

markets, our report stating that sales of native steers had been made at 8½ cents.

The cattle slaughter at the four principal points in the Western States for the eight months ending August 31, 1892-1896, was as follows:—

TOTALS.				
1892.	1893.	1894.	1895.	1896.
2,251,353	2,489,368	2,328,003	2,125,676	2,197,328
The above totals were distributed as follows.—				
	Chicago.	Kansas City.	South Omaha.	East St. Louis.
1896.....	1,161,998	513,336	182,017	339,977
1895.....	1,085,509	536,733	173,329	330,105
1894.....	1,235,260	538,664	308,302	245,777
1893.....	1,422,807	535,675	339,978	190,908
1892.....	1,475,154	370,844	262,071	143,334

The first eight months of 1896, as compared with like period for preceding four years, show variations as follows: Increase over 1895, 71,652, or 3.37 per cent.; decrease, as compared with 1894, 130,675, or 5.61 per cent.; decrease from 1893, 292,040, or 11.73 per cent.; decrease from 1892, 54,025, or 2.40 per cent.

It is, of course, quite impossible to predict as to the future course of the market. The quality of offerings is at present excellent. The receipts at present are rather limited, but the killing will increase so soon as cold weather appears. What effect this will have upon market values remains to be seen.

THE STOCK YARDS.

The C.P.R. stock yards at Winnipeg, says a report dated 10th inst., are now full of cattle, there being fully 1,500 head in the pens. They are from the North-West districts and are in splendid condition. They are being shipped to England daily.

Canadian cattle exporters are making another effort to have the quarantine against Canadian cattle in England removed, or, at least, called by its right name. The shippers on this side contend that the law compelling the slaughter of cattle at the port of disembarkation in England is only a tariff in disguise. It is their desire that the Dominion Government once more lay the case before the British Government. An inspector might be sent out from the Mother Country, and a thorough investigation held as to the charges of disease among the now prohibited live-stock.

The American Government, through the acting Secretary of Agriculture, will probably issue an order in a few days permitting the shipment of Canadian cattle to Europe by way of Boston. Correspondence is now going on regarding the proper form in which to put this order. The Secretary of Agriculture is in some doubt whether to include Richford, Vermont, among the ports through which cattle may be brought into the United States, or to limit the privilege to Island Pond and Beecher's Falls.

TRANSPORTATION MEMORANDA.

The Moncton Street Railway Company are thinking of extending their line.

The T., H. and B. Railway Co. are about to build a \$4,000 station building in Brantford.

During the last fiscal year of the Lake St. John Railway, 128,846 passengers were carried as compared with 122,941 passengers the previous year.

Mr. Maclean moved in the House of Commons the second reading of his bill to compel railway companies to equip all cars with automatic couplers and air brakes. He urged the Premier to take it up as a Government measure. Mr. Laurier preferred that it should go to the Railway Committee. The bill brought forth considerable discussion.

The contracts for the erection of new car shops at London, Ont., for the Grand Trunk Railway, have been awarded, the tenders submitted by Mr. J. Mills, of Hamilton, having been accepted by the General Manager of the railway. Work will be proceeded with immediately, and it is expected that the shops will be running at full capacity by next summer.

The need for the enlargement of the Levis dry dock is being urged upon the Government. This dock, originally intended to be 600 feet in length, is, owing to some defect in the land at the entrances, only 480 feet long, and is, therefore, incapable of docking many of the steamships which now come to this port. It is said that it can be lengthened at the inner end for a moderate outlay.

Mr. George B. Reeve, General Traffic Manager of the Grand Trunk Railway, announces that the railway company has signed contracts for the winter with the steamship companies as follows: Allan Line, a fortnightly service between Portland, Me., and Liverpool, a fortnightly service between Portland, Me., and Glasgow; Elder, Dempster & Co.,

a fortnightly service between Portland, Me., and Avonmouth and Bristol; Robert Reford & Co., a fortnightly service to Liverpool, and the Thompson Line, a fortnightly service to London.

