

## A VOICE FROM IOWA.

Sioux City a Live Western Town—Business Booming and Prosperity Prevails. Special Correspondence of THE SIGNAL.

I have now been here four months and have seen some of the country, and come to some conclusions as to how it looks to an Ontario man. Sioux City, where I live, is one of the most bustling and wide-awake little cities to be found anywhere. It is fully equipped with numerous street-car lines, rapid transit railways, etc. Built on a series of bluffs, there is a great deal of energy displayed in grading the heights and hollows to street grades. There are numerous beef and pork packing and canning establishments, and the visitor will remark that the odors from these places are none of the sweetest; in fact, they smell worse than an oil refinery. The wholesale houses are large and important, and do a very large business West, South and North from here. Eight lines of railway centre here, and there is now being built a splendid Union Station—also large terminal storage buildings. On getting into

THE STATE OF IOWA, which we entered at Dubuque, you will be struck by the numerous and extensive corn cribs built at the different stations, mostly full of corn in the ear; also you will observe the very large droves of cattle and hogs, showing that you have entered the corn growing country that beats the world. Only enough, the price of farming lands is low; I am informed that you can buy excellent land within twenty miles of Sioux City for \$15 to \$20 an acre, which would strike me as being very cheap considering its great fertility, of which there can be no doubt. The price of city lots here, however, more than makes up for the lowness of farming lands. Residence and business property is being sold and bought in this city at the most extravagant prices. Many large buildings are in process of erection, and the city presents a scene of the greatest activity in this line.

THE CORN RAIN, you will find is being built at present, and takes the time and attention of an army of workers. It will present a fine appearance and is a first class attraction to draw a crowd. The Missouri River separates Iowa from Nebraska. It is navigable here and for one thousand miles above, more or less, but it presents a very poor appearance. The water is very muddy. The river is wide at high water, but at other times, and that is most of the time, there is far more dry sand bar than water to be seen. During high water it cuts into one bank and deposits at the other so as to change its course. At some points it is said to have shifted four miles in a season, at any rate it cuts new channels in the above mentioned sand bars so that it is difficult to tell where there is water deep enough for a boat to float. Trees are continually undermined and washed in, and float down stream until they get aground on a shallow spot, and these form snags which are dangerous.

THESE IOWA BOAT running between Sioux City and Bismarck this season, and that is the first boat on the river for some years. It is one of the most antiquated kind of stern-wheelers and a Goderich man would laugh to see it. Iowa is a very rich State. Owing to a decision of the courts, liquor was held to be legally salable in original packages, and were sold for about two months this summer. A recent amendment to the law, by Congress, has spoiled the plea, and the original package people have all closed their places of business, to the manifest improvement of the peace and quietness of the city. Evidently the Iowans are sharp enough to see that money and time wasted on liquors do not conduce to the prosperity of the population of the State.

LEARNING TO RIDE A BICYCLE. A deal of stuff has been written about the art of riding, but a half-hour's experience in a riding-school or with a cyclist who has a little common sense is of more actual use than any amount of time wasted over written instructions. In all cities agents have either riding-schools or the teacher takes the pupil out to a piece of unfrequented road, general about dusk, as the pupil cuts more or less of an awkward figure, and it is naturally averse to furnishing the public with a free spectacle.

It may be accepted as a fact that any one can ride a bicycle; that it is as easy as walking; but few ride off hand, because of the fear of a fall. A boy is best taught to ride as follows: Take him on the road, on a road where there is a slight incline. The road must be free from stones, mud, holes and spectators, the last being most difficult to succeed. The tutor is to hold the wheel while the pupil mounts, and the pupil pedals along, the teacher to balance the wheel and run beside it.

For new riders these things must be observed: The seat is to be at just proper height, neither too low nor too high; the rider is not to tug at the handle, he is to be taught that the handle is to be steered by turning the handle which you are falling; the pedals must be regular, the same amount of power to be applied to the right pedal to the left. Many riders turn the handle too much in the effort to save themselves, and thus precipitate the fall, which might have been avoided by a slight turn of the handle. After the pupil has been wheeled a bit, he should be started up the incline, and the increased power necessary to propel the wheel up the incline taught by balancing power. The writer has taught a number of pupils this way inside the half-hour.

An employee of the New England Press (readable press), 2,000 words per hour and forty-three words per second besides stopping several times, was considered pretty fast work, and was beaten in any printing office that would like to hear of it—New England.

