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TOPICS OF THE WEEK

HERE IS THE NEWS IN SHORT ORDER.

Tidings from all Parts of the Globe, Condensed and Arranged for Busy Readers.

CANADIAN.

Col. Frederick Cubitt, ex-Mayor of Bowmanville, is dead.

Alvinston's oil gusher has been struck at 22 miles on the dollar.

The price of wheat advanced 2 to 5 cents throughout Manitoba.

L. J. Forget paid $3,300 for a seat on the Montreal Stock Exchange.

A carload of grapes from Windsor, Ont., reached Winnipeg on Friday.

The Olive mine, on the Seine River, has produced a vein of brick valued at $2,000.

Elgin Tuffordis sentenced to penitentiary for two years at Hamilton for bigamy.

William Robertson, one of the pioneers of Kincardine township, is dead, aged 66 years.

Hon. Clifford Sifton, Minister of the Interior, reached Winnipeg en route to the Yukon.

Eight citizens left Kingsville for Michipicoten last week, fully equipped for prospecting.

At the term of Essex Assizes, just closed, the country had no criminal witness fees to pay.

Montreal has had a score of applications for the deputy wardenship of St. Vincent de Paul penitentiary.

George Waddington, veteran of the famous Light Brigade, died at Montreal from complication of lung troubles.

Some children found Thompson set fire to the dwelling at Pringle Village, and the lady was burned to death.

Lieut.-Col. Lessard dropped dead at his residence in Montreal on Sunday evening. Heart disease was the cause of death.

Geo. Inglis, one of Paris' oldest and most respected citizens, died on Friday night, after an illness of several weeks.

The Monarch mine at Rat Portage has been sold by tender for $25,000. Toronto capitalists are the purchasers.

Berlin has had no cases of diphtheria reported so far this year. The diphtheria epidemic is about over in the village of Bresslau.

Mayor Colquhoun, ex-Mayor Tuckett, Ald. McAndrew and W. G. Reid are the probable starters in the Hamilton mayoralty race.

Mrs. Taylor, a middle-aged woman, fired three barrels of a shotgun at a man named Hetracken who had lived with her daughter.

A large army of grasshoppers are kept busy at Winnipeg. They are around Rodney, where large shipments of beans are being made.

The Selkirk Independent has been enlarged to a 32-column paper. Chas. Christianson, who has been editor since it was purchased by the Tracedie, C.N.R. No further changes are to be made.

The Coroner's jury in the case of Jas. Ridout of Acton, who died in the lake at Hawkestone, returned a verdict of accidental death. The jury believed the unfortunate man was stunned by falling over the cliff.

Try it.—It would be a good thing for the country if people would find out what Dr. Thomas' Eclectric Oil is good for. It is a healing agent—to be used with the ordinary household salves. They are of no use for burns and scalds. On the contrary, eminent men say it is dangerous when applied to the flesh. It is quick and powerfully effective in relieving pain.

A bright boy from the Fleetwood district of Ridgeville, while pasture field on his father's farm recently, found a cream gelding. The exchange is unknown, but he will take the trouble to inform the finder he considers the animal his property.

On Saturday the last span of the bridge across the gorge at Niagara Falls was completed, which was celebrated early in the day by a large crowd. The crowds were larger on preceding days, but the affair had brought to a close without any accidents.

A London cable says the Dominion Government's test sale of Canadian pears, which reached Covent Garden last Friday, the dealers said they had enough to meet a good opening were better.

Michael Orrie jumped from a second-story window on St. Catherine street, Montreal, and, in answer to questions, he said he was not hurt. People picked up the building and helped him. He came down with a third-story-window mangled, and died shortly afterwards.

The fourteenth annual championship meeting of the Amateur Athletic Association of Canada was held at Rosedale on Saturday, when Ald. Wefers, of the N.Y.A.C., broke the world's record for the 220 yards run, covering the distance in 21 seconds. The Canadian records for the running broad jump, throwing the 16-pound hammer, and the 440 yards run were broken.

Fire did $15,000 damage Friday evening to the Bijou Theatre, the United Service Co.'s clothing store, H. J. Matthews' picture gallery and the Charles Rogers & Sons' furniture store in Toronto. During the fire the horses attached to the Waterous steam engine became frightened and charged down Victoria street, fatally injuring Percy Hesketh, a seven-year-old newsboy, and injured eight other people seriously, and many less severely.

UNITED STATES.

Charles A. Dana of the New York Sun, is seriously ill.

