Limited, Lethbridge, \$20,000.
Sample Shoe Store, Limited, Edmonton, \$20,000.
Fertile Belt Land Company, Limited, Edmonton, \$20,000.
Central Creameries, Limited, Edmonton, \$20,000.
Crystal Dairy, Limited, Calgary, \$300,000.
Union Milk Company, Limited, Calgary, \$300,000.
Northern Alberta Farmers' Milling Company, Limited, Edmonton, \$100,000.
National Coal Mines, Limited, Edmonton, \$200,000.
Big-Bend-Alberta Land & Cattle Company, Limited, Lethbridge, \$200,000.
Provincial News Company, Limited, Edmonton, \$20,000.

SASKATCHEWAN.

The Strawberry Valley Stock & Farm Produce Company, Limited, Saskatoon, \$10,000.
McNeil & Hunter, Limited, Regina, \$10,000.
Fidelity Securities, Limited, Moose Jaw, \$20,000.
The Richardson Road Machinery Company, Limited, Saskatoon, \$20,000.

BRITISH COLUMBIA CHARTERS.

The G. L. Logging Co., Ltd., Vancouver, \$10,000.
Pine Grove Logging Co., Ltd., Vancouver, \$20,000.
National Supplies, Ltd., Vancouver, \$15,000.
D. A. MacDonald, Ltd., Vancouver, \$10,000.
Central B. C. Colonization Co., Ltd., \$45,000.
Estey & Briston, Ltd., Vancouver, \$10,000.
H. M. K. Timber Co., Ltd., Victoria, \$10,000.
Service Lumber Co., Ltd., Vancouver, \$10,000.
The City Taxi Cab. Auto & Sightseeing Co., Ltd., Vancouver, \$75,000.
Seaside Lumber Co., Ltd., Victoria, \$12,000.
Bainbridge Lumber Co., Ltd., Victoria, \$500,000.
Wm. Cathcart Co., Ltd., Victoria, \$20,000.

ESTABLISHED 1832

Paid-Up Capital \$6,500,000		Reserve Fund \$12,000,000
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TOTAL ASSETS OVER \$130,000,000

The strong position of the Bank of Nova Scotia not only assures the safety of funds left on deposit with the Bank but also places it in a position where it can readily care for any legitimate business needs of its customers. We invite banking business of every description.

THE BANK OF NOVA SCOTIA

The World's Wool Supply and Distribution

The longer the war lasts the more apparent becomes the necessity of having command of an abundant supply of those materials which are needed for military equipment, and by no means the least important of these materials is raw wool. Next to food the greatest requirement of modern armies is an abundance of warm clothing, and the huge scale on which the war is being waged has put a big strain on the woolen industries of this and other countries to maintain the supply in this respect.

Some idea of the growth of the Army requirements for woolen goods may be gathered by the fact that at the present time some 40 times as much woolen and worsted cloth is required per annum for Army purposes in this country as in normal times, whilst the demand for woolen hosiery has multiplied by over 50 and for blankets by over 60 times the normal. In the first three years of war the War Office placed contracts for our own armies for about 100,000,000 yards of woolen and worsted cloth, 115,000,000 yards of flannel, 20,000,000 blankets, 25,000,000 pairs of woolen drawers, 60,000,000 pairs of socks, and 10,000,000 woolen vests, as well as many other items in the manufacture of which wool is required. Moreover, when it is added that large contracts for our Allies have also been placed in this country and in America and Japan, it can easily be seen that the demand for raw wool since the war has grown tremendously. Unfortunately, the supply has not kept pace with this demand, with the result that in 1916 the growing scarcity caused prices to advance considerably. So serious had the position become that in 1916 the Government decided first of all to purchase the home-grown clip at fixed prices, and later on to purchase and control the Australian and New Zealand clips and so to assure a steady supply of wool for our own and our Allies' military requirements and to prevent Empire-grown wool from reaching the enemy or being held up by neutrals for use after the war.

It is not possible to state what is the world's annual supply of raw wool with any degree of definiteness, as only in a few cases are official figures as to clip published. Various estimates have been made from time to time, which vary considerably with regard to the output in certain countries, but it seems to be generally agreed that the total world's production in normal times was somewhere between 2,700,000,000 lbs. and 3,000,000,000 lbs. According to reliable information the total production in 1913 was 2,800,000,000 lbs.

In 1913 the imports of raw wool (including alpaca and mohair) retained for consumption in the United Kingdom amounted to nearly 535,000,000 lbs., whilst in 1915 the corresponding figure had increased to over 825,000,000 lbs. By 1916, however, other countries had become keen competitors, and in 1916 only 593,000,000 lbs. were retained in this country. The chief competitor was, of course, America, which in the year ended June 30, 1916, consumed 533,000,000 lbs. of imported wool as compared with only 246,000,000 lbs. in the last pre-war year. The largely increased imports came principally from Australia, the United States taking over 30 per cent of the Australian production in 1915-16 as compared with 6 per cent before the war, and South America, which sent

nearly 50 per cent of its wool as compared with about 12 per cent in 1913. It has sometimes been suggested that the large imports of wool into America, were the results of speculation on the part of dealers, who were buying in the hope that they would later be able to realize at a big profit, but while no doubt there was a certain element of speculation, it must be remembered that there was an increasing legitimate demand for wool in that country, and that the home supply was a diminishing quantity.

Since the British Government has taken over the control of Australian and New Zealand wool, however, America has had to turn her attention to the South American and South African markets, and the result is seen in the fact that in the year ended June 30, 1917, only 370,000,000 lbs. were imported, a decrease of over 30 per cent over the previous year.

Then, again, Japan has been an increasing customer for raw wool, her imports increased between 1913 and 1916 from 21,000,000 lbs. to 47,000,000 lbs., or 124 per cent. The situation would probably not have been so serious from the point of view of this country but for the fact that a large decrease in the number of sheep in Australia, caused by the drought of 1915, led to a considerable falling off in the wool production. In the wool year ended June, 1916, the decrease in the quantity of wool produced in Australia as compared with the previous year was 92,000,000 lbs., whilst as against 1913-14 the decrease was 160,000,000 lbs. The supply of home-grown wool in the United Kingdom has also decreased somewhat since the war.

Some relief has, of course, been afforded by the fact that Colonial wool which formerly went to enemy countries has been available for use, and the amount of this wool was considerable. In 1913 Germany imported some 440,000,000 lbs. of wool, of which 245,000,000 lbs., or some 56 per cent, were from the British Empire and the remainder from foreign countries, principally South America. In merino wool she was even more dependent, for of the total imports of this class of wool no less than 80 per cent was from the British Empire. How Germany is managing for wool at present is not known; but it is generally believed that, even allowing for the fact that she had accumulated stocks before the war, there must be by now an absolute wool famine in that country, as her domestic production is quite small and access to outside sources is limited, especially since America has joined the Allies and the stricter blockade has entirely cut her off from South American supplies.

On the whole, it would appear that for the present the Government control of the home and Australian clips will be sufficient to safeguard supplies in this country for Army purposes, although supplies for civilian purposes are likely to be short, and it is with a view to economizing in this latter demand that the decision has been made to manufacture only certain standard cloths for civilian use. In any case vast quantities of wool will continue to be required for some time, and with American demands for Army purposes increasing there is no immediate likelihood of a surplus or of prices showing a marked decline.

As to future demand and supplies, it is impossible to foretell what the situation will be after the war. One thing, however, is certain, that there will continue to be a big demand for wool for some time, as the demobilization of the armies will cause a large demand for civilian clothing and the enemy

countries will be anxious to replenish their stocks in order to set their woolen mills to work again on export orders. In this connexion it is interesting to note that considerable quantities of wool have been bought in South America for German account—the quantity in 1915 is stated to have been some 30,000,000 lbs.—to be held until the close of the war. It has already been shown, however, that Germany was largely dependent on British Empire sources for her normal wool supply, and it will probably become necessary to continue Government control of Colonial wool after the war in order to prevent Germany from cornering supplies to the detriment of our own woolen industry.

