

Values of textiles are well maintained. In Great Britain, on the continent and in the United States prices are firm for woolens, cottons and linens, and the tendency is everywhere upward. Some lines of linens, for example, bought in March, cannot be replaced now at the same figure. With respect to woolens it is observable that the orders given for fall merchandise embrace better-class material, the "cheap stuff" not giving satisfaction. Some orders per traveler are larger than for years. Retail merchants are paying unusually well as a rule. One Toronto house expresses it that "in thirty years' acquaintance with wholesale dry goods we have never known payments so good." There is more money in circulation in the country, and in every rank of life there appears a better and more hopeful feeling.

OUR BUTTER ABROAD.

After having made a tour of inspection to Government creameries as far west as Calgary and north-west to Prince Albert and Yorkton in June, Professor Robertson, our dairy commissioner, sails this week on an important errand. He goes to Great Britain in company with Hon. Sidney Fisher, Minister of Agriculture. These gentlemen propose attending a number of meetings of the various chambers of commerce and boards of trade, before whom they will place all the information possible with a view to extending Canadian trade in Great Britain. Special attention will be given to spreading information about Canada, but especially in regard to cold storage service, to help trade in butter, tender fruits, poultry and meats.

Owing to abundant rains in the Territories the prospects for 1898 in respect of cattle feeding and dairy produce are excellent. There will be made this year, the Professor says, from 25 to 50 per cent. more butter in the Government creameries (except three) than last year. "At these three factories the people have been beguiled by the high price of wheat to drop the creameries." And what is also important in the extreme is that he finds a decided improvement in the quality of the butter turned out. Attention is being given, we are glad to observe, to the style of package used for export butter. "We are putting up," he says, "a great deal of our butter in smaller packages this season, and we are securing a large share of the Japanese and other far eastern markets. Five of our factories are packing in tins for this trade, and dealers who handled our butter in Japan last season write us that already it is superseding the French and Danish butter, as it is better flavored, and we can lay it down at a slightly lower cost." The refrigerating rooms at the creameries are giving good satisfaction. These keep the butter at a temperature of 30 to 36 degrees. When the rail and ocean refrigerating cars and chambers on ocean vessels are brought into similar good working the Canadian export dairy trade will be in sound shape.

PRACTICAL MINING EDUCATION.

Those of us, and they are not few, who have witnessed with weariness the tedious efforts of schools, whether common or high, to give pupils, amid much else, a smattering of mathematical or "business" knowledge, have generally concluded that the average pupil would learn such matters very much faster by means of the object-lessons put before him in a merchant's office or in a commercial college. In like manner, and upon the same principle, we welcome the new departure by two of our leading universities in the direction of giving their students practical instruction in mining by taking them to mines. Queen's University at Kingston

has done this repeatedly, we believe. And McGill University has the good sense to do likewise. The plan is not unknown in the United States, for Columbia College has tried it, and so has the School of Technology in Boston.

Having previously gone to Nova Scotia in April to look about for desirable localities, Dr. Porter, head of McGill Mining Department, took from Montreal at the close of the sessional examinations eighteen students, accompanied by two instructors, one of whom gave instruction in mine surveying. After joining Dr. Porter, the party made their way to the Dominion Coal Company's mines at Glace Bay, Cape Breton, where they spent three weeks, and they could study rocks and coal seams as opened up to the sun and witness the actual operating of a mine. In fact the students were examined upon what they had seen and upon the economies of coal mining. Next, the party were taken by rail to Antigonish and thence across country to the Stormont gold region on the Atlantic coast of the county of Guysboro'. There are several gold mines there, which have mostly vertical shafts. The Richardson mine here employs from 75 to 100 men, and the Hurricane mine is interesting in that it stretches a long way under the sea. These were studied too, regard being had to the underground workings, plant, organization and methods of mining and milling ore. After a fortnight here the party went to New Glasgow, to visit the works and mines of the Nova Scotia Steel Company. This company has its own mines, blast furnaces, steel plant, and rolling mill complete clear through from raw material to finished product. The students reached home last month and will undergo examination on what they have seen of three different mining fields of Nova Scotia—those of iron, coal and gold. This, it seems to us, is education which educates the most rapidly. An ounce of practice is to some minds worth a pound of theory; and while we are far from undervaluing such an exposition of scientific principles as may be made in the class-room, there are minds which are best taught by means of object-lessons. Besides, these young men will be better Canadians for what they have witnessed in that rich province of the East.

THE INTERCOLONIAL RAILWAY.

Political feeling continues to run high in the Maritime Provinces over the altered administration of the Intercolonial Railway since the appointment of Mr. Harris as its general manager. The bulk of commercial opinion, too, seems to be disposed to censure the policy of that gentleman in his dealing, not only with the tolls, but with the subordinate officials. Even one of the St. John papers, which is friendly to the Government, has this to say upon the subject: "Mr. Harris went to work to frame a freight tariff for the Intercolonial Railway at his office in Montreal. Instead of taking a trip over the road and acquainting himself with the trade of the Maritime Provinces, and the relations of that trade to Intercolonial, Mr. Harris framed a tariff without any relation to existing conditions, and in doing so necessarily made many changes. We all know the result. The Harris tariff was not only unsatisfactory to the people using the road, but to the railroad itself. Everything was changed apparently simply for the purpose of making a change. For weeks the business of the road was in a ferment, and the life of every official who had to meet the public was a burden. Mr. Harris altered the tariff to suit the circumstances, and now everything is running smoothly again. All this fuss could have been avoided had Mr. Harris made the enquiries he did before he published his tariff rather than afterwards." It ought