Use the safe, pleasant and effectual worm killer, Mother Graves' Worm Exterminator; nothing equals it. Procure a bottle and take it home.

A British Consular report says that owing to the expansion of the tin plate industry under the Dingley tariff, the American market is almost wholly lost to South Wales.

A decision given by the Supreme Court in New York holds to be void the provision made by Millionaire John A. Pell that his daughter, Mrs. Eleanor L. Phelps, was to lose her share "so long as she remained the wife of Charles H. Phelps." Pell died in France in 1894, leaving $7,000,000.

According to our commercial summaries telegraphed to us from New York by the agencies of Messrs. Dun and Bradstreet, the improvement in general business continues to steadily advance. The disturbing influence known as "labor troubles" is an influence which has much decreased during the past week, and an increased demand for labor everywhere means an increased spending capacity, a better movement all round, and a rapid circulation of money. From the Gulf States, however, the intelligence is unsatisfactory, as the quarantine, owing to yellow fever, has in part of the States seriously interfered with all lines of trade. Prices of iron and steel have advanced, and are expected to go still higher at an early date. The trade outlook is regarded, as a whole, encouraging. The commercial failures in the United States for the week just ended amount to 186, as compared with 321 in the corresponding week of last year.

FOREIGN.

Emperor William is at Breslau.

Typhoid fever is causing ravages among the Turkish troops in Thessaly.

There are rumors in Yokohama of the possibility of an alliance between China and Japan.

The rumors about foreigners and Christians kidnapping children are still being circulated in China.

It is expected that the Sultan, backed by Russia, will shortly call on Great Britain to evacuate Egypt.

The wheat yield of Great Britain this season will be about 60,000,000 bushels, against 62,000,000 bushels last year.

Have you tried Holloway's Corn Cure? It has no equal for removing these troublesome excrescences, as many have testified who have tried it.

About forty persons have been killed, and as many more have been injured, by an earthquake slip at the sulphur mines near Girgenti, Italy.

It is stated that the Government of Germany is earnestly considering whether Europe should allow the United States to drive Spain out of Cuba.

Arrangements are being made at Berlin to hold a national festival in honor of the late Emperor Frederick on October 18. All Germany is likely to participate.

The bubonic plague is again active in India, and owing to the absence of the military doctors with the troops in active service it is likely to assume serious proportions.

The Right Hon. Robert Richard Warren, president of the Probate and Matrimonial divisions of the High Court of Justice, Ireland, is dead. He was eighty years of age.

Lord Wolseley said that the British army machinery is strained and out of gear, and advocated a sufficient increase in the Parliamentary vote to meet all emergencies.

The Paris Libertaire has been seized by the police for publishing an article advocating the assassination of President Faure, King Humbert, and the Queen Regent of Spain.

It is said that Japan is smuggling a large number of soldiers disguised as laborers into Hawaii, to resist, forcibly if necessary, the annexation of the islands to the United States.

The court at Berlin sentenced one Mrs. Kyrgelcis to eighteen months for selling forged autographs of Martin Luther. Her husband was acquitted on the ground that he was insane.

The new steamer being built for the Dominion Line at the Belfast shipyards, will be delivered next April. She will be called the New England, and not the Dominion, as was at first intended.

Owing to the flood having washed away a railway bridge near Maddur, India, an engine and five cars, filled with passengers, were precipitated into the river. There has been great loss of life.

Why Called Tumblers.

Every day we drink out of a tumbler. Why is the large glass that holds our milk and water so called? Years ago Professor Max Muller was giving a luncheon at All Souls' College, Oxford, to the Princess Alice, the wife of the Grand Duke of Hesse Darmstadt, and the second daughter of Queen Victoria. There were not a dozen guests, besides the princess and her husband, and it was a very agreeable luncheon we had, with talk on all kinds of interesting subjects.

But what excited the curiosity of all strangers present was a set of little round bowls of silver, about the size of a large orange. They were brought round filled to the brim with the famous ale brewed in the college. These, we are told, were tumblers, and we were speedily shown how they came by their name—a fitting lesson for the guests of a philologist. When one of these little bowls was emptied, it was placed upon the table mouth downward. Instantly, so perfect was the balance, it flew back to its proper position as if asking to be filled again. No matter how it was started—rotated, trundled along the floors, balanced carefully on its side, dropped suddenly upon the soft, thick carpet—up it rolled again and settled itself with a few gentle shakings and swayings into its place like one of those india rubber tumbling dolls babies delight in.