In view of the possible increased demand in the future it will be interesting to consider how the supply of wool can be increased. There are, of course, two ways in which this could be brought about; by an increase in the number of sheep, and by an improvement in the weight of the fleeces. In this connexion it may be pointed out that at the present time there are about 630,000,000 sheep in the world, the average yield of wool from which is about 4½ lbs. per head. Assuming that the number could be increased by only 10 per cent and the weight of the fleece by ½ lb.—Australia gets an average of 7½ lb. per head from her large flocks—the increased supply would be nearly 630,000,000 lbs., or about the same as Australia's average clip for the last five years. It must be remembered, however, that in Argentina sheep-farming is tending to give place to cattle-raising and agriculture, whilst the Russian and United States flocks have also decreased con-

(Continued on Page 10.)

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SIR JOHN AIRD, General Manager.
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Reserve Fund, \$13,500,000

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Edward C. Pratt, General Manager

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Capital Paid up	\$12,911,700
Total Assets	\$335,000,000
Reserve Funds	\$14,564,000

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(ESTABLISHED IN 1836)
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— THE —

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Original Charter 1854.

THE WORLD'S WOOL SUPPLY AND DISTRIBUTION.

(Concluded from Page 9.)

siderably in the last few years. As regards Australia, it has been suggested by some that the limit has been reached, though other judges suggest that apart from continued drought, there is no reason why the production of that country should not increase by 20 per cent in the next decade. The production of New Zealand can also, doubtless, be increased, but possibly South Africa will show the biggest improvement in the future. There are large tracts of country suitable for sheep grazing, and enthusiasts are of opinion that, if the matter is gone into thoroughly and scientifically, there is reason to hope that South Africa will one day rival Australia as a wool-producing country. Meanwhile, there are some 35,000,000 sheep in South Africa with an average production of 5 lb. of wool per fleece.

Lastly, as to Canada as a source of wool. At present very little serious sheep-farming is done, and there are only about 2,500,000 sheep in the Dominion. A recent report by two Commissioners of the Department of Agriculture, Ottawa, states that Canada should be able to maintain some 80,000,000 head, and there are large districts, particularly in Alberta and Saskatchewan, suitable for grazing. Without going to this length, however, it might be possible in a few years to increase the number to 20,000,000, which with an average yield of only 5 lb. per fleece, would yield about 100,000,000 lbs. of raw wool.

Estimate of World's Wool, 1913-14. (in millions of lbs.)

Europe—	
Russia (European and Caucasian)	153
United Kingdom	121
France	76
Spain	63
Austria-Hungary	39
Italy	34
Germany	26
Other countries	90
	602
Asia—	
India	57
Russia in Asia	68
Other countries (Turkey, Persia, China, etc.)	160
	285
Africa—	
British South Africa	178
Other countries	40
	218
North America—	
United States	290
Other countries	12
	302
South America—	
Argentina	271
Uruguay	158
Other	55
	484
Australasia—	
Australia	711
New Zealand	205
	916
Total world's production, 2,807,000,000 lbs.	
(The London Times Trade Supplement.)	

"A Little Nonsense Now and Then"

Professor—Do you subscribe to the theory of evolution? Mr. Nuritch—I don't think so. Where's it published?

"A turtle can crawl a yard in a minute."
 "I've seen messenger boys do worse."—Louisville Courier-Journal.

Old Lady Visitor—"Do you get many eggs out in France, my man?"
 Wounded Tommy—"I don't know about eggs, ma'am, but we gets plenty of shells!"—Farm and Home.

First Bystander (watching two men fighting)—Can't somebody part them? Second Bystander—Keep back. Don't interfere! One is an iceman and the other in the coal combine. Maybe they'll both get hurt.

Draft official (in Judge)—On what ground do you claim exemption from military service? Rastus, Esq.—Dis wah am bein' fit to mek de worl' safe fo' demockasy, am it not? Draft official—Yes; sure, Rastus, Esq.—Wal, I's a 'publican.

Officer (wearily)—Now, Smith, you've already had leave because your wife was ill, because your little girl had measles, and because you had to attend the christening of your youngest son. What—er—what is it this time? Private Smith (briskly)—P-please, sir—I'm going to get married.—Buffalo Commercial.

An Indianapolis lawyer with a friend motored down to Greenfield, Ind., the birthplace of James Whitcomb Riley, the Hoosier poet. They had dinner at the hotel, and thought they would like to see the house where Riley lived. So they asked the hotel man:

"Where is the Riley house?"
 "I don't know any hotel by that name," he replied, "though there may be some such boarding-house here."
 "I mean the James Whitcomb Riley house," said the lawyer, thinking his host had misunderstood.
 "I don't know him; you may be able to find his name in the city directory."
 "I guessed he's moved," said the lawyer.
 "Probably," the hotel keeper commented. "Some of them Irish don't stay long in a place."

The negro stevedores of the southern states have been conscripted and shipped in great numbers to ports in France for unloading the incoming American steamers. Their cheerfulness has quite captivated the gayety-loving French, who never tire of listening to their laughter and their rag-time songs, relates the Christian Science Monitor. When the "bosses" want to get a dockyard job done in double-quick time, they usually order a brass band to play lively negro tunes alongside the ship. Every stevedore thereupon "steps lively," and apparently his heavy labor becomes to him a light and joyous task. One stevedore, to whom the Atlantic voyage had been a test, exclaimed: "Mah goodness, ah never knew dere was so much water between dem tew countries. Dere ain't enuf scenery for me, no sah, and' if de United States don't build a bridge across dat dere Atlantic, ah's agwine to be a Frenchman for life."



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THE BANKING FACTOR.

There are some impressive figures in the annual report of the Comptroller of the Currency just submitted to Congress. To cite only a few of the leading statistics for the national banking system: The total resources are placed at over \$18,500,000,000, or \$2,000,000,000 greater than ever before, and an increase of over \$7,000,000,000 since October, 1914; the combined resources of state banks and private banks and trust companies making reports, come within little more than \$2,500,000,000 of the same amount; just prior to the establishment of the Federal Reserve system, the resources of all reporting state banks and trust companies were a little under \$15,500,000,000, and according to the latest compilation they are now over \$20,800,000; the increase of resources of all banks from June 30, 1914, to June 30, 1917, was 45 per cent, 61 for national banks and 34 for state banks and trust companies; the banking power of the United States, represented by capital, surplus, profits, circulation and deposits of all the reporting institutions and including the paid up capital and deposits of the Federal Reserve banks, is estimated at \$37,529,000,000, an increase of \$14,348,000,000 since 1913. As an impressive comparison, it is stated that in 1890 the Mulhall estimate of the banking power of the world was equivalent to \$15,558,000,000, that of the United States being now two and a half times that amount and seven times as great as it was at that date.

We do not undertake at the moment to question or consider the accuracy or full significance of these statements, but only to call attention to the financial power which they indicate, and the effect it has had at a critical time and may have hereafter. It is certainly a most potent factor in the directing of events and the bringing of consequences. It seems like one of the providential events of a critical time in history that the United States financial system should have been so completely reorganized and put upon a broad and solid basis just in time for the tremendous strain of the greatest war in human history. It has not only been a factor of great power and advantage, but it may be one of special security when the time comes for the settlement and adjustment which must follow the war, for this country and for other nations. It is something of which we can now have no clear conception, but which may put a severe strain upon our capacity to deal with a great financial problem.—New York Journal of Commerce.

Wayagamack Pulp and Paper Co., Ltd., earnings for the year ended November 30th, 1917, show a slight falling off as compared with 1916, the total before depreciation and interest being \$966,349, against \$979,362 the previous year. In 1916, however, the company deducted \$90,000 for surplus account for the Business Profits Tax, while the tax for 1917 was provided for before showing earnings. With allowance for the unknown tax factor in 1917, it may be presumed that, if a more accurate basis of comparison were possible, the 1917 profits would show up slightly in excess of those for 1916.

After an increased allowance for depreciation, payment of bond interest and the deduction of a sum of \$72,383 for stumpage written off the company's limits—a new item in the company's statements—the surplus balance for the year was \$513,965, against \$604,724 the previous year and \$286,873 for the seventeen-month period ended November, 1915.

Surplus as shown was therefore equal to 10.3 per cent earned on the \$500,000 common stock, on which

MONEY IN CIRCULATION.

Money in circulation in the United States on February 1 amounted to \$4,965,878,604, as compared with \$4,498,060,871 on February a year ago, and \$5,120,424,908 a month ago, according to estimates made by the Treasury Department. Based on estimated population of 105,150,000, the per capita circulation of the country is placed at \$47.23, which compares with \$43.50 a year ago, and \$38.67 two years ago. The general stock of money in the United States on February 1 totalled \$6,174,413,964 against \$5,048,240,957 on February 1, 1917.

