

Duluth Road.

A Duluth despatch says: Railroad developments here have been so numerous of late, that it is hard to keep track of them, and it is not too much to say that no city in the west has ever been so favored with railroad building as Duluth will be in the next twelve months. The building of the Duluth terminal lines is of the greatest importance, and will be of immense advantage to the city. Then comes the Duluth and Winnipeg. This has been the one line Duluth has most longed for during the past five years. It means the location here of great shops—the opening up of an undeveloped iron lumber and agricultural country, and a shorter line that will force cheaper rates from the Red River valley and Manitoba to Duluth than to the Twin Cities, (meaning St. Paul and Minneapolis) and these things mean the best advantages to Duluth jobbing houses. Along the line of this road there will be numerous railroad saw mills, which will ship their lumber here and make Duluth the greatest lumber distributing point in the state. The Manitoba will build a new line to the Northwest from the head of the lake, paralleling, fifty miles south, the Duluth and Winnipeg, and will double the advantages of the other road. This line is practically assured, and others in different directions will be built before many months.

A Wheat Farm in Dakota.

The big Grandin farm in Dakota comprises about 40,000 acres, of which 13,000 are under cultivation, 11,000 acres being sown to wheat.

There are used on the farm 15 gang plows, two plows in gang, each plow cutting 14 to 15 inches. There are 45 gang harrows. These are six feet square, but are arranged together side by side to work 24 feet wide. One long evener draws the four with a pair of mules at each end. One man drives both teams. The advantage of this system is worthy of notice by other farmers. It reduces the number of men usually required by one half. There are 44 broadcast sowers, sowing 8 feet each, but two of these are attached end to end with a span of mules before each, and one man drives both spans, another saving of half the man force. There are 65 self-binding harvesters employed on the place. Modern improvements have so perfected these that only one expert is required for the whole, especially since the experienced workmen on the machine are kept from year to year, and they are able to attend to any little repairs. The harvesters are each drawn by three mules and one and one-half to two men are required to shock the bundles from each machine. The threshers, of which there are six, are quite extensive affairs compared with those of former times or with the flails or the animals on the threshing floor of our boyhood. Each one of these machines, driven by steam power, threshes out from 1,900 to 2,000 bushels a day. They are set down in the center of a hundred acres of shocks and when these are threshed are moved to the center of another hundred acres. The working force on a single thresher forms quite a little army. Thus, there is, first, the general superintendent, eight bundle teams to haul the shocks, with eight drivers and eight other men, part in the field and part at the machine as pitchers and

unloaders. At the machine two men are required simply to cut the band. There are three feeders, two to work and an alternate. Then there are the engineer, the fireman, the waterman, the "straw buckler," who with two mules and a pole removes the straw accumulating before the machine, a barn man to care for the animals and the cook and his assistant. The wheat is received into wooden tanks holding one hundred bushels each, and four men with four wagons drawn by four mules each, one tank wagon at the machine and three on the road, take the wheat to the elevators. This saves bags and bagging. It will thus be seen that there is a force of thirty men employed to run a single machine.—*Milling World.*

FIRE in the wholesale hardware establishment of Saml. Benjamin & Co., Yongo street, Toronto, last week, did \$50,000 damage; covered by Assurance.

Representatives of the cheese trade in Chicago have presented a memorial to the district Attorney alleging that one hundred manufacturers of the product in the State of Illinois adulterate their product to such an extent that it is unfit for food.

—Affable traveler to neighbor in railway car Your name is very familiar to me, Mr—er—ah. Quiet Stranger—My name is Mactzonetskiest Korocztoether, I am a Pole.

Affable Traveler—Yes; er—it isn't your name so much as your face; I was about to say your face was very familiar to me.

Quiet Stranger—Yes; I have been in Sing Sing prison fourteen years. I was discharged this morning.

Affable traveler keeps on travelling, but quits affabbling.

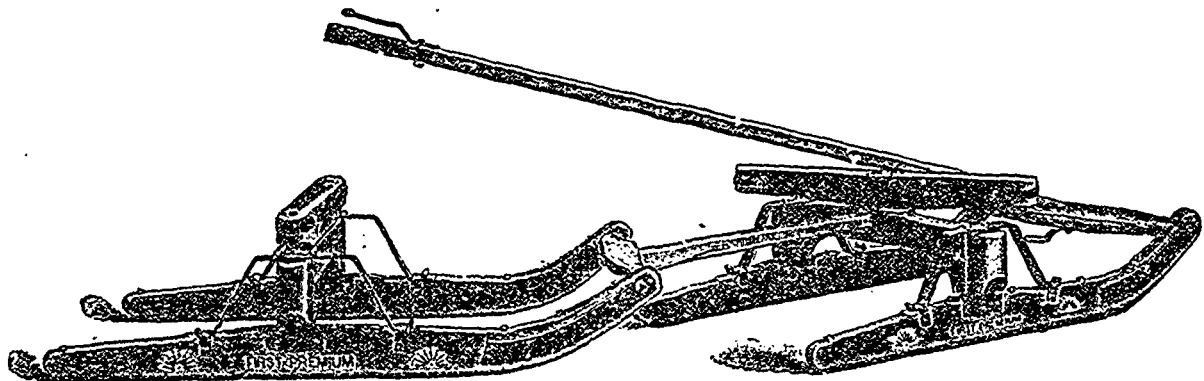
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