Mr. Squires, for some time past, has been a player at the Dechery organ in Clinton, has taken the *Freemason*, the *Wingham Times*; though he has been actively engaged in printing for some time, he is never behind in his practical printer.

## NEWS OF THE WORLD.

Two murderers were hanged in Ohio last week. The Conger land bill has passed Congress by 126 to 81. Tomawanda, N. Y., has had eleven fires within twenty-four hours.

Two Congressmen have held an open-air tariff debate at Hudson, N. Y. Fire has swept the Seneca forest in Algeria. Two villages were burned.

Four churches and many houses have been wrecked by a tornado in Perugia, Italy. The striking miners in Belgium now number 18,000.

The Majesty made her last voyage from Quebec to New York in 5 days, 53 hours and 31 minutes.

General Boughman, an old Confederate soldier, has died at Columbia, S. C., at the age of 77.

Mr. Stevenson, of Chickasaw Co., Iowa, has fallen heir to an Irish estate worth \$9,000,000.

Despatches from Buenos Ayres say the situation is improving, and confidence in the Government is restored.

It is reported that an English syndicate is trying to obtain control of big tobacco warehouses in the States.

Eleven Austrian soldiers were killed during the recent manoeuvres by the blowing up of a pantoon bridge on the Lago River.

The United States Senate has agreed to close the debate on the tariff bill on September 3rd and to begin voting on September 8th.

A Baptist minister named Overton, aged 60, got into a scandal about a young lady, and has committed suicide in Greene Co., Ga.

After committing five murders in six years Henry Smith a young man of 24, has just died of consumption in Birmingham jail Ala.

Baron Lagerfeldt, Swedish Vice-Consul to Pittsburgh, is said to have forged paper for a very considerable amount on the Jefferson Ironworks.

William Fiamalla quarrelled with his brother-in-law, in Jersey City, and instantly killed him by twice plunging his stiletto into the groin of his leg.

An expedition comprising infantry, cavalry and artillery has started from Caconda, Benguela, to punish the King of Bibland for outrages on Portuguese subjects.

The agricultural schedule of the McKinley Tariff Bill was reached by the United States Senate Committee, and the duty on barley and barley malt was fixed at 30 and 45 cents respectively.

The Montbaza & Nyanza Railway was inaugurated last week in the presence of the British and other foreign consuls, Admiral Fremantle, of the British navy, and a large number of other Europeans.

A test of a new air brake was made on the New Jersey Northern Railroad twenty miles from Jersey City. It was witnessed by 50 experts, representing trunk line and equipment railroad companies. The train of eight coaches, running 40 miles an hour was brought to a stop within nine car lengths.

Noble county Ohio was visited last week by the heaviest rains ever known there. At East Union, several houses were washed away. One bridge struck a dwelling house and Rev. S. W. Archer, D. Kirk, his wife and child, Mrs. Belle Dach, and David Morse's child were drowned.

Engineer T. T. Dory Middleburg, M. C. R., had a stroke of paralysis on his engine at Fargo, while running No. 10 express train. His leg is affected, but he is powerless. He was able to come out with the engine, and when he arrived at St. Thomas was conveyed to his home on Railway street and a physician summoned.

The Seamen's Union has called out the crews of the Union Steamship Company, whose vessels play from Sydney and New Zealand. The gas stokers go on strike on the ground that the gas company employs non-union men. At an immense meeting of employers it was unanimously resolved to support the ship-owners.

The New York Central officials say the freight movement out of the New Albany and Kanter yards is improving greatly. The Boston & Albany Road informed the Central people that they were delivering too many cars to it, and the road will be some what delayed in clearing up the yards at this unexpected movement.

The recent daily rains in Oklahoma have freshened the pastures and softened the ground so that farmers are now sowing turnips and potatoes for their winter use, preparing the ground for planting wheat and rye. The agricultural outlook is so much better that some of the men who have been trying to sell their claims have taken them off the market.

Three-quarters of the town of Kineshima, Russia, has been destroyed by fire. The damage is estimated at 200,000,000 roubles. In addition to the loss of their homes, the people are suffering from lack of food, and the greatest distress prevails. Serious fires are also reported at Orel and Kursk. A naptha vessel has been burned at her wharf at Batoum. The captain and two sailors lost their lives.