BANK OF ENGLAND STATEMENT.

London, February 7.

The weekly statement of the Bank of England shows the following changes:

Total reserve	Dec. £	232,000
Circulation	Inc.	235,000
Bullion	Inc.	2,549
Other securities	Inc.	5,004,000
Public deposits	Inc.	2,906,000
Other deposits	Inc.	2,860,000
Notes reserve	Dec.	242,000
Government securities	Inc.	1,014,000

The proportion of the Bank's reserve to liability this week was 18.56 per cent; last week it was 19.37 per cent.

Discount rate, 5 per cent.

WEEKLY CLEARINGS.

The bank clearings for the week ending February 7th, aggregated \$216,255,455. Eastern clearings of \$150,285,142 showed a decrease from a year ago of \$11,663,290, while western clearings of \$55,272,800 showed an increase of \$5,974,254. Montreal and Toronto showed decreases of over \$8,000,000 and \$3,000,000 respectively. Following are the clearings for the past week with the changes from the preceding year:

	1918.	1917.
Montreal	\$72,815,619	\$81,715,255
Toronto	53,506,128	57,034,118
Winnipeg	39,677,076	38,723,968
Calgary	6,517,827	3,861,545
Ottawa	5,615,195	4,985,424
Hamilton	4,660,822	4,189,058
Quebec	4,195,951	3,968,641
Halifax	2,595,660	3,928,212
London	2,378,643	2,314,133
Edmonton	2,918,667	1,967,143
St. John	2,232,737	2,030,291
Moose Jaw	1,137,615	821,109
Saskatoon	1,490,488	1,202,873
Brantford	845,785	732,579
Fort William	699,884	536,320
Sherbrooke	696,714	574,674
Peterboro	686,688	522,037
Totals	\$205,557,942	\$5,688,936

*Decrease.

no dividends have yet been paid, against 12.1 per cent the previous year and a per annum rate of 4 per cent in 1914-15. Comparisons, however, are again inaccurate because of the variation in treatment of the Business Profits Tax and also because of new deductions, such as the writing off for stumpage.

Victory Loan Securities

Will be accepted for safekeeping from subscribers for moderate amounts for one year, free of charge.

A special Savings Department has recently been opened. Deposits of \$1 and upwards received.

THE DOMINION BANK

160 St. James Street, - Montreal

C. A. BOGERT, General Manager

THE Dominion Savings AND Investment Society

Capital - - - \$1,000,000.00
Reserve - - - 250,000.00

Interest on Deposits, 3 1-2%
Interest on Debentures, 5%, payable half-yearly.

T. H. Purdom, K. C. Nathaniel Mills
President Managing Director

ESTABLISHED 1872

BANK OF HAMILTON

Head Office: HAMILTON

CAPITAL AUTHORIZED..... \$5,000,000
CAPITAL PAID UP..... 3,000,000
SURPLUS..... 3,500,000

LLOYDS BANK LIMITED.

HEAD OFFICE: 71, LOMBARD ST., LONDON, E.C. 3.

CAPITAL SUBSCRIBED - - £31,304,200
CAPITAL PAID UP - - - 5,008,672
RESERVE FUND - - - 3,600,000
DEPOSITS, &c. (October, 1917) 159,041,262
ADVANCES, &c. do. 62,433,784

THIS BANK HAS NEARLY 900 OFFICES IN ENGLAND & WALES.
Colonial and Foreign Department: 17, CORNHILL, LONDON, E.C. 3. London Agency of the IMPERIAL BANK OF CANADA.
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Incorporated by Act of the Parliament of Canada)
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Fair-dealing and progressive business methods have given it leadership in annual New Business, Total Business in Force, Assets, Surplus Earnings, Net Surplus Total Income, Premium Income and Payments to Policy-holders.

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Union Mutual Life Insurance Company
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MONTHLY INCOME PLAN

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The largest general Insurance Company in the World.

Capital Fully Subscribed	\$ 14,750,000
Capital Paid Up	1,475,000
Life Fund and Special Trust Funds	76,591,535
Total Annual Income Exceeds	51,000,000
Total Funds Exceed	151,500,000
Total Fire Losses Paid	193,774,045
Deposit with Dominion Government	1,245,467

(As at 31st December, 1916.)

Head Office, Canadian Branch:
Commercial Union Bldg., 232-236 St. James Street,
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Applications for Agencies solicited in unrepresented districts.
J. McPFGOR - Manager Canadian Branch.
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A Free Course in "Salesmanship"

We have thought about the young man who sees no prospects ahead. Would you like to be in a business that will give you

A GOOD LIVING WAGE
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A PROVISION FOR OLD AGE
We teach a man the Insurance Business, which offers permanent success, does not fluctuate, is a professional occupation, and has been truly named "The best paid hard work in the world."

This is done by a correspondence course and personal assistance, free of charge.

When he is fully prepared for the work, we place him in a position and help him to make good. The first two lessons of the Company's correspondence course will be sent to anyone interested. It will pay young men who desire to get on in the world to look into this.

Canada Life Assurance Company
Head Office, Toronto.



LIFE INS. LICENSE TO I. O. F.

Notice appears in The Canada Gazette that the Independent Order of Foresters, having complied with the requirements of the Insurance Act, has been granted a license to transact in Canada the business of life insurance.

A STRANGE APPLICATION.

The strangest application for an insurance policy ever received by an American company, perhaps, came recently to a New York city life insurance company in response to an advertisement in The Outlook. The letter was postmarked "Southern Nigeria" (West Africa), and read in part: "Regret to say that I was unable to send you the real date of my birthday because I was born by uncivilized parents who suppose to know nothing as such of the time so as to keep the record of same, however, I am enclosing you herewith hair and nails, both finger and toe to test them and find out the same, as I understand they can do by some especial means at your end, never afraid of the amount I am ready to satisfy you any expense they have been in cured. . . My real native place is called Griji in Togo land." The "inclosures" arrived safely with the application.

NORTH AMERICAN LIFE.

North American Life assets at the end of 1917 amounted to \$17,268,471. A considerable increase during the year in bonds and debentures held was due to the company's liberal purchase of Government bonds. After liabilities have been provided for, there is a substantial net surplus of \$2,774,854.

Policies issued and revived during the year amounted to \$12,535,832, a sum considerably in excess of any previous year's business. The total assurance now in force amounts to \$65,213,623, a net increase during the past year of \$5,528,511.

During 1917, \$1,574,291 was paid to policyholders. Of this amount \$248,857 represented dividends and at the same time the Company announces that the larger sum of \$310,967 has been apportioned for dividends in 1918. During the past ten years the company has paid the sum of \$1,882,467 as dividends on surplus to the policy holders.

PLAN FOR CONTROL OF ALL TONNAGE.

Washington, February 6.—Acceptance by the Allies of the plan to turn over the direction of all trans-Atlantic tonnage to a ship control committee, recently created, was announced to-night by Chairman Hurley, of the Shipping Board, with the assurance that this promises a complete unification of Atlantic shipping operations.

The committee, comprising P. A. S. Franklin, H. H. Raymond and Sir Connop Guthrie, was named at a conference of government department heads, shipping interests and representatives of the Allies. Sir Connop was selected to represent on the committee the Inter-Allied Chartering Conference, contingent on the Allies' acceptance of a plan of allocating tonnage. Word has just been received that the Allied Governments are heartily in favor of the proposal.

Vice-Chairman Stevens, of the Shipping Board, who is to go to London, will sit with the chartering conference as the American representative, assisting on the other side in instructions regarding the distribution of ships from a general pool to be formed. Actual allocation of ships in the pool will be in the hands of the control committee.

"Creation of the committee," said Mr. Hurley to-night, "is one of the practical results of the Inter-Allied War Council recently held at Paris. The move will increase the efficiency of the merchant fleets of America and the Allies."

"If the maximum efficiency can be obtained from every ship available, if cargoes can be loaded and unloaded without delay and ships can be moved promptly, it will be equivalent to the addition of considerable new tonnage."

"The committee will be left free to co-ordinate the needs of the various Government departments, effecting such interchange of tonnage and traffic as may be practicable with the Allied Governments."