The complaint is made that the rates charged at the Government dry docks, Kingston, are excessive. The *News* says: This season the steamers "Celtic," "Samoa," "Morley" and "Monteagle" have met with accidents near enough to this port to bring the boats here for repairs, but the high rates, and those rates alone, sent them to American ports. It may be a fair argument to say that the Government should have one tariff for all its dry-docks, but when it is seen that the Kingston dock is patronized only by lake steamers, while the docks along the coast handle the large steel liners, the tariff for this dock should not be formed on the same basis. Furthermore, the dock here has to compete with smaller and less capable docks, which, however, answer in a pinch. Would it not be as profitable for the Government to accept a lower rate, and have the dock in almost constant employment, as to have the high rate with only an occasional visit from an injured boat?

ABOUT DRY GOODS.

On Sept. 2nd raw cotton advanced ¼d. a pound, which is said to be the greatest advance in one day for twenty years in Manchester.

The "flannelette war" is still on, but the limited deliveries made by manufacturers show that each house is willing to let the other do the business at this price.

In Paris stores, silk ribbons with black velvet edge are a most highly favored novelty in ribbons. Velvet edged ribbons have also been seen in New York and have been as favorably received there as those shown in Paris.

It is said that several contracts made by the late Government for clothing supplies with Messrs. Sanford & Co., Hamilton; Shorey & Co., Montreal; Auburn Woolen Co., Peterboro; Boisseau & Co., and Gillespie, Ansley & Co., Toronto, have been cancelled.

During exhibition weeks the Toronto wholesale dry goods trade received many visitors from different parts of the Dominion. All were made welcome, whether they brought orders or not. But, incidentally, it may be mentioned that nearly all the visitors had some orders to place, and the aggregate business done was very satisfactory.

The popularity of silk undergarments, says the *N.Y. Economist*, appears to be on the increase. Many women who pride themselves on their artistic tastes use nothing but silk, and the bride who left an assortment of such garments out of her trousseau would be rash. Raw silk, trimmed with pink, white, light blue or black silk embroidery, an elaborate empiement in front, and fine edge for the ribbon draw-strings, is the favorite material.

Several Toronto retail millinery houses held their autumnal openings this week. High crowns were much in evidence in hat shapes. Ostrich feathers were apparently favored material for hat adornments. Velvet trimmed hats were prominent everywhere. Birds and bird effects find a very prominent place on most hats this year. It would be difficult to point out any shade as the season's favorite, as the new millinery shows an attractive harmony of bright colors.

Capote bonnets are again fashionable, writes the London correspondent of *Drapers' Record*. They are trimmed with velvet bows, and coque and ostrich mounts, so as to give breadth to the face. White felts abound, and many are spotlessly white, trimmed with white glaze ribbon, and either white wings or plumes. For morning wear the high boat shape felts, displaying parrot and black bird of Paradise mounts as a termination to the velvet band, and side bow, are as new as anything to be seen.

The progress made in silk culture in Europe, and the adoption of more scientific methods in selecting the seed and raising the silkworms, have resulted in an improvement in the richness of silk in the cocoon—that is, the quantity of silk in the cocoon is relatively larger than it was some years ago. At the same time the weight of the chrysalis in the cocoon has also increased, so that, taken altogether, the spinner does not derive from a pound of fresh cocoons any more silk than formerly. The benefit of the improvement goes to the farmer, who has so perfected his methods that he can now produce a greater weight of cocoons from each ounce of seed used than formerly.

A feature of the hat trade just now is the demand for white felt for ladies' hats. Ivory white felt, trimmed with black, bright cardinal, or white, is a very tasteful combination. The tendency in men's felts for winter wear is in the direction of a fuller crown, with 2-inch brim. The newest shape in silks is about 5½, full deep; 1½, full roll; ¾ bell. An extreme shape is ¾ bell. In ladies' straws the demand is for a medium height of crown, with more fit in the head. Velvet hats are being made to some extent, and only their weight prevents more general use. A large quantity of Chinese and Japanese straw plait is