This, then, was the origin of our word tumbler, at first made of silver, as are all these All Souls' tumblers. Then, when glass became common, the round glasses that stood on a flat base superseded the exquisitely balanced silver spheres and stole their names so successfully that you have to go to All Souls' to see the real thing.—Philadelphia Times.

Better Without Stimulants.

Bishop Tucker, of Central Africa, has been giving his experience of teetotalism to a representative of The Young Man. "I have been a teetotaler for 20 years," he said. "So far from regretting it, I would commence it sooner if I had the choice again. I find that in Africa not only is a teetotaler better fitted to cope with the climate, but he is better fitted for the great physical exertion which he has to undergo. I marched some 10,000 miles in Africa and have never felt the want of anything like a stimulant. Indeed I felt sure that if I had not been a teetotaler it would have been impossible to undergo the fatigue involved in some of the marching." The bishop, in his last pastoral visit, covered about 1,000 miles entirely on foot.—Selected.

Crime Due to Drink.

An analysis of the statistics of crime reported for the census of 1890 from the 15 largest cities in the United States showed 965,514 arrests during the year. Of these 339,737 were due to drink.

OUR WEEKLY LETTER.

OUR CORRESPONDENT TOURING IN THE NORTHWEST.

The Gold Find at Michipicoten—The Farmers' Position—The Wheat Routes—Mr. Greenway's Road—The Price of Grain—Things Have Changed.

[From Our Own Correspondent.]

Winnipeg, Sept. 28.—On the way up from Owen Sound everybody was talking wheat and mines, mines and wheat. Owen Sound itself was particularly busy. The Canadian Pacific boats are taking down big loads of wheat and flour and returning to Fort William with big cargoes of merchandise. The new elevator, with a capacity of 800,000 bushels, will be finished in a few days. The present one has a capacity of 250,000. There are plenty of cars and no time is lost in rushing the export grain to Montreal or in supplying Ontario millers, who want Manitoba wheat to mix with their own. At a moderate estimate there are 22,500,000 bushels for export in Manitoba and the Territories. In some districts it is not turning out quite as well as was expected at the thresher, but it is a fine, bright sample, and, though there has been a slight drop within the last few days, the price is a good one.

The cargo of the "Alberta" on the way up to Fort William consisted of 700 tons of package freight. There was sugar, iron and groceries from Montreal, wallpaper, bedsteads, stationery and groceries from Toronto, lard and hardware from Hamilton, doors and sashes from Ottawa, saddlery from Guelph, stoves from Brantford, candles from Peterboro, peaches from Niagara, cement and furniture from Owen Sound, herrings, pickles ale from England, for the Hudson Bay Company's store at Winnipeg, and a lot of dry goods from various places, including some from the departmental stores at Toronto which appear to sell cheaper than retailers in Toronto itself and Canada at large. In addition, Montreal sent a miscellaneous assortment of stuff for the Crow's Nest Pass road and there were several tons of mining tools and mining outfits for the Sault and British Columbia, which came from Toronto, Peterboro, Hamilton, Kingston, Ottawa, and elsewhere.

The Gold Find at Michipicoten.

There is a rush to the Michipicoten River, where gold, both quartz and placer, has been discovered. At the Sault a dozen of our passengers got off for that Land of promise, but the majority of the prospectors get there by the Canadian Pacific to Missinaibe station. Mayor Biggings, of the Sault, does not know whether there is placer gold or not, but is quite sure of the existence of rich gold bearing quartz throughout the region traversed by the Michipicoten, Dog, Agawa, Montreal, Maple and other streams flowing into Lake Superior.

A Toronto paper makes out that the Ontario Government is allowing a "swarm of Grits" to "grab everything in sight." As a matter of fact, the Michipicoten district has been proclaimed a mining division and Mr. Blue, head of the Bureau of Mines, with Mr. Boyd, another official who is to act as inspector, is on the ground by this. In a mining division so-called the prospector has to pay $10 for a license that is good for a year, and is allowed to stake but one claim, 22½ acres in area, which he must work continuously. If he stops work for fifteen days the claim lapses to the Crown. It lapses too if it remains unworked for three months after being staked. Certain exceptions are made to these rules; for instance in those high latitudes the owner of a mine need not work from December 1 to April 1; then again, he may stake out as many claims as he likes provided that, if on the same vein or lode, they are three miles apart and that he pays $10 to the Government for each. But is is simply impossible under the regulations for any one, Grit or Tory, to buy land and hold it for speculative purposes. All the stories to the contrary are pure romance, the invention of some over-active Tory mind.