THE USE OF CAPITAL.

(Boston News Bureau.)

Sir Felix Schuster, at the annual meeting of the stockholders of the Union Bank of London, said that if capital were nothing more than the helpmeet of the idle rich he would say take it, but workers should know that capital is essential to industry, new enterprise, employment, better conditions and a higher standard of living for the people.

UNION ASSURANCE SOCIETY LIMITED

OF LONDON, ENGLAND

FREE INSURANCE SINCE A.D. 1711

Canada Branch, Montreal:
T. I. MORRISSEY, RESIDENT MANAGER.

North-West Branch, Winnipeg:
THOS. BRUCE, BRANCH MANAGER.

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HERE IS YOUR OPPORTUNITY

The success which has attended the operations of the North American Life throughout its history has made association with the Company particularly inviting.

The year 1918 promises to be bigger and better than any heretofore. Some agency openings offer you an opportunity at this time.

Correspond with

E. J. HARVEY, Supervisor of Agencies.

NORTH AMERICAN LIFE ASSURANCE COMPANY

"SOLID AS THE CONTINENT"

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ASSETS EXCEED \$48,000,000.

OVER \$12,500,000 INVESTED IN CANADA.
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Agents wanted in unrepresented towns in Canada

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ALEX. BISSETT - - - Manager for Canada

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INCORPORATED 1851

Fire, Explosion, Ocean Marine and Inland Marine Insurance.

Assets Over - - - - \$4,000,000.00

Losses paid since organization, over - - - - 63,000,000.00

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TOTAL BENEFITS PAID (Over) \$53,000,000

FRED. J. DARCH, Secretary. W. H. HUNTER, President.

S. H. PIPE, F.A.S., A.I.A.,
Actuary.

Head Office - - - - TORONTO.

"Spud Island"

(Special to the Journal of Commerce.)

Charlottetown, P.E.I.

Prince Edward Island is well maintaining her title "Spud Island" this season. The total potato crop was estimated at 6,700,000 bushels, with a surplus of 3,000,000 bushels for export.

Up to date we have succeeded in getting away 1,500,000 bushels, leaving an equal quantity to be moved.

Shipping by rail and water was carried on briskly, it might be said feverishly, in October after the crop was dug. Never has the Prince Edward Island Railway been called upon to move such a quantity as was sent by the car ferry operating between Port Borden and Cape Tormentine. The shortage of schooner tonnage and the withdrawal of other steamers placed the greater part of the burden of transport upon the car ferry which had frequently to make several round trips daily to handle the tubers. Finally the railway had to cry, "Hold, enough!" An embargo was placed, owing to car shortage on November 1st, and the outward flow of potatoes to the mainland was checked for a time.

Then came the order that all potatoes for points beyond the Maritime Provinces had to be sent in refrigerators or lined cars, and there were few, if any, of these in the province.

The shippers began to agitate, and the Board of Trade to "resolute." A volley of messages directed at the Food Controller, the Minister of Railways, the Minister of Agriculture, the Railway Commission, hurtled over the wires.

Food Control officers came to the Island, talked over the situation, and it was finally arranged that the Prince Edward Island Railway should provide fifty lined cars for the handling of Island potatoes, said cars to be equipped and heated.

The cars were supplied and Mr. C. W. Baxter, of Ottawa, was sent here to direct the work. He is still here.

Up to date 35,000 bushels of potatoes have left the Island in heated cars. They are taken as far as Port Borden, transferred from the narrow gauge car to the standard gauge mainland heated car and sent through to Montreal, Ottawa, Toronto and Hamilton.

Messengers provided free of cost by the Department of Agriculture and the Food Controller take charge of the car once it begins to move from the railway station, keep the fires going and the potatoes from freezing, in fact sleep with the potatoes until they reach the destination.

The farmer or shipper must deliver his potatoes free from frost into the lined cars, the railway keeps the fires burning until the messengers take charge.

The railway charge for this frost proof service in addition to the regular freight is \$3.50 for an Island car and \$8.00 per mainland car, making a total of \$15.00 from shipping point to destination.

This is the first time in the history of the Island since the movement of potatoes to any extent, has been carried on under such conditions in winter.

Heretofore the great bulk of the crop has been moved in the Fall and the Spring but the inauguration of the car ferry service has made winter shipments possible.

Mr. Baxter maintains that from his experience in shipping potatoes during the recent cold weather, he is confident that they can be delivered to any of the above mentioned markets without damage provided they are free from frost when loaded. He has sent out to farmers' organizations detailed instructions how sleighs should be loaded and heated to handle potatoes in transit from cellar or warehouse to the railway's heated cars.

An effort is now being made to supplement these lined cars which are heated by stoves, with a number of the Eastman heaters, used exclusively for shipment in the States. These are supplied with oil heaters and an automatic thermographic "fool proof" attachment which keeps the temperature uniform all the time.

The main object of Mr. Baxter's coming down here is to secure a continuance of movement of potatoes from Prince Edward Island so as to avoid a glut in the Spring with consequent low prices. Unless there is a regular movement now it will be impossible to handle them in the spring when the farmer will be busy putting in the crop. It is disappointing that only about 35,000 bushels have been exported in heated cars.

Mr. Baxter hoped that at least 15 Prince Edward Island Railway cars, holding 330 bushels each (or 4,950 bushels) could have been moved per day, but snowstorms and other causes, including at first the tendency of the farmer to hold for higher prices in the spring, interfered with the movement.

The greatest difficulty to contend with is the lack of power on the P. E. I. railway. Having in view the changing of narrow gauge to standard the Department refrained from buying any new locomotives, with the result that the majority of those now in use are utterly inadequate for the service. Some are so patched and re-patched that it is impossible to get up steam in very cold weather and it does not take much of a storm to put them out of commission.

With favorable weather and improved ice conditions the car ferry (which handles 12 P. E. I. cars) could make several return trips daily across the nine mile gap which separates the island from the mainland and given the necessary power on the P. E. I. Railway the transportation problem would be readily solved.

With 1,500,000 bushels yet to be moved, the prospects for getting the quantity away before spring and the slump comes is at present not very encouraging.

Mr. Baxter is strongly urging the farmers to make the best of even the present transportation conditions, and ship away all the potatoes they can.

He is positive in his belief that there will be a drop in price in the spring, for the following reasons:

There is a surplus in British Columbia and in Alberta, a million and a half of surplus in New Brunswick, and the same on the Island. Saskatchewan has none to spare, Manitoba will have a few to spare, Ontario will have enough for her needs, but there will be a shortage in Quebec.

At present, owing to the severe weather there is little movement of potatoes from Western Canada, and these will all be poured into the eastern markets in the spring.

At the time of writing, the Island farmers are about convinced that the time to ship is now, but they recognize the transportation handicap.

Some arrangements must be made whereby a portion of the power now being used for passenger trains will be given over to the movement of such food products as potatoes. Whether the travelling public will approve of the further curtailment of the passenger serves, has yet to be determined.

TRAFFIC CONDITIONS CHAOTIC IN RUSSIA.

Economic conditions in Russia as outlined in Russian newspapers are discussed in an article in the Manchester "Guardian," which says:

"An instructive outline of the situation was given by M. Prokopovitch, the Minister of Food Supply in M. Kerensky's last Administration, before the ill-fated Council of the Republic (or Provisional Parliament) at one of its last sittings. He pointed out that though the orders for the supply of the army with foodstuffs were being carried out much more adequately than at the same time last year, their conveyance over the railways was much behind the figures of twelve months ago.

"Thus during the first eleven days of October the orders for flour were carried out to the extent of but slightly over 48, those for groats 67 and those for meat 40 per cent, while the amounts actually conveyed over the railways were still lower. The efficiency of the railways had, indeed, sunk very low owing to the dilapidation of the rolling stock and engines, low productivity of labor, etc. By October 11 no fewer than 3,023 wagons, of which 735 were laden with foodstuffs, had accumulated at Petrograd and were unable to proceed farther; at Moscow the congestion amounted to about 4,000 wagons, and the situation at many other junction stations was similar.

FOOD SHORTAGE HITS ARMY.

