The Dry Goods Trade.

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large check tweed effects and nicunna in Oxford and black are wanted for light overcoats and suits. Whipcords, approaching the worsted nature, soft Llama cloths in drabs, raised worsteds and light colors in tweeds of a herringbone effect are represented in the spring overcoatings. The big trade this season will be on tweeds. Welsh homespuns are very sightly. These goods come in handsome colors, differing in effect from the Scotch lines. They are made of smaller yarns and will wear much better. Welsh homespuns in drab and blue mix, drab and white mix, etc., with a splash of orange red or green, give a very pleasing effect. Hopsack effects are doing well on light grounds. The tendency in tweeds is toward drabs and tan shadings, with yellow and green overchecks. Some large overchecks are shown, still they are not loud. The character of the tweeds for this spring depart from the winter idea, which was more of a mixture of colors to this season's clear patterns. Though black worsteds are selling well, and will always be popular. It begins to look as though they were giving place to fancy stuffs, not only fancy in colors, but fancy black goods. Tennis flannels are shown in brown, blue and black grounds, with white, red and green stripes. This is a complete change from light grounds. Some new lines in check Italians in high grades are in evidence.

DOMESTIC WOOLLENS.

The demand for Canadian tweeds is improving. There seems to be a strong tendency to go off worsted finish goods and more into tweed effects. Reports from the old country and other centres of fashion point strongly to the use of tweed suitings. This is an advantage to the Canadian mills. A pleasing feature of the trade in connection with the mills is that the demand is setting in for a better class of goods. This may be regarded as another indication of better times. A very close imitation of Scotch tweeds is now being made by some of the mills. It is such a good imitation as to make it difficult to tell which is foreign and which is domestic. Tweeds known as worsted curls and Scotch finish goods generally are in demand. Some excellent fabrics in low and medium prices are being shown in pure wool stock. These are superceding the cotton mixed goods so much in vogue of late. Some very stylish goods are being shown in Nuova Scotia and other machine-made homespuns. Light weight Venetian overcoatings and whipcords, an imitation of the west of England make, are very orderable goods. The determination of many of the mills to drop the lower class of goods and to produce better lines has resulted in raising the whole tone of Canadian made goods. This will benefit the manufacturers and the trade generally. Orders received up to the present time have been tolerably satisfactory.

Progress of the Trans-Siberian Railway.

Newspaper accounts from Russian sources furnish information regarding the progress made with the construction of the Trans-Siberian Railway. The line is being constructed in sections simultaneously, and the first, at the European end, is completed, so that it is possible to travel direct from St. Petersburg to Omsk, a distance of 2,673 miles. "On the next section of the line that from Omsk to the Obi river 381 miles in length, the rails are laid the whole distance, but the earthworks are not complete. On the next section, that from the Obi river to Krasnoyarsk, 467 miles, the rails are also laid, and a beginning has been made of the iron bridge, nearly half a mile long across the Obi that is to join the two sections. On this section many of the smaller bridges are built and half the earthworks are completed. The next section is to Irkutsk, a distance of 672 miles, and it presents many difficulties, the most important of which, however, have been overcome. Nearly two-fifths of the earthworks are finished. Beyond Lake Baikal the distance to the head of the Amoor navigation is 701 miles; and in this section work has been begun from the Pacific end, but the difficulties are very great, and much tunnelling will have to be done, as the line has to rise to a plateau over 3,500 feet high. The next section, however, presents the greatest difficulties, as the line has to be carried through a marshy region which, during the heavy rains, is often completely submerged. The line from Vladivostock is completed for 250 miles, but there can be little doubt that Russia is aiming at a port on the Pacific coast which will be open the whole year, through, so that her forces may always be at her command. How this is to be obtained is one of the problems in the far East, and its solution may be more difficult that the building of the Trans-Siberian Railway."