Between Fort William and Rat Portage three or four thousand prospectors are at work. They will return when the cold weather sets in. Ten or more mines are being worked with good results, the one most talked of being the Olive at Mines Centre and the Mikado.

The Export of Wheat.

I fancy, however, there is quite as much money in raising wheat in Manitoba at 75 or 80 cents. There is a regular procession of wheat trains day and night between Winnipeg and Fort William. At Port Arthur the C.P.R. has an elevator of 300,000 bushels, used principally for cleaning smutty grain, but Port Arthur is on the whole rather dull. Fort William is the active receiving and shipping point. There are three elevators of 1,200,000 bushels each and a new one of 1,500,000 is being built. The wharves at the mouth of the Kaministiquia are lined with vessels unloading coal and loading grain. A few years ago a lake vessel that could carry 50,000 bushels was regarded as a leviathan, but to-day American steamers like the "Carnegie" take over 180,000 out of Fort William to Buffalo. The "going rate" all summer to Buffalo has been a cent and a quarter per bushel. It is now 2 1-8 cents and may be three or four before the season closes. While the rate to Buffalo was 1¼ cents, it was possible, to send a bushel of wheat from Portage in Prairie and Brandon to Liverpool via New York for 25 cents—a feat which disposes of much of the wild rhetoric about the Canadian Pacific monopoly. Just now, lake rates having advanced, the cost to Liverpool is a little more, but it will be down again in the spring.

It is not easy to ascertain the relative prices prevailing in Manitoba and at points immediately south in Minnesota and Dakota. Of course one can get the newspaper reports without trouble, but it is not always safe to accept them for the simple reason that, say, at Emerson or Morris in Manitoba the local conditions or the time being may be such that the market is "running wild," as grain may at times with perfect reasonable high or similar local conditions may have created an abnormally high price at Grand Forks or Red Wing on the American side. The true way of finding out how matters stand is to compare prices at twenty or thirty points on each side of the boundary. A friend in Winnipeg is doing this and he finds that the Manitoba farmer is having a shade the best of it. Last year he had by far the best of it owing to certain local causes. At present, the man at Brandon is getting fully a cent and a half per bushel more than the farmer in Dakota who is equidistant from Lake Superior; in fact, he is getting that much more than the Dakota farmer who is 120 miles nearer the lake. The reason is that Canadian Pacific rates to Fort William are lower than Northern Pacific and Great Northern rates to Duluth. Lake rates from the two ports to Buffalo are the same though Fort William is ten hours nearer the Sault. This is no fault of the Canadian Pacific, which ceases to have any interest in export wheat once it reaches Fort William.

The Farmers' Position.

Has wheat-growing paid at the low prices of recent years? That it has is, I think, sufficiently demonstrated by the growth of Manitoba. Wheat is the staple and it seems obvious that if wheat-raising had not been profitable—in other words, if the community had been running at a loss—we should not see such unmistakable signs of prosperity as are apparent on every hand. Winnipeg has grown into a solid city, with fine stores, well-to-do merchants, many beautiful residences and an air of thrift and comfort everywhere, and the same may be said in their place and measure of Brandon and the Portage. The best proof, however, that wheat-raising has paid is the fact that the farmers have been paying off their debts to the loan companies and implement men.

This year they are on Easy street and no mistake. The Winnipeg Commercial tells of a farmer at Alexander who has just sold a crop of 17,000 bushels at 84½ cents, the yield of 1,000 acres. He calculates that it cost him 25 cents a bushel, which includes the cost of ploughing, sowing, harvesting, threshing and marketing. He reckons his land to be worth $10 an acre, which at 6 per cent. would make an interest of $600 a year and he allows as much more for interest on his buildings, implements and general plant. Hence it figures out in this way: Net cost of growing and marketing the wheat, 25 cts. per bushel. Price realized, 84½ cents per bushel. Profit, 59½ cents per bushel, or a total of $10,115. Deducting from this $1,800, there remains a profit of $8,315 from the season's operations, besides the interest earned on the land, or a return, including interest earned, of over $400 per acre. This looks like a profitable business. The same farmer sold his wheat last year at 54½ cents per bushel, thus showing 30 cents per bushel increase in the profit as compared with last year. Thirty cents extra means a lot for a man who is growing thousands of bushels.