"The result, so far as the army was concerned, was as follows:

"On September 28 the northern front had flour for twenty-seven days, but at present (end of October) the stock has fallen to fifteen days. The stock of grain forage does not exceed the needs of one and three-quarter days. At the western front

the amount of flour available would suffice for eleven days only, while that of forage does not exceed three and a half days. The southwestern front has flour for six, the grain forage for three-quarter days. The Rumanian front has flour for seven and grain forage for three days. In these circumstances the horses often perish from starvation.

"Here, for instance, is what Talonnikoff, of the Commissariat Department on the northern front, telegraphs: 'The most terrible of all autocrat Czars, famine, has already directly touched by his breath the army. Some of the bakeries have already stopped, and in two or three days' time all the bakeries at the front will close down for lack of flour. Not a moment must be lost. Ordinary supply trains will not improve the situation. It is necessary to reduce immediately the number of passenger trains at least by one-half, and to load them with flour and send them here with all speed.'

"And here is what General Tcheremisoff writes: 'The food situation at the front is disastrous. Horses are perishing for lack of fodder. Only biscuits remain, after which wholesale famine will begin with all its consequences. Every hour's delay in the removal of the crisis threatens the army with destruction.'

DECREASE IN CROPS.

"It is still a debatable point whether Russia suffers from an absolute deficiency of foodstuffs or only from a relative one due to the dilapidation and the disorganization of the means of transport. What seems to be a fact is that so far as European Russia is concerned the deficiency is absolute. The 'Novaya Zhizn' quotes official figures showing that, whereas the average crops during the five years preceding the war amounted in European Russia, excluding the now occupied territories and the Northern Caucasus, to 3,830,000,000 poods, in 1916 it only amounted to 3,242,000,000 and in 1917 to 2,964,000,000 which makes a decrease of 23 per cent. The main factor responsible for this decrease is, of course, the depletion of the country population of its able-bodied males by the war, which, as is credibly estimated, has involved, from start to finish, the mobilization of nineteen million men.

"The 'Retch' of October 27 quotes the following eloquent passages from the reports reaching the Ministry of Railways:—

"On the Moscow-Kieff-Voronezh Railway only seventy-five wagons of freight are accepted daily, instead of the normal 450, in consequence of the frequent failure of the engine personnel to turn up owing to lack of boots, the necessity of obtaining bread, etc. . . . On the southern railways the lack of conductors is causing an enormous congestion of wagons with freight, while on others the lack of fuel and engines, as well as the failure of the engine personnel to turn out for the performance of duties owing to sickness, are creating very serious difficulties.

CONGESTION OF FREIGHT.

"The same reports describe the congestion of freights on the railways as 'almost catastrophic.' The Moscow-Kursh Railway, the main artery of the capitals with the grain bearing south, has 26 per cent of its engines on the sick list, and the efficiency of the remainder has been reduced 50 per cent as compared with previous war times. Instead of the normal run of twenty trains per day each way, only twelve trains are running daily, and twenty-five trains are blocking up the sidings, unable to move owing to lack of engines. On the Nizhni-Novgorod section the freight remaining behind is twice as large as that forwarded, while on the Moscow-Kazan line the aggregate number of wagons of freight at a standstill reaches 6,000.

"It is only natural that the scarcity brought about by these conditions should find expression in a gigantic rise of prices. To take Moscow (which is much better situated than Petrograd), the rise of prices between August, 1914, and August, 1917, has, according to official data collected by the Municipal Council and quoted by 'Novaya Zhizn,' been as follows (per cent): Rye bread 330, white bread 300, beef 400, veal 727, pork 770, herrings 767, cheese 754, butter 557, eggs 443, milk 471, calico 1,173, cotton 1,233, cloth (woolen) 1,900, boots 1,025, sole leather 1,900, men's suits 900, soap 789, kerosene 597, candles 1,076, metal articles 1,900. On the whole, it may be said that foodstuffs have increased in price on an average 556 per cent, and manufactured articles 1,100 per cent. Such facts as these may help to offer some explanation of the longing of the Russian masses for peace and the success of the Bolsheviks."

News of the Week

TUESDAY, FEB. 5.

Berlin reports that the strike of the past week has been entirely suppressed.

Enemy airmen have made another raid over the chief towns of the Venetian Plain including Venice. Munition depot near Prague is reported destroyed.

A mutiny in the Greek army about 90 miles north of Athens was promptly suppressed.

A registration of unnaturalized Germans living in the United States was begun yesterday.

The 22,000 retail grocers in the Dominion are within a few days to be put under license by Food Controller Thomson, and regulations enforced to control delivery and shipping habits.

The pilot and the captain of the Mont Blanc, the French munitions ship which collided with the Belgian relief ship Imo in Halifax harbor on the 6th of December, causing the disastrous explosion, have been arrested, charged with manslaughter, in consequence of the Drysdale Commission's report.

WEDNESDAY, FEB. 6.

A number of attacks on Bolsheviki forces in different parts of Russia are reported.

A brief item from Petrograd declares that 10,000 Polish troops who had kept their organization intact, and who desired to return to Poland, had been refused permission to carry out their wishes by the German authorities. It is added that the Poles retained their old officers, having resisted all the Bolshevik demands and orders that these men should revert to the ranks, and that the soldiers should elect new officers. Later Petrograd issued a statement that some Polish troops had attacked Bolsheviki forces that were holding points particularly around Kovno, but nothing more has been heard of

this incident until now.

A Canadian War Mission has been established at Washington, with Lloyd Harris as Chairman.

The Department of Railways will assist the Grand Trunk and Canadian Northern Railways with motive power.

Commander Wyatt was arrested in consequence of the report of the Drysdale Commission on the Halifax disaster.

THURSDAY, FEB. 7.

Transport Tuscania was torpedoed off the coast of Ireland, 101 American soldiers being lost.

The War Purchasing Commission's powers have been extended to buy for all Government departments.

Government grading of butter is recommended by the Canadian Produce Men's Association, which has been in convention at London.

Arrangements have been made by which the United States War Trade Board has apportioned sufficient corn to Canada to meet monthly requirements.

Alberta's fur output is estimated to probably exceed \$10,000,000 in value this year, a large increase in exports and value of coyote and rat pelts being reported.

Negotiations are said to be in progress between the Canadian and United States Governments looking to a daylight saving scheme for the two countries to be inaugurated in May or June.

FRIDAY, FEB. 8.

There is liveness on many sections of the West front. The Germans are the aggressors in a number of the raiding operations.

In Alsace, the French repulsed three attacks, presumably on a small scale, inflicting heavy losses on the enemy.

The British lines have been fairly active. Australia, it is announced, has embarked on a

shipbuilding program.

Petrograd and other parts of Russia are suffering from another wave of anarchy. It is reported that the Bolsheviki has cut off direct communication between Berlin and Petrograd by wire because the Germans have put a ban on all news to Russia. Thousands of former German prisoners are gathering in Petrograd and are allowed full liberty.

SATURDAY, FEB. 9.

Rome reports that unfavorable weather on the Italian mountain front has interfered even with artillery operations during the last few days.

It is announced that Spain's protest to the German Government against the sinking of the Giralda has been presented by the Spanish Ambassador at Berlin.

Admiral Sir John Jellicoe states that he thinks that the British are in for a bad time during the next few months from the U-boats, but adds his belief that the subs should be throttled by August if the nation holds out.

The Canadian Railway War Board has ordered that freight for overseas export must not be accepted unless the cars are loaded to capacity.

Canada has got back nearly 6,000 of the 23,000 Canadian cars said to be in the United States. Many are coming loaded with anthracite.

A steamer reached Halifax with 147 officers and 503 men on Thursday afternoon, the second to arrive with returned soldiers since the disaster of December 6th.

One hundred and fifty thousand barrels of Annapolis Valley apples are in danger of spoiling for lack of cars to transport them to western markets, the English market being cut off.

MONDAY, FEB. 11.

Absolute silence reigns on Allies battle front. A Food Board for Canada has been created.

QUEBEC—The Province of Prosperity

THRIFT is one of the foremost virtues of the people of Quebec and thrift signifies industry and character — two national assets having a value that cannot be measured in coin, but may explain the distinguished place this province holds in the ranks of Canada's prosperity and development.

The St. Lawrence and Montreal.

In Quebec the restlessness of the Anglo-Saxon is absent. The home-love and the family-love of the French-Canadian conservatism, staunchness, integrity are revealed in the people's work and life.