The Edinburg Scotsman says: "The war between Japan and China and the financial arrangements with China which have followed have given the Russian government and the contractors a powerful impulse. * * * In anticipation of the opening of new sections, the zone system of tickets has lately been adopted in Russia for all distances over 300 versts, or 200 miles. In this way it should cost under £5 to travel from Moscow to the Pacific third class. The present slow rate of travel is to be increased by ten miles an hour on both ordinary and express trains, raising the latter to forty miles an hour. Moscow, which is now only sixty hours from London, will be thus nine and a half days from Vladivostock. The railway will revolutionize the routes to China and Japan, and greatly shorten the journey round the world by Canada and the Pacific ocean. Connected with the main project are more important political plans, believed to be the subject of negotiations with the Pekin authorities. Such are the opening of the Sungari navigation from its source in the heart of Manchuria to its confluence with the Amoor, and a branch railway following the line of that river to an outlet on the Yellow sea not far from Pekin. A vast territory rich in coal and minerals will thus be opened up, and Northern Manchuria must ultimately fall to Russia. As to Corea, its fate will lie between Russia and Japan."

A St. Petersburg correspondent of Der Ostasiatische Lloyd gives the following account of the promised effects upon the travel between the far East and Europe by the Siberian Railway:

"The Siberian line from Cheliabinsk, the western terminus, to Vladivostock will have a length of 7,152 versts. The direction which the branch to the Yellow sea will take is not definitely decided upon, but the total distance from Cheliabinsk to the Yellow sea will be shorter than to Vladivostock. The journey from Vladivostock to Moscow will * * * cost by third class 99,60 marks, by second class 135,90 marks, and by first class 266 50 marks. If we reckon 30 versts per hour the journey from Vladivostock to Moscow will take 303 hours, or 12 days and 15 hours, and as the express trains run 40 versts, only 9 days 11 hurs. With an eventual speed of 50 versts per hour the trip will take only 7 days and 14 hours. The tickets from Vladivostock to Moscow hold good for 25 days, and in consequence the journey can so far be made ad libitum. If we compare these charges and length of time with the hitherto exclusively employed steamer routes from Western Europe to Eastern Asia, via Suez Canal, or across the Atlantic ocean, on the American Pacific railway lines and the Pacific ocean, the enormous advantages of the Siberian line become evident. The quickest possible trip from London to Yokohama, via Brindisi, and from there by steamer through the Suez Canal round Southern Asia, takes at least 38 days; in 10 days less Yokohama can be reached across the Atlantic ocean (8 days, to Quebec by the Canadian Pacific line (5 days) and the Pacific ocean (14 days), or in all 28 days. From Bremerhaven to Shanghai takes at least 47 days, and from Marseilles to Yokohama 40 days. Time is furthermore lost by the fact that the steamers only run at certain intervals, while the railway trains start every day. * * * Bremerhaven to Shanghai first class 1,577 marks, second class 950, and third class 419 marks. Marseilles to Yokohama, first class, 1,476 marks, and second class 60 marks. The Siberian Railway will, therefore, on account of speed and cheapness, become of enormous importance, and the fact that Russia exclusively rules this grand route of communication will be of incalculable political significance."

The Salmon Canning Process.

A correspondent gives the following interesting details regarding the salmon canning industry in British Columbia: –

"The fish," he says, "are first placed upon a table, at which they are opened and the entrails removed. The heads and fins are also cut off and the entrails removed, and the offal drops through chutes into a tank. After the fish have been opened and beheaded, the blood and rough dirt are washed off, and they are then passed on to a tank where they are carefully washed and cleaned. Revolving knives four inches apart, cut them crosswise into three sections, each the height of a can. As the fish taken in the nets are almost uniform in size, the pieces are all about the same bulk. The cans are then filled, one fish in three cans, or ten and a half fish to a case of four dozen one-pound cans, which is the standard size. A pinch of salt is put in each. The filling is generally done by hand, though some of the canneries have machines for the purpose, with a capacity of 40 cans per minute. As fast as filled the covers are placed on the cans and they are rolled down an iron track, passing through melted solder on the way, which closes up the seams. Each can is dipped in water to see whether it is hermetically sealed, any flaw being detected by the escape of air bubbles. They are then ready for cooking. This is done by lowering the cans, arranged on iron frames, into boiling water, kept at the necessary temperature by steam. They are cooked from one and a quarter to one and a half hours. On being taken out a small hole is punched in the top of each can to allow the steam and water to escape. The hole is again closed with a drop of solder, the cans are tested to see that they are absolutely air tight, and they are subjected to another cooking process, this time in a retort heated by dry steam. Here they remain one and a half hours. The whole cooking process occupies from two and a half to three hours. When the cans come from the retort the exterior is washed with lye to remove any dirt. They are then lacquered, labelled and put in cases ready for shipment."