The Commercial says it does not follow that a farmer like the one referred to, operating on a large scale, can raise wheat for less than a farmer with smaller acreage. The large farmer must depend upon hired help, whereas the small farmer can keep his work more under his own control, and can give his personal attention to many details of farm work which the large farmer cannot do. The odds are in favor of the farmer who operates on a moderate scale and gives attention to live stock and dairy interests in connection with wheat growing.

The Wheat Routes.

Canadians, I regret to say, are "not in it" in the traffic of the upper lakes. American vessels do practically all the immense lake business, Canadian shipping being only about 3½ per cent. of the aggregate tonnage passing through the canals at the Sault. Last year 1,500,000 bushels of Manitoba grain went to Montreal from Fort William while 4,500,000 or three times as much went to Europe via Buffalo and New York. We have spent $90,000,000 on the St. Lawrence route, but apparently to no purpose so far as securing the grain trade of the Northwest is concerned.

The other day when I was at Fort William, the "Rosedale," a Canadian steamer, left for Prescott with 73,000 bushels. Her canal load is only 58,000, i.e., 15,000 bushels will have to be lightered at Port Colborne, shipped to Port Dalhousie by rail and re-loaded when the vessel gets there. At Prescott the entire cargo will have to be taken out and transferred to barges going through the canals to Montreal. On the same day the American steamer "Bielman" left Fort William with 100,000 bushels for Buffalo. She goes straight there in a 20-foot channel without any delay or lightering and inside of six days the grain will be on board the ocean steamer at New York, whereas the ordinary trip to Montreal takes twelve days; that is, the grain men count on its taking from 12 to 14 days till the wheat is afloat at Montreal in an ocean vessel.

This tells the whole story. Deepening the canals below Prescott to 14 feet will not help us much. To fight the Buffalo route successfully it would be necessary to deepen the canals from the Welland eastward to 20 feet, which would cost a mint of money. Buffalo receives 130,000,000 bushels of grain during the season from the Western and Northwestern States. It is carried to New York by rail and canal at an exceedingly low rate. The rate from New York to Liverpool is three pence half penny just now or something over 7 cents. At New York there are always steamers in plenty and the Montreal game of squeezing shippers by corralling space cannot be played. The diversion of the wheat traffic of the Northwest to American channels east of Fort William is a most serious matter considering all we have spent on canals.

Mr. Greenway's Road.

It is possible that we may get some of the traffic back when the road from Parry Sound is going. But, to tell the truth, Manitobans have not much faith in that route. I don't know why, but they seem to be settled in the conviction that once the Canadian Pacific has hauled the grain to Fort William the route of least resistance—the cheapest route, in short—is bound to be by Buffalo. Mr. Greenway's scheme for building a road from Winnipeg to Duluth would, of course, lend all the more to turn the traffic over to the Americans. Whatever chance Montreal may have of recovering her position as the ocean outlet of Manitoba would be clean gone. Not a few thoughtful men here in Winnipeg actually think that Greenway's road, if it is ever built, will be the beginning of the end of Confederation. Manitoba, joined to Duluth, Buffalo and New York, would not long submit to the Canadian tariff but would want to buy where she sold, to have free trade with these ports, which would mean entering the Union.

The farmers are too well off at present to bother themselves with this project. They are well satisfied with the Canadian Pacific, its rates and its manner of treating them, and have no desire to begin a fight to a finish with the older provinces. They are so listless with regard to the subject that even if, as Mr. Tarte has suggested, the Dominion Government should go so far as to veto Mr. Greenway's bill, they would hardly take the trouble to "kick."

The Price of Grain.

When wheat fell a few points last week some one started the report that there was a combine among grain buyers and millers to run down the price. There is no such thing. It is an impossibility. The only practicable means of keeping the price down below fair market value would be for the farmers themselves to combine and refuse to accept the right figure, and this they are not likely to do. A combine in front of buyers and millers is simply out of the question, for, assuming one could be engineered at the thousand and one points where they are competing, there would be nothing to hinder the farmers from shipping grain direct to Buffalo or Montreal, New York or Liverpool, and thus frustrating the conspiracy. The Canadian Pacific could not afford to tolerate for a day the existence of a buying combine; it would have to smash it at all hazards in the readiest way of smashing, it would be to help the farmer to send his grain straight to its ultimate destination in Europe, which indeed is frequently done in the ordinary course of trade.