John Nicely, a prominent stock man and near Arrow Rock, Mo., reported a new and strange disease among his cattle. Several days ago he noticed that six head of his cattle were suffering with badly swollen tongues, and a few days after five more head were taken. The cows' tongues protruded from their mouths so that they could hardly drink. Much cows would dry up and not give a drop of milk. One animal so far, has died from this disease.

The Simpson Island copper mine, situated at Passamaquoddy Bay, near Eastport, Me., and owned by T. K. Jenkins and John F. Crowe, Halifax, has been sold to an American company for \$225,000 in stock. A company has been formed and incorporated in Boston with a capital of \$1,000,000 in 10,000 shares of \$10. Work is being vigorously prosecuted, and it is expected to be a bonanza to the American stockholders. It is said Messrs. Jenkins and Crowe paid \$2,000 for the mine.

There is a story afloat in Boston to the effect that the Chinese colony is soon to be engulfed by the presence of about sixty young women, imported direct from the Kingdom of Flowers. The fair ones, it is said, will land in San Francisco in a few days. Celestials desiring wives have been warned to forward their names, backed by \$50, to the grand mogul of the Seven Kingdoms at San Francisco "First come, first served," reads the Mongolian circular announcing chances for speedy marriage.

The Buffalo police commissioners are holding a public investigation of the circumstances attending the unwarranted arrest of Edith Sessions Tupper, which was brought about in Toronto by a telegram from Superintendent Morin, of Buffalo. Mrs. Tupper was mistaken for a servant girl thief named Mary Wilson. Superintendent Morin put the blame on Detective Mask. The matter is exciting considerable interest, owing to the excellent social and business connections of Mr. and Mrs. Tupper.

## TRADE AND TRAFFIC.

Leading Features of the Grain and Produce Markets at Home and Abroad.

TOMORROW, Sept. 2.—A steady trade is being done in country produce, but there is little change in prices. The receipts of eggs are fair and prices firm at 17c. Butter is in moderate receipt at 18c to 20c for pound rolls and 19c to 20c for tub. Chickens are quoted at 35c to 55c, ducks 45c to 60c per pair. Offerings of potatoes are fair at 90c per bag.

BREADSTUFFS. Flour is quiet and little doing. Dealers are holding off and the expectation is that prices will soon drop. Manitoba patents are quoted at \$6.30, Manitoba bakers' \$5, straight rollers \$4.70 to \$4.75, extra \$4.20 to \$4.35.

Wheat is steady and maintaining its advanced position. Sales of wheat are reported on the Northern at \$1.02 and spring on the Midland at \$1.

Cats are quiet and firm at 42c here. LIVERPOOL MARKETS. Liverpool reports: Wheat easy, demand poor; holders offer freely; corn steady, demand fair; Spring wheat, 7s 6d; red winter, 7s 6d; No. 1 Cal., 7s 6d to 7s 8d; No. 2, 7s 6d; No. 3, 7s 6d; No. 4, 7s 6d; No. 5, 7s 6d; No. 6, 7s 6d; No. 7, 7s 6d; No. 8, 7s 6d; No. 9, 7s 6d; No. 10, 7s 6d; No. 11, 7s 6d; No. 12, 7s 6d; No. 13, 7s 6d; No. 14, 7s 6d; No. 15, 7s 6d; No. 16, 7s 6d; No. 17, 7s 6d; No. 18, 7s 6d; No. 19, 7s 6d; No. 20, 7s 6d; No. 21, 7s 6d; No. 22, 7s 6d; No. 23, 7s 6d; No. 24, 7s 6d; No. 25, 7s 6d; No. 26, 7s 6d; No. 27, 7s 6d; No. 28, 7s 6d; No. 29, 7s 6d; No. 30, 7s 6d; No. 31, 7s 6d; No. 32, 7s 6d; No. 33, 7s 6d; No. 34, 7s 6d; No. 35, 7s 6d; No. 36, 7s 6d; No. 37, 7s 6d; No. 38, 7s 6d; No. 39, 7s 6d; No. 40, 7s 6d; No. 41, 7s 6d; No. 42, 7s 6d; No. 43, 7s 6d; No. 44, 7s 6d; No. 45, 7s 6d; No. 46, 7s 6d; No. 47, 7s 6d; No. 48, 7s 6d; No. 49, 7s 6d; No. 50, 7s 6d; No. 51, 7s 6d; No. 52, 7s 6d; No. 53, 7s 6d; No. 54, 7s 6d; No. 55, 7s 6d; No. 56, 7s 6d; No. 57, 7s 6d; No. 58, 7s 6d; 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