Quebec is the principal owner of the great St. Lawrence River — Nature's magnificent water-course for Canada's grain and beef and timber, and all else, on their way to Great Britain, Europe and other lands. Montreal is destined always to be Canada's great commercial centre; the location of the head offices of a number of the largest of Canada's financial institutions; the headquarters of rail and water shipping interests; banking, insurance, mercantile and varied other institutions.

The St. Lawrence permits ocean traffic to come up stream to the foot of the Lachine Rapids. To the head of Lake Superior the St. Lawrence canals overcome a fall of 551 feet. The tonnage over the St. Lawrence canals increased between 1901 and 1914 from 1,208,206 tons to 4,391,493 tons, and 1910 from 1,208,296 tons to 4,302,427 tons. Montreal's port tonnage has almost doubled in ten years.

Quebec's Vast Resources.

Quebec's native wealth is immense — almost beyond one's power of conception or calculation. Quebec has agricultural wealth; riches in minerals and forest products; ability to produce cattle and horses, sheep, swine and poultry; immensity of waterpower for industrial requirements; and the ability of her children to perform with celerity and skill the work of factories.

Quebec a Big Province.

Look at Quebec's far-reaching acres—455,000,000 of them—the most spacious of all Canada's provinces. Of this only 15,000,000 acres or so — about 3.5% — are under cultivation. Yet from this relatively small acreage much wealth is derived, as witness these figures, comparatively presented:—

Field crops, 1916 \$102,937,000
Field crops, 1915 104,683,000
Field crops, 1914 99,279,000

The Government and Financial Position of the Province of Quebec

Lieutenant-Governor His Honor Pierre Evarist Le Blanc, Kt., K. C. M. G.

MEMBERS OF CABINET		FINANCIAL STATEMENT	
Premier and Attorney-General	Hon. Sir Lomer Gouin.	Assessed value of taxable real estate, December 31, 1916 (last date at which summarized figures are available)	\$1,285,516,644
Minister of Lands and Forests	Hon. Louis Jules Allard	Total funded debt, 30th June, 1917. \$	39,462,996
Provincial Treasurer	Hon. Walter G. Mitchell	Less—Sinking Fund	\$1,645,058
Provincial Secretary and Registrar	Hon. Joseph Edouard Caron	Other Assets (net)	5,312,922
Minister of Agriculture	Hon. Joseph Edouard Caron		6,957,980
Minister of Colonization, Mines and Fisheries	Hon. Joseph Edouard Caron	Net Debt	\$ 32,505,016
Minister of Public Works and Labor	Hon. Joseph Edouard Caron	The net debt is less than 2.53% of the assessed (Real Estate) valuation.	
Minister of Roads	Hon. Joseph Edouard Caron	Population census of 1911	2,063,232
Ministers Without Portfolio	Hon. Joseph Edouard Caron	Population, 1916, as estimated from official reports of local authorities	2,305,754
Hon. J. C. Kaine	Hon. J. C. Kaine	Area of Province 450,337,761 acres, or 703,653 square miles.	
Hon. N. Perodeau	Hon. N. Perodeau	Annual value field crops	\$102,937,000
		" " dairy products	22,875,337
		" " lumber, pulp, etc.	27,500,491
		" " minerals	13,287,024
		" " manufactures	387,900,585
			\$554,550,437

The Province of Quebec includes the cities of Montreal and Quebec, the former the principal commercial city of Canada. The foreign commerce of the Province in 1916 amounted to \$459,396,012. The Province of Quebec contains about 130,000,000 acres of timber lands, more than any other Province in the Dominion. Its population, based on the last cen-

sus figures, is 27.8% of the total population of Canada. The Province has the power to levy a direct general tax to meet principal and interest on its debt, but has never found it necessary to do so. The net debt per capita has decreased from \$15.63 in 1901, to \$14.09 at the present time.

Dairy products, 1916 22,875,337
Dairy products, 1915 17,303,000
Dairy products, 1914 16,156,022

Quebec as a Dairy Province.

Dairying in Quebec is highly developed. Much land is devoted to pasturage, and the growing of fodder crops. The last available figures give a total of 1,984 cheese and butter factories with an output for the year of:

Lbs. Value.
Butter 34,323,275 \$11,516,148
Cheese 61,906,750 11,245,104

Forest Products of Quebec.

Quebec surpasses every other province of the Dominion in the matter of her forest areas. These total 130,000,000 acres, or about 30% of the province's total acreage, and by comparison with the value of the "cut" of other provinces, Quebec's figures are about one-third of the whole. The

value of Quebec's forests is reckoned to be:

White and red pine \$200,000,000
Spruce and balsam 250,000,000
Pulpwood 100,000,000
Hardwood 25,000,000

\$575,000,000

As a producer of pulpwood, and of manufactured pulp, Quebec stands in the forefront of Canadian provinces. In 1914, 23 out of 49 Canadian companies engaged in the manufacture of pulp were located in Quebec, and the consumption of pulpwood amounted to 636,496 cords, or about 52% of Canada's total consumption. In addition to the domestic consumption, 687,421 cords of pulpwood were exported, being about 75% of the whole Canadian export.

Quebec's Mineral Wealth.

In 1915 the value of minerals extracted from the earth was \$12,159,433. The yearly figures for a number of years show how mining is developing. They are:—

1902 \$ 2,985,463
1905 3,750,300
1910 7,323,281
1913 13,179,811
1914 11,722,783
1915 12,159,436

Quebec's Asbestos Deposits.

For one highly useful mineral Quebec is the main source of the World's supply — asbestos. During 1917 the value of the output of her asbestos mines was \$6,000,000, or an output for each working day of \$20,000.

Quebec's Water-Powers.

Quebec possesses water-power in abundance, and water-power soon or late spells industry. The estimated power developed from water, according to the last available figures, is given as 6,000,000 horse-power.

Quebec's Manufactures.

According to the last census report there were 6,584 manufacturing plants in Quebec. The capital invested was \$326,946,000. The number of employees was 158,207 and their wages and salaries amounted to over \$69,000,000. Raw material used cost \$184,274,000, value of the output \$351,000,000. Representing between \$10,000,000 and \$26,000,000 output were eleven industries as follows:—log products, boots and shoes, cottons, butter and cheese, railway cars, men's cloths, tobacco products, railway cars building, grist mills, paper and lumber products.

Quebec's Commerce.

Quebec has developed considerable trade outside of the province and this explains a heavy import and export trade. The imports in 1870 were \$32,833,000 and exports \$37,807,000. In 1900 they were \$79,508,000 and \$76,791,000 respectively, and in 1914 they were \$185,320,000 and \$177,556,000 respectively. During the five-year period of 1910-1914, Montreal's proportion of the province's total trade with the outside was 50.8 per cent of the imports and 7.64 per cent. of the exports.

Quebec's Railways.

Of the 4,333 miles of railways in the province on the 30th of June, 1914, there were but 575 miles in existence on the 1st of July, 1867, the date of Confederation. On the 1913 basis, 4,333 miles, there were 2.55 miles per 1,000 of population, and 12.3 miles to every 1,000 square miles of territory.

COMMODITY MARKETS

Week's Wholesale Review

R. G. Dun & Co., report the trade conditions as follows:

The climatic conditions have not shown much improvement since last writing, and railway and general country traffic has been more or less dislocated by the Arctic cold and heavy drifted roads. Business, however, in the dry goods line continues quite active, and some large buyers from London, Ottawa and other important points have been in the market making considerable selections. Some quite fair-sized receipts of much-needed Manchester goods are reported, but the possibilities in this direction are getting more and more remote. Japan is now getting to be quite an important factor in the market, and considerable orders are being placed in that quarter, not only for silks, but also for cotton blankets, towels and various other lines of cotton goods. Among local cotton manufacturers there is a general disposition to tighten up still further on prices.

Some further considerable Government orders have just been placed for military footwear, which will prove helpful to the manufacturing trade, but general business continues on the light side and none of the many local factories can be called busy. The leather trade is consequently quiet, with a disposition to shade prices, and 50 cents would probably now be an outside price for No. 2 manufacturers' sole with 54 cents to 56 cents quoted for choice jobbing selections.

