

t to be known that the observations now published are partly extracted from a work written by a person who, during a residence of twenty years in Virginia, made it his study to gain information on this subject; and the remainder, which forms the quoted portion of this pamphlet, is taken from a document communicated to the American Museum, by Judge Parker, an experienced cultivator of this article." The pamphlet severely condemns second crops of tobacco, which apparently were then common in Essex, and cites a Virginia law which positively forbids the raising of them, by reason of their being, we presume, too exhaustive of the soil. "Surely," say the compilers, "we cannot err in taking those for our guides who have made the culture of tobacco their sole business for such a length of time."

Attention is given in this somewhat ancient pamphlet to such subjects as the preparation of the plant bed; the choice of seed; the topping and cutting of the plant; gathering, shipping and curing the leaf. We have only room for a short extract concerning the choice of seed: "Great care should be taken as to the kind of seed planted; the sweet-scented is considered the best. The Long Green tobacco, generally cultivated in Virginia, is considered by the most experienced planters as the next in value; the Large Frederick is also esteemed a good sort, and well suited to the cooler climates. But the value of all the varieties must depend much on the soil, the climate and the degree of care taken in the cultivation and management." The instructions given correspond so nearly with what we understand the Government is suggesting to tobacco-growers in Ontario to-day, that Mr. Auld would seem to be justified in what he says at the conclusion of his letter: "Just the same old way now as then." At any rate the pamphlet is an interesting curiosity relating to persons and things of seventy-five years ago.

FOR GROCERS AND PROVISION DEALERS.

By last accounts but little business had been done in future California fruits in New York this week, prices so far made seeming to be above the views of buyers. Sellers, however, do not seem to be anxious, as in view of the short crops of many descriptions they look for still higher prices.

The consolidation of the eight brewing companies of Cleveland, Ohio, and two breweries of Sandusky, Ohio, under the title of the Cleveland and Sandusky Brewing Company, has been completed. The capitalization of the new company is \$6,000,000 first mortgage 6 per cent. 50-year gold bonds, \$3,000,000 6 per cent. non-cumulative preferred stock and \$3,000,000 common stock.

A steamer reached New York on Tuesday, 14th, from Mediterranean ports with 30,000 boxes of Palermo lemons. In their review of the lemon market for the week ending June 11th, the Hills Bros. Co. say: "Two cargoes have been sold during the past week, viz., Peconic and Styria, with a total of some 64,000 boxes. We note a sharp advance in our market owing to the warm weather, which appears to be general throughout the country; our present prices being from 50 to 75c. a box above former quotations. Our prediction that we were liable to have some good lemon weather the next few weeks will probably be fulfilled, and the present market, although it now looks rather high, will no doubt be fully sustained during the present month."

The following lines, which are stated to be in imitation of James Whitcomb Riley, and intended to encourage the discouraged retail grocer, appear in the St. Louis Grocer:

"When bizness is dull, an' you ain't sellin' nothin',
Don't stop a-tryin' fer a minute,
What if you are forced close to the wall,
Remember there are others up agin' it.

"There comes a time in every feller's life,
When luck, it seems, ain't found you;
That's when you want to hustle, push your goods and advertise,
And bizness will pick up—it's bound to."

A rate concession has been made to the operators of the various canneries in the Puget Sound district which will tend to increase the shipment of canned salmon to Eastern points. A Seattle paper says: "Heretofore the marine insurance on salmon in carload lots was paid by the shippers at the rate of 2½ cents per 100 pounds, but under the new arrangements the insurance on all shipments which may have to pass over waters in reaching their destination is guaranteed whenever the shippers specify the amount of the shipment on the shipping receipt. A carload of salmon is usually valued at \$2,500, and the marine insurance paid out by the shippers in the past has been no small item of expense. A straight rate of 70 cents per 100 pounds on salmon has just been authorized. This includes transportation on both rail and water, while last year the rate by rail was 75 cents and by water 70 cents."—"Seattle Post-Intelligencer."

