

When properly dried the grapes are taken up and put into sweat boxes, probably 75 to 100 pounds to the box, and hauled to the packing house, where they are piled from the floor to the ceiling in the front room. They are left here some ten days and passed through a sweating process, the object being to equalize the moisture contained in them. When placed in boxes some are much drier than others, but when ready for the packer, the intention is to make them, as nearly as possible, equal and uniform in that regard. Four layers are placed in a box, and each layer is weighed by the packer, and the whole must make exactly the twenty packages required. When a box is filled the packer takes it to the scales near the door, presided over by an expert in the business, who carefully weighs and examines it, and if all right, is carried to the next room, where it is nailed up and the corners smoothed off, and it is ready for shipment. Particular care is exercised in grading and weighing.

The most of the packers are Chinamen, and as usual they soon become experts at the business, putting up from ten to twelve boxes a day. White men fill all the responsible stations, it evidently being considered necessary to keep a close and vigilant watch over the "heathen" to keep him from resorting to "ways that are dark." Occasionally a box goes back to the packer and is upset on his table, as a gentle reminder that first-class work must be done all the time.

The box lids are braded by a powerful cylinder press run by horse power, and it is rather amusing to a printer to watch the modulus operandi of this coarse grained printing. Checks are used in every department, a packer receiving a check for each box delivered at the scales. The work promises to last until Christmas or New Year's before the whole crop is disposed of, but the favorable weather which the raisin-makers have been blessed with will facilitate their operations, and if it continues for another month they will have the most of the work done.—*Exchange.*

Florida Strawberries.

The strawberry men are handling more money than the orange men, and will for some years to come. Yesterday's shipment, from this place reached the respectable aggregate of 1,752 quarts, for which there was paid \$178 for transportation. The New York dealer C. S. Darling, owns four refrigerator cars, which are hauled for him by the F. R. & N. Co., for the special accommodation of the strawberry men. The car yesterday was full—about 5,000 quarts—when it left this station on the noon passenger train. A visit to the large plantations of Messrs Shipmen, Lewis & McCulley, Noble, Stafford, Knickerbocker and many others, discloses a high state of activity. The price obtained for the first shipments—\$1.50 a quart—of course does not prevail yet, still they are getting 40 to 50c clear of expenses, which pays pretty well. The productiveness of the plants is astonishing. I counted on a single plant in William Fisher's beds, 138 berries and fertile blossoms. On a patch containing 2,444 square feet (52x47) Mr. G. Mattison picked yesterday 40 quarts, of which he shipped 27 quarts,

The pre eminent fact in all this matter is that it is mostly young orange groves which are producing these yields—a fact full of encouragement to men of small capital. I do not see why the combined orange and strawberry system should not become as celebrated as the "tulle culture" of North Italy, which consists of Mulberry trees and grape vines growing in rows, with wheat in the strips between. The strawberry will pay current expenses and make the living, and the orange would come in as the resource for old age.—*Bradford Times-Union.*

British Trade Situation.

In discussing the commercial and financial situation and outlook, the *London Daily News* takes a more hopeful view than for some time past. This is based first on a moderate but apparently healthful and steady revival in the volume of imports after a period of contraction following a period of excessive importation; second, on the likelihood that the "overtrading," begun in 1882, has had time to correct itself in the reaction which has followed it; and third, because "stocks of various articles are reduced." The latter applies particularly to cotton and wheat, and will, it is believed, soon apply to timber stocks.

The Bear Side.

The bear side of the wheat market has been the winning side for so long that it is perfectly natural for the majority of traders to assume that there is no such thing as a marked advance in prices among the probabilities. A few desperately angry bulls have been working for a long time to gain a following sufficient to enable them to retrieve heavy losses, but although they have called to their aid resources and expedients which in other seasons would have proven effective, it can not be said that they have accomplished anything. The result is that the bears are gaining strength and confidence and are now flushed with the success of the raid which they have just made. The country is full of wheat, mills are idle or doing light work, and with an ordinarily good summer the new crop will be an abundant one. These are the bear factors. To support the other side and enable it to win, we must have bad weather over large areas, at or before harvest, a foreign war, or a very heavy foreign demand for our wheat and flour during the next two months.—*Northwestern Miller.*

The British Policy Breaking Down

The prostration of British agriculture is not the result of a single bad season, as there seems to be a disposition in British official circles to represent. The causes are far-reaching. Wheat production in the Kingdom may or may not decrease 25 per cent this year; there have been many similar predictions, though none of them have been quite realized; but it is the fact that within ten years the decline in production of food has been very great, and the dependence of the British population upon foreign sources of food supply has steadily and greatly increased.

In looking for the causes, it is impossible to

ignore such facts as were presented by Mr. Wallace in a recent publication; for instance, that fully 1,000,000 workers had been withdrawn from agricultural production within a comparatively limited period and gathered to suffer in cities. This change has been going on in good seasons and in bad. It is due primarily to the land laws of the kingdom, which make it impossible for the tiller of the soil to acquire that permanence of tenure and to secure that equity in treatment which are necessary to the prosperity of his industry. It is due, second to British modes of taxation, which are framed with the free-trade idea of making Great Britain supreme in manufactures, and which therefore seek cheap labor and cheap living at any sacrifice. In consequence, the burdens borne by the holders and actual cultivators of the land are disproportionately heavy. It is especially due in no small degree to direct and fatal competition to which British monometallism and the development of industry in India by British capital and the building of railways have subjected British farmers.

In short, the free-trade policy of Great Britain, in all its phases, having been intended for the development of manufactures is proving the ruin of British agriculture. The story would not be complete without mention of the great prostration of British manufactures also. In denying to those manufactures a healthy and growing home market, and making the prosperity of the Kingdom wholly dependent on foreign markets for British manufactured products, that policy has been striving to resist and thwart those natural laws which incite every nation to develop and diversify its own industries, which tend to build up the cotton manufacture in India and the cloth manufacture in Germany and the iron and steel manufacture in the United States. British laws cannot resist or appeal the laws of nature. Hence it is, that the British policy tends to inevitable decay, as well for British manufactures as for British agriculture.—*New York Tribune.*

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