Staple groceries continue to move in fairly steady volume. There is a possibility that local refineries will have to still further limit deliveries of sugar for a time, as, owing to the difficulties of transportation, supplies of new crop raws are being much delayed. It is not imagined, however, that the public will suffer any hardships, and there has been no change in quotations. A further advance has been announced in molasses, the jobbing quotation for fancy Barbadoes fancy being now 93 cents in puncheons, with proportionately higher figures for barrels and half-barrels. These are figures being unheard of, and 200 per cent higher than anti-war prices. Manufacturers of vinegar give notice of a strong advance, probably reaching to from 25 to 30 per cent. As anticipated last week there has been a strong advance in soap, and a further advance of 50 cents a box is expected momentarily. The milling company has made a slight advance on ground rice, but regular grades of milled rice are unchanged. Supplies of California dried and canned fruits are becoming depleted, and shipments made early in November have yet to come to hand.

In other lines there is nothing specially new, and, considering the irregular mails, remittances may be called good. Easy conditions prevail in the money market, the banks having ample funds. The rate for call funds remains on the old basis of 6 per cent.

Eight district failures are reported for the week, with liabilities of \$175,000.

Bradstreet's Montreal Weekly Trade Report says: The weather during the past week has been the coldest so far this season, and was accompanied with heavy winds, the thermometer falling forty degrees in twenty-four hours. Railway traffic was badly interrupted, some of the passenger trains had to be cancelled altogether, and those that were running were many hours late. The railway congestion is rather serious and, in order to overcome the difficulty it is stated that drastic changes are to be made in handling freight, only merchandise for war purposes, food products, and the most essential articles for important manufacturers will be moved.

The fuel situation is also serious in Canada, the Government has ordered the closing of all manufacturing plants and other large consumers of coal, such as all wholesale and retail stores, large office buildings, etc., to close for three days on February 9th, 10th and 11th. The smelting industry in Canada is making considerable progress; it is reported that they are now turning out eight different kinds of products.

More activity is noticed in the wholesale dry goods and hardware trades. The situation in the wholesale grocery trade is normal; there is a scarcity of washing soaps on the market and the outlook is for higher prices. Scented soaps are, however, more plentiful. Custom receipts for January at Montreal show a falling off of about \$400,000, as com-

pared with the same month last year.

The retail trade has been only fair, the cold weather keeping buyers indoors. Remittances are good, city collections are still slow, but show a slight improvement.

LIVESTOCK.

MONTREAL.—At the two Montreal stockyards—West-end market and Canadian Pacific—the receipts of live stock for the week ending February 9th, 1918, were 1,600 cattle, 750 sheep and lambs, 1,525 hogs and 275 calves. The livestock trade was fairly good during the week and prices for steers, heifers, bulls and hogs showed an advance, while sheep and lambs declined. The offerings of cattle were smaller than a week ago, and the stock of a superior quality, so the tone of the market became stronger, and prices of steers and heifers scored an advance of 25c per 100 lbs. and bulls sold 50c higher.

In the market for small meats a weaker tone developed, and the prices of sheep and lambs declined 50c to 75c per 100 lbs. Packers and butchers generally have ample stocks of small meats on hand, so trade was rather dull. The trade in calves was dull, and prices showed no change. The tone of the market for hogs was strong and prices advanced 25c per 100 lbs.

We quote Montreal prices as follows:

Steers, per 100 lbs.—		
Choice	\$12.00	\$12.50
Good	11.75	12.00
Fairly good	11.25	11.50
Fair	10.75	11.00
Light steers	9.75	10.25
Common	8.00	9.00
Butchers' bulls—		
Choice	10.50	11.00
Good	9.50	10.00
Medium	8.50	8.75
Common	7.50	8.00
Butchers' cows—		
Choice heavy	10.00	10.50
Good	9.50	9.75
Medium	9.00	9.25
Light weights	8.00	8.75
Canners' cattle—		
Bulls	6.50	7.50
Cows	5.50	6.50
Sheep, per 100 lbs.—		
Ewes	12.00	12.50
Bucks and culls	11.00	11.50
Ontario lambs	16.00	16.25
Quebec lambs	15.00	15.25
Calves, per 100 lbs.—		
Choice milk-fed stocks	14.00	15.00
Good milk-fed stock	12.00	13.00
Grass-fed calves	6.00	10.00
Hogs, per 100 lbs.—		
Selected lots	19.50	20.00
Sows	16.50	17.00
Stags	13.50	14.50

TORONTO.—The receipts of livestock at Toronto's two markets for the week ending February 9th, amounted to 3,807 cattle, 309 calves, 2,838 hogs and 540 sheep. In the cattle section of the market offerings were so small that it was difficult to continue the market, prices showed a decline of 25c per 100 lbs. Prices of small meats held firm, but trade was quiet.

We quote Toronto prices as follows:—

Choice export steers	\$11.25	\$11.75
Butchers' choice handy	10.25	10.75
Do., good	10.00	10.25
Do., medium	8.50	9.00
Do., common	8.00	9.00
Butchers' bulls, choice	10.00	11.00
Do., good	8.00	9.00
Do., medium	6.25	7.25
Butchers' cows, choice	9.00	10.00
Do., good	8.00	8.50
Do., medium	7.50	8.00
Stockers, good	9.00	9.50
Do., medium	8.00	8.50
Canners	5.00	5.40
Milkers, good to choice	90.00	125.00
Do., common and medium	65.00	85.00
Calves, veal, choice	14.00	16.50
Do., medium	6.00	6.50
Do., common	6.00	7.00
Do., heavy fat	8.00	10.50

Spring lambs, cwt.	18.00	18.75
Sheep, ewes, light	9.00	15.00
Do., heavy and bucks	7.50	9.50
Do., culls	4.00	5.50
Hogs, fed and watered	18.75	....
Do., off cars	19.00	....
Do., f.o.b.	17.75	....

Less \$1 to \$2 on light or thin hogs; less \$3 to \$3.50 on sows; less \$4 on stags; less 50c to \$1 on heavies.

COUNTRY PRODUCE.

BUTTER.

The market for butter showed continued strength for all grades, and prices scored advances amounting to 1c to 1½c per lb.

We quote wholesale prices as follows:

Finest Sept. and Oct. creamery ..	0.48½	0.49
Fine Sept. and Oct. creamery ..	0.47½	0.48
Current receipts, creamery ..	0.46	0.46½
Finest dairy	0.41½	0.42
Fine dairy	0.40½	0.41

CHEESE.

Business was quiet, and there were no developments in the cheese situation during the week.

The Commission is paying the following prices:

No. 1 cheese	21%o
No. 2 cheese	21%o
No. 3 cheese	20%o

EGGS.

The tone of the market for eggs has ruled very firm, although there has been no change in the local situation. The trade in a wholesale jobbing way was fairly active.

We quote current prices as follows:

Strictly new laid eggs	0.70
Fresh eggs	\$58
Fall fresh eggs	0.52
Selected cold storage	0.48
No. 1 cold storage	0.45

POULTRY.

All supplies of dressed poultry coming forward met with a steady sale, as the demand was good, but the volume of business passing was not large. Prices show no change.

We quote prices as follows:—

Turkeys, per lb.	0.35	0.36
Milk fed chickens	0.35	0.36
No. 1 chickens	0.32	0.33
Choice fowl	0.27	0.28
Ducks, per lb.	0.29	0.30
Geese, per lb.	0.27	0.28

POTATOES.

The potato market developed a stronger tone this week, and prices scored an advance owing to the light stocks on spot, and the small arrivals. A fair trade was done in a wholesale jobbing way, with sales of Green Mountains at \$2.15 to \$2.25, Ontario white stock at \$2 to \$2.10, and reds at \$1.90 to \$2 per bag of 80 lbs. ex-store. The market for onions is firm, with a fair amount of business doing, and sales of Quebec reds by auction were made at 90c to \$1.00 per 70 lbs., large reds at \$1.50, and Spanish onions at \$3.50 to \$4 per crate.

RECEIPTS OF GRAIN IN WINNIPEG.