The implement men are doing a fine business. Collections are coming in well and there is a brisk demand for machines as the wheat area will be greatly augmented next spring.

Things Have Changed.

When I was here fourteen years ago the Farmers' Union was in full blast and one of the chief "kickers" was a farmer at Griswold, an Ontario man with a keen nose for a grievance. Yesterday I discovered that he was stopping at the Manitoba, the swell hotel. He is on his way to Ontario for a holiday. He goes every year after harvest. "I found," he said, "that there was more money in raising wheat than in raising hell. I came here in 1878 and have had my ups and downs. But I have 350 acres under tillage, a stone house, barns, implements, cattle and sheep, everything of the best and all paid for, besides money in the bank, so I consider I have done well. This is bound to be a great country. An era of prosperity is setting in; at least I never saw a better feeling abroad. You couldn't get up an agitation among the farmers to-day, no, not if you prodded them with a fork."

They tell in the States about a Populist farmer, on his way to a meeting where he was about to describe the hopeless condition of the farmers, as a class, turning back and ordering his wife to be sure and have the piano tuner at the house that day. I was reminded of this story when I found my old friend from Griswold, with his feet under the mahogany of the Manitoba, scanning the bill of fare with the eye of a dude. "Things have changed," he said, "since Sam Hanna, of Griswold, and the rest of us used to worry old Van Horne. My, how Van used to cuss! Sam once offered him $50 a month and board to drive oxen. He used to cuss so bad that at last my wife wouldn't let me go on deputations to interview him but made me stop at home and work. I guess that's partly how I came to quit agitating."

GATINEAU.

The Week's Commercial Summary.

The current prices for wheat in Chicago are 30c per bushel more than a year ago.

Stocks of wheat at Port Arthur and Fort William on Saturday were 560,508 bushels as against 879,937 bushels on the previous Saturday.

Attorney-General McKenna's decision that goods from foreign countries coming into the United States over Canadian railways were not subject to an extra duty of 10 per cent., has had a favorable effect on C.P.R. stock, which is higher in consequence.

The general tenor of advices from most lines of trade at Montreal continues of a favorable character. As a sign of returning confidence it is stated that many dealers throughout the country are showing a disposition to buy more liberally, and anticipate their wants, instead of ordering in the hand-to-mouth way which has characterized business of late.

The visible supply of wheat in the United States and Canada is now 17,140,000 bushels, an increase of 1,374,000 bushels for the week. A year ago the visible was 49,655,000 bushels, and two years ago 39,355,000. The amount on passage to Europe is 23,760,000 bushels as compared with 23,520,000 bushels a year ago. The world's shipments last week were very large, being over 10,000,000 bushels.

There is no particular change in the trade situation at Toronto. In all branches of wholesale business there is a feeling of confidence, and the outlook promises activity. Sorting-up orders are numerous, and prices of the leading staples are firm. Payments continue satisfactory. The failures in Canada were light this week. Indications are that all the weak houses have been weeded out, and that good times will be more than temporary.

The August statement of Canadian chartered banks shows a note circulation of $34,451,000, an increase of over $1,700,000 for the month, and nearly $3,000,000 more than at the end of August last year. There is another big increase in public deposits, the total now being $210,017,000, or the largest in the history of the banks. Current loans and discounts, on the other hand, show a contraction, the total being $202,457,000 as against $204,586,000 on July 31, and $207,110,000 a year ago. Call loans increased nearly a million for the month, the aggregate being $16,000,000 as against $15,714,000 in July and $13,219,000 a year ago. The balances due our banks from agents and agencies in the United States are $27,913,000, an increase of over $5,000,000 in August, while a year ago these balances were only $15,299,000. The specie holdings of our banks are $8,725,000, an increase of $2,000 during August, and Dominion notes held amount to $17,913,000, an increase of $973,000 for the month of August.

An item of the quantity of rolling-stock needed from time to time to replenish the waste and injury to cars and engines upon a great railway, is afforded by the following list of property furnished, or to be furnished, the Canadian Pacific road this season: There are 600 thirty-ton box cars building in the company's shops at Perth. They will be equipped with Huinlor Trojan coupler, Westinghouse air-brakes, standard brake beams, trucks and wheels made in the company's shops. Their steel axles are made by the Nova Scotia & Steel Forging Company. One hundred and thirty 20-ton flat cars have been rebuilt in the company's shops at Perth and Farnham; two hundred 20-ton flat cars are building by Rhodes, Curry & Co., of Amherst, N.S., and two hundred 20-ton flat cars built by the Crossen Car Manufacturing Company at Cobourg. Besides all this, the company is building one hundred 45-feet refrigerators, equipped with all modern refrigerator appliances. As to engines, the prospects for active business may further be guessed from the following list of locomotives built since 1st January, or building, in the company's shops at Montreal: Ten switching engines, two consolidation engines, three 10-wheel compound freight engines, six 10-wheel passenger engines, 19 221, and six 10-wheel passenger engines, 18 224 cylinders.