The lack of Cuban leaf tobacco is putting American cigarmakers about. The large manufacturers in New York city have, it is claimed, sufficient Havana leaf to carry them through for the present, but probably very few have enough to last ten months, and none longer than a year. Some of the manufacturers are turning to Mexican, Florida and Connecticut leaf for the manufacture of cigars. Conservative tobacco men in New York say that there is not more than between 16,000 and 17,000 bales of Havana tobacco in that market, and, while the amount in Havana is known to be light, it is asserted that since May 16th, 1896, up to the present time, the imports of Havana into the United States have generally been of the poorer grades, and it is known that at the present time there is scarcely any "old fine" offering on this market. New York stocks are concentrated in few hands.

In eleven months the export of wheat from the United States including flour, has been 197,395,968 bushels. The sowing of 43,500,000 acres from last year's crop can hardly have taken less than 65,250,000 bushels. In the eleven months, says the N.Y. Bulletin, we also exported close to 190,000,000 bushels of corn, nearly 24,000,000 bushels more than in eleven months of last year. The barley exports of eleven months have fallen off over 7,000,000 bushels as compared with last year, but the export of oats has a little more than doubled, the export of oatmeal has increased 75 per cent., and the export of rye—not a large item—has doubled. Omitting flour and meal, the quantity of grain exported in eleven months is 189,000,000 bushels greater than it was in eleven months of last year, and the value of all breadstuffs exports is more than \$116,000,000 greater.

The news that the war duty on tea would go into effect in the United States on the 14th inst., instead of the 1st of July as first expected, caused a big flurry among tea men in Montreal last week, and led to much manœuvring in order to get goods across the line before the new impost went into effect. As an example of how the business was rushed, it is reported that the local branch of a Japan house received a telegraphic order for two carloads of tea about three o'clock on Monday afternoon. They immediately had the required goods loaded on drays, at the same time getting the Grand Trunk Railway to set off two cars in a convenient siding in the Point St. Charles yards. They then wired Rouse's Point, N.Y., requesting that the customs office be kept open until the arrival of the New York express train from Montreal, having in the meantime secured permission to attach the cars to said train, and so got the goods across the same evening. In all, it is said, some ten to twelve cars were rushed across the border Saturday and Monday, but this afternoon there have been some rumors that there is a possibility that those goods which only got across after office hours may be subjected to the new duty. As may be imagined, this movement has left the market here pretty bare of stock, and holders are stiffer than ever in their demands.

IN THE DRY GOODS STORE.

Irish linen manufacturers say trade with Canada is going ahead and shows steady improvement over the results of a corresponding period last year.

Amongst the dry goods buyers who have arrived in the United Kingdom lately are Messrs. J. D. Ivey, Toronto; Wm. Waugh (Silverman & Boulter, Montreal), and P. C. Small (J. H. Pack & Co., Montreal and Winnipeg).

Amongst the changes in style spoken of for next spring is the supplanting of organdies and fancy muslins by zephyrs and ginghams. A Canadian manufacturer's agent, who is usually well informed, predicts a marked revival in the trade in these two latter fabrics. In fancy effects the samples show an excellent appearance. Solid checks, it is said, will be much in favor.

"Hats off the face!" is the cry from Paris, says the Economist, but there are no indications that this dictate is to be heeded immediately, at least, by milliners on this side of the Atlantic. Hats are worn, and will continue to be worn, down on the face, and it can't be too far down to suit the tastes of some who are looked upon as style authorities. Of course, in the natural swing of things, hats will tilt the other way, but it will not be to-day nor to-morrow.

The Manchester correspondent of the Drapers' Record writes:—"The new steamship line between Manchester and Canada has now got to work, the "Parkmore," which came up the canal on Saturday from the Dominion, having already booked over 1,000 tons of cargo from Manchester for her first trip to Montreal. It has already been explained in the Record that as far as piece goods are concerned the volume of traffic from Manchester for Canada is not likely to prove considerable. The trade in cotton goods with the Canadian houses is between two and three million yards a month, and this does not mean much cargo for a regular line of steamers. The great hope of the new service is in the miscellaneous traffic, inwards and outwards. The "Parkmore's" inward cargo included 388 head of cattle, a trade which