The receipts of grain in Winnipeg for the week ending February 7th, and the week previous were:—

	Week ending, Same date	
	Jan. 31, Feb. 7, last year.	
No. 1 Hard	3	2
No. 1 Northern	605	425
No. 2 Northern	340	259
No. 3 Northern	239	192
No. 4 Wheat	113	91
No. 5 Wheat	80	64
No. 6 Wheat	56	57
Feed Wheat	10	8
Rejected	27	42
No. Grade	74	27
Winter Wheat .....	..	..
Totals	1,547	1,169
Oats	658	580
Barley	130	126
Flax	74	102

SMART WOODS LIMITED CANADA
Manufacturers of
Jute and Cotton
Bags, Tents,
Clothing, Etc.
FACTORIES IN
MONTREAL, TORONTO,
OTTAWA, WINNIPEG



A SESSION OF THE COURT OF KING'S BENCH (Crown Side), holding criminal jurisdiction in and for the DISTRICT OF MONTREAL, will be held in the COURT HOUSE, in the CITY OF MONTREAL, on FRIDAY, the FIRST DAY OF MARCH NEXT, at TEN o'clock in the forenoon.

In consequence, I give PUBLIC NOTICE to all who intend to proceed against any prisoners now in the Common Jail of the said District, and all others, that they must be present then and there; and I also give notice to all Justices of the Peace, Coroners and Peace Officers, in and for the said District, that they must be present then and there with their Records, Rolls, Indictments and other Documents, in order to do those things which belong to them in their respective capacities.

P. M. DURAND,
 Deputy-Sheriff.

Sheriff's Office,
 Montreal, 10th, February, 1918.

BANK OF MONTREAL

NOTICE is hereby given that a DIVIDEND of TWO-AND-ONE-HALF Per Cent. upon the paid up Capital Stock of this Institution, has been declared for the current quarter, payable on and after Friday, the FIRST DAY OF MARCH next to shareholders of record of 31st January, 1918.

By order of the Board,
FREDERICK WILLIAMS-TAYLOR,
 General Manager.
 Montreal, 19th October, 1917.

PROVINCE OF QUEBEC, DISTRICT OF MONTREAL, No. 1853. Superior Court.—Dames Georgiana Fortin, of the City of LaSalle, said District, wife common as to property of David Monette, contractor of the same place, duly authorized, Plaintiff, vs. The said David Monette, Defendant.—An action in separation as to property, has been taken in this case on the 14th of January, 1918.

Montreal, January 18, 1918.
BERARD & SON—Attorneys for Plaintiff.

PROFESSIONAL

THE SOCIETY FOR THE ADVANCEMENT OF INSTRUCTION IN THE LANGUAGES.—Instruction in the Languages and Mathematics. No. 91 Mance Street, or telephone East 7302 and ask for Mr. E. Kay.

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RECEIPTS OF GRAIN AND FLOUR.

The receipts of grain and flour in Montreal for the week ending February 9th, were:—

Wheat, bushels	87,909
Oats	84,561
Barley, bushels	13,580
Corn	400
Flour, sacks	17,469
Hay, bales	15,232
Straw, bales	410

LOCAL FLOUR.

There was a good steady demand for the new standard spring wheat flour both for domestic consumption and for country account and trade was fairly active. Sales of car lots for shipment to country points were made at \$11.10 per bbl. in bags f.o.b. cars, Montreal, and straight cars to city bakers at \$11.20 delivered, while broken lots were sold to city bakers and grocers at \$11.30 delivered. The demand for blended flour has been quiet at \$10.90 per bbl. in bags f.o.b. Montreal. Rye flour on spot is scarce and in demand at \$5.50 per bag, and there is an increasing demand for corn flour at \$6.50 per bag delivered.

Cereals:	per barrel.
Rolled oats, 90 lb. bag	57.30 5.50
Feed:	per ton.
Bran	35.00
Shorts	40.00
Middlings	48.00 50.00
Moullie, pure grain grades	64.00 65.00

LOCAL GRAIN.

The market for oats developed a strong undertone during the week, caused by the small deliveries from farmers, and the light arrivals at the leading Canadian centres, the scarcity of high grades and the difficulties of getting shipments forward. On the Winnipeg option market prices advanced to the highest level on this crop, the May option selling at 87½c and July at 85½c, and the market for the week closed at a net gain of ½c per bushel. In sympathy with the above, a strong feeling has prevailed in the local market for the cash article, and prices for the week closed with a net advance of 1¼c to 1¾c per bushel. The trade during the week has been more active and sales amounting to fully 200,000 bushels were made of extra No. 1 and No. 1 feed grades for shipment from Port William. The highest prices realized on spot were \$1.03¼ for No. 3 Canadian western and extra No. 1 feed at \$1.00½, No. 2 feed at 97½c, Ontario No. 2 white at \$1.01½; No. 3 at \$1.00½, and No. 4 at 99½c per bushel ex-store. There was some business done in American No. 5 corn at \$1.65 to \$1.70 per bushel ex-track Chicago for shipment. A few cars of Manitoba feed and rejected barley changed hands at \$1.49 per bushel ex-track here, and Manitoba sample wheat at \$2.02½.

Fluctuations in grain on Saturday at Winnipeg were:—

Oats:	per bushel.
No. 2 C. W.	0.88¾
Do., No. 3 C. W.	0.84½
Do., Extra No. 1 feed	0.84
Do., No. 2 feed	0.77¾
Barley:	
No. 3 C. W.	1.55¼
No. 4 C. W.	1.50¼
Rejected and Feed	1.28
Flax:	
No. 1 N. C. W.	3.28¾
No. 2 C. W.	3.24¾
No. 3 C. W.	3.07¾

COTTON MOVEMENT.

Following are the Financial Chronicle's figures on the cotton movement for the week ended February 9:

	This year.	Last year.
Total visible	4,672,031	5,550,362
Do, U. S.	3,401,031	4,489,996
Into sight, week	156,354	171,475
Do, season	8,227,741	9,660,383
Takings, week	24,980	256,704
Do, season	7,918,486	9,304,272
Do, U. S.	143,980	225,704
Do, season	6,346,486	7,515,272

BANK MERGER.

Another important bank amalgamation is announced in London, Eng., the London County and Westminster Bank, with an aggregate of £117,270,000 in deposits, absorbing Parr's Bank with £60,700,000, making £178,000,000 in combined deposits.

OUTPUT OF ALBERTA MINES.

According to the figures for 1917, as prepared by J. T. Sterling, of the Mines Branch of the Department of Public Works, the total output of Alberta mines for the year was 4,843,414 tons, with 283 mines in operation. One copper mine was opened up on the main line of the C.P.R. west of Banff, and two shale mines are in operation at Red Cliff, near Medicine Hat.

The total output of lignite coal for the year was 2,637,829 tons; of bituminous, 2,206,868 tons; anthracite 118,717, and briquettes, 93,818 tons. There were also 31,630 tons of coke burned. The total outputs for 1916 were: Lignite, 2,172,801; bituminous, 2,335,259; anthracite, 140,544; briquettes, 107,959; coke, 41,950 tons.

FAILURES LAST WEEK.

Commercial failures last week as reported by R. G. Dun & Co., in Canada numbered 25, against 21 the previous week, 23 the preceding week, and 26 last year. Of failures last week in the United States, 97 were in the East, 51 South, 70 West, and 43 in the Pacific States, and 91 reported liabilities of \$5,000 or more, against 90 the previous week.

U. S. BANK CLEARINGS.

Payments through the banks, as reflected in clearing house transactions at the principal cities in the United States show a falling off as compared with a year ago, total exchanges this week amounting to \$5,043,692,879, according to Dun's Review, a decrease of 19.0 per cent. New York City again reports a decrease, the loss being 23.8 per cent. For the first time in a considerable period a number of outside centres report smaller exchanges than for this time last year, among them being Boston with a loss of 21.1 per cent; Philadelphia, 20.7; Pittsburgh 23.8; Chicago, 16.0 and Louisville, 24.9, and the aggregate of the total shows a contraction of 7.2 per cent. We might add that the exchanges this week a year ago were the heaviest ever reported with one exception. Also it must be taken into consideration that at a number of cities there are practically only five working days each week, which in a large measure affects clearing house transactions. A comparison with 1916 reveals a more satisfactory condition, New York reporting a gain of 31.5 per cent, and the grand total of outside cities a gain of 39.0 per cent.

Average daily bank exchanges for the year to date are given below for three years:

	1918.	1916.	1915.
February	\$840,615,000	\$1,003,814,000	\$681,309,000
January	876,845,000	861,252,000	690,362,000
December	925,879,000	970,675,000	687,898,000
November	958,710,000	964,367,000	734,810,000

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