Here and There.

A good circus performance is in tents-ly interesting.

Should Eton jackets be worn at the dinner-table?

"Contempt is the only way to triumph over calumny."

Riches have wings and likewise a good many gaudy tail-feathers.

A watch-dog attached to a chain is likely to become wound up.

The plain-spoken man is likely to ruffle the feelings of others.

Gold is so plentiful in Alaska they are finding quartz by the peck.

Wisdom is unlike whiskers in that it doesn't always come with age.

The lover thinks his sweetheart the apple of his eye when he's be-cider.

When a man tries to live off his relatives they soon get on to his kin game.

No wonder a woman's brain is affected by a pretty bonnet. It's sure to go to the head.

No wonder the peach crop fails so often, for even Nature appears to be down on it.

If a man really loves a woman he is likely to make such a fool of himself in telling her about it that she won't have him.

A mean person has said that even in Paradise a woman would be ill at ease till she knew for sure her crown was on straight.

"Too much attention cannot be bestowed on that important, yet much neglected, branch of learning—the knowledge of man's ignorance."

The Electric Cab in London.

The electric cab has taken the popular fancy in London. The vehicle is not only attractive in appearance, having a body of bright yellow, but comfortable. The single seat, with ample room for two passengers, is well cushioned and the fittings are luxurious. The solid tires give perfect smoothness of running, and but a faint noise is noticeable from the motor. The cab drivers of the city are greatly excited over the innovation, which the probable effect of the introduction of the new vehicle on the cab trade of London was discussed. The following resolution was carried: "That this meeting views with disapproval the introduction of electric cabs on the streets of London, and urges all cab drivers, in the interest of the cab industry, to discourage any further development of public vehicles driven by motive power." It is, however, difficult to see how this "further development" is to be arrested.

HOW TO AVOID CONSUMPTION.

Conditions That Favor the Growth of Tubercle Bacilli.

If a person inhales the germs or bacillus of tubercle, he will be affected with consumption. The layer of cells which lines his lungs is in the right condition. Some persons seem predisposed to consumption. It used to be supposed that this was hereditary because such a large proportion of cases occurred in certain families. We now know that the disease cannot be produced without the presence of specific bacillus, and that this bacillus very rarely passes from mother to child.

Many cases of supposed hereditary consumption are really due to infected houses, bedding and other fabrics, for the spores retain their vitality for years, but probably the blood and tissues of some persons are more favorable to the growth of the bacillus than others, and the susceptibility thus produced may no doubt be inherited. Moreover, this special susceptibility can be artificially produced. This is effected by removing the air which has recently been in the lungs of a man. It requires some time to produce this result, but the experiment succeeds where the soldiers are kept for months in ill-ventilated barracks, leaves little room for doubt that long continued breathing of foul air produces a condition of the lungs that is specially favorable to the growth of the tubercle bacillus.

Anything that produces a congestion, irritation and congestion of the lining of the air passages tends to lower the vitality of the lining cell layer and make it a better soil for the growth of the germs. Hence those occupations which keep large numbers of people together in ill-ventilated rooms and which produce irritation are especially liable to induce consumption, while those which carry people chiefly in the open air are most free from danger from this disease. The great majority of fishermen is less than one-fourth from the same cause among the cutters, potters and printers, and the death rate of the workers in cotton and woollen mills. The high death rate among miners is almost exclusively due to consumption. The habitual criminals are specially liable to this disease, but there are few jails or penitentiaries in which the disease is not infected with it.

It is very satisfactory to note that the death rate from consumption has decreased in this country within ten years, as shown by the returns of different states and cities. In Philadelphia the death rate from the disease in 1870, 3.52; in 1880, 3.17; in 1890, 2.64 per 1,000, and probably due to increase in the popular knowledge of the contagiousness of the disease and the increasing tendency on the part of physicians to urge special measures of prevention in all cases which require it.

To the man who has lost his father, parent, uncle or brother—to him the practical question comes, "What can I do to keep my wife and children free from it?" The answer is: Let the infected houses and rooms be burned, as much in the open air as possible, the securing of abundant sunlight for the offices, workrooms, and especially for the sleeping rooms to be occupied, are the most important measures.

Anything but his Father's Trade.

"My boy shall never be a preacher," said Philister, the physician, to the preacher. "When I was young I thought medicine was just the profession for a man to follow, but out that it would return no profits, and furthermore it was killing. I could do good to many. Well, I'm far from rich, and still hold much the same opinion, being able to do good to people who should out that human life half appreciate it. The other day I rode ten miles through a blizzard to attend a sick man. When I got there I took half an hour berating him for having had not arrived an hour before, that way from year to year, the moderate returns and no gratitude.

"Oh, Mister," put in the sick man, "you may be right, but if ever you do, don't encourage your boy to be a minister. If he feels called to follow his way, but never encourage him. I used to think, then, I was only thing to study. I drew as a boy and worked like a young man. I worked my way through college. Now I've had a good deal of charges go, for ten years, and am not impelled by a sense of duty to throw up the sponge. It's a hustle day after day, and sometimes the minute you talk to your neighbor's wife, the gossips say that I'm a lady. If you preach gospel they say you want that. If you give them a little philosophy, they say you don't preach gospel. It's a dog's life. If you ever you do, don't let your boy be a minister." But Willie solved the problem by announcing after both doctor and sick man had spoken:—

"Paw, I'm goin' to play the fiddle."

The Grace of Cheerfulness.

In this age of hurry and intense activity along all lines of action, as it seems to be, we often are prone to ourselves and forget God by neglecting to be cheerful and friendly one toward another. Not only tends to promote happiness in moments of life more than any other friendly spirit. Too often perhaps we, in life to make a name and position in the world make a sad mistake in being so engrossed with the cares of their business and their self-interest that they become cheerless, cold, indifferent to everything and everybody about them. And while such may be oftentimes successful in life, as the world lives are miserable failures. We do not admire the hearty, friendly clasp of another; who will resist the cheerfulness of his own acquaintance? Be cheerful in Christlike, and, like Christ Himself, who was always cheerful, loving and kind, so this grace of life a charm, which cannot be taken away. Cheerfulness means kindness; we can be cheerful only when we are kind.—C. A. S. D.

Fencing.

Fencing is an exercise recommended to maidens, who lack self-control. There is no doubt it teaches agility and deserves physical grace. It might prove a cure of "absent-mindedness," a common complaint, survives an omnibus and trolley. In town, at least, it helps to keep one's wits from wandering, and never becomes so absorbed in thought that one forgets the dangers of street crossing. Truly the day of the dragon is over; the sun went down on it when pneumatic tires were introduced.

The Real Work.

The real work before the Christian church to-day is to show that, while the gospel of love has displaced the gospel of fear, it has done so in the interest of a higher Christian living. In the past the gospel of fear restrained men and women from how at the same time prompted men whose lives were filled with reverence and hope and holiness. The gospel of love, if rightly proclaimed, must lead to a profounder reverence, to higher and purer hopes and to greater holiness. Otherwise it were better to return to the old gospel of fear. The freedom of this new gospel is not a throwing off of the restraints in life, but a putting of impulses to right in their place. It is the freedom of the sons of God. The call is to a freedom in which we can honor God best by serving man most.

A Timely Suggestion.

Daughter—Pa, you haven't told me how you like my latest attachment.

Pa—Do you refer to that young broker, Mr. Hopewell?

Daughter—Yes, sir.

Pa—Well, to tell the truth, I don't think there is much push in him.

Daughter—Indeed! Well, I will speak with you. A little more push would improve him.

Pa—So I thought, and I'll take the occasion to administer it at 10 o'clock to-night.

AFTER MANY YEARS

A SUFFERER IS RESTORED TO HEALTH AND STRENGTH

Suffered From Weak Heart and Could Not Safely Walk and Pulse of Life Was Feeble.

From the Cornwall Freeman.

The romance of invalid life far exceeds the romance of fiction. A peep behind the curtain may furnish us with a lesson, for there is more of pathos and anxiety in human life than appears on the surface. We find many who have almost incessantly hovered between health and sickness, and some of this is obtruded upon the world, or breached in such a way that we may secure the sympathy of these sufferers who have read dark catalogues of woes, and are often put under the ban of neglected and inadequately treated pain. Such has been the case with a young man that discovered