

point out that with increased facilities for production and transit India may one day become a rival to the wheat growers of America.

Best Time to Harvest Grain.

The crowning act of any vegetable is to bring forth fruit. When in the growth of a plant there is presented the maximum amount of good qualities, that period should mark the commencement of its harvest, and when wheat and other cereals attain this point, the circulation of their sap ceases, their power of assimilating mineral matter is destroyed, and a change from green to yellow takes place, showing that they cannot further increase in weight. This is known as the maturity period of the grain, and is the proper time for cutting. When the green color of the straw just below the ears changes to yellow, the grain cannot afterwards be more fully developed, whatever may be its stage of ripeness. Every person acquainted with wheat advocates early cutting. Within three weeks of being fully ripe, the straw begins to diminish in weight, and the longer it remains uncut after that time the lighter it becomes, and the less nourishing if designed for cattle food. On the other hand, the ear which was sweet and milky a month previous to being ripe, gradually consolidates, the sugar changing into starch while the milk thickens into the gluten and albumen of the flour. If cut at this time, when the wheat contains the largest proportion of starch and gluten, it will produce the most fine flour, the least bran, and the greatest weight per bushel, as at this period the grain has a thin skin and hence little bran, as this is the last thing to be perfected, and the growth of the seed for several days before its perfect development is directed solely towards its covering. Since this is the least valuable part of the grain, its increase is undesirable, and when in excess it becomes of less value to the miller. Wheat passes the period of perfection from ten to fourteen days before its full ripening, and has begun to lose its value several days before its complete maturity. It is considered safe to cut the grain the moment the stem changes in color and when the grain, however soft, gives out no longer a milky juice under pressure. One exception only exists as to early cutting, and that applies to such as is intended for seed; it is then desirable to have the bran perfect to protect the germ.—*North-Western Miller.*

Advance in Prices of Raw Silk.

We have dates from Shanghai to June 16th. Business in raw silk was active. Since last year at this time prices have gone up from 387½ to 460 taels, but the latter rate does not appear to be held very firmly. At Hong Kong, June 17, prices had fallen off slightly. Holders, however, sustained prices with much firmness. It appears evident that there is a sufficient stock in the hands of speculators, most of whom are Chinese dealers. In this country it would have the appearance of a "corner," but it may only be an "appearance" after all, though it does look that way. The deficiency of crop should be looked upon with some suspicion, as the high rates are of at least doubtful origin, and holders in Chinese silk ports are closely

watched. There is yet time enough for a fair crop, and until we are farther advised caution may be commendable. Some parties may be compelled to buy, and of course they must pay the advanced rates.—*Dry Goods Bulletin.*

United States Immigration.

The total number of persons who arrived in the United States in the year ending June 30th was 592,324, against 770,422 in the year ending June 30th, 1882, a decrease of 178,098 or about 30 per cent. From what is already known of the immigration into Canada during the past twelve months we are able to report an increase of more than 50 per cent. in the arrivals, the actual number of persons entering the country for settlement reaching about 140,000, or nearly one-fourth of the number entering the United States, which, considering that our population is less than one-tenth that of the latter, is certainly a most gratifying result. The American returns claim an immigration from Canada in the past fiscal year of 64,971, against 93,029 in 1882, a decrease of 28,058, but it would be a mistake to infer from these figures that the American officials have revised their system of enumeration and adopted a more honest one. The reason they are able to claim fewer immigrants from Canada as compared with former years is simply this—that European immigrants bound for our North-west have this spring proceeded to their destination via the Lakes and the Thunder Bay section of the Canadian Pacific Railway instead of through Port Huron and Chicago as formerly, and that a larger proportion of foreign emigrants reaching Canada have remained in this country. From Germany the immigration into the United States decreased 57,515 last year, from Ireland 12,532, from Norway 6,600, from Sweden, 30,000, and from England 3,845, while there was an increase of 849 in that from Scotland.

British Columbia.

The sawmill and timber interests of British Columbia are thus told by an exchange: "The saw mills in operation in British Columbia are mostly situated at Burrard's inlet. Two large companies named the Moodie Saw Mill Co., and the Hastings Saw Mill Co., manufacture millions of feet of lumber for shipment to Australia and South America, and some other saw mills are in operation. The logging camps have mostly cut the timber for the mills along the salt water. Large quantities of this timber, called Pinus Douglassi, cover the mountain sides, but of course the expenses of supplying the mills with logs will increase when logging roads have to be made to get the timber out to the seaboard. The timber at a little distance back from the coast is the best. The cedar found along the river bottoms back from the shore line is very good; it is mostly red cedar, and excellent for shingles and fencing. As we travel north the pine disappears, and is replaced by the white spruce and white cedar.

Above the parallel of 52° north latitude the pine almost completely disappears, and the spruce is abundant. This is a very large tree, and in a good situation straight and without knots, makes tough, light lumber and works

well for house use under the plane. Above the parallel of 53°, the white cedar abounds. This is a splendid wood, tough and close in the grain, and works well under the plane. It is said that the Teredo Navalis will not bore in it. It is thought, therefore, a most useful timber for wharf piles. For ship building it has been decided by shipbuilders to be a most excellent wood, and in lasting qualities it equals the best oak. The beautiful Arbutus tree grows on the south end of Vancouver's island and on the islands in the Gulf of Georgia. Hemlock everywhere abounds, some of large size; this is a coarse timber, and makes rough lumber, but its bark is the best known in British Columbia for tanning purposes.

Huge Bridges.

The new bridge across the Firth of Forth now building, will when completed, be among the most remarkable bridges in the world. The main girder will be within a few feet of a mile in length, and will rest upon round cylindrical piers, each of which will weigh 16,000 tons. It will, of course, be high enough for all vessels to pass underneath, and about 42,000 tons of steel will be required in its construction. The estimated cost will be \$7,500,000.

China possesses the longest bridge in the world. It is at Langang, over an arm of the China sea, and is five miles long, 70 feet high, with a roadway 70 feet wide, and has 300 arches. The parapet is a balustrade, and each of the pillars, which are 75 feet apart, supports a pedestal on which is placed a lion, 21 feet long, made of one block of marble.

The highest bridge in the world is said to be the railway viaduct at Garabic, in France, now being erected over a river in the Department of Cantal. The bridge has a total of about 1,800 feet, and near the middle of the great centre arch, which is one of the noteworthy features of the structure, the height from the bed of the river to the rail is 413 feet.

The Erie railway bridge at Kinzua, near Bradford, Pa., is also an astonisher. The greatest elevation of the bridge (301 feet) is 18 ft. higher than the spire of the Trinity church, 24 feet higher than the summit of the Brooklyn bridge towers above high water, 143 feet higher than their elevation above the roadway, and 82 feet higher than Bunker Hill monument. The bridge is 2,052 feet long.

The Brooklyn bridge is 5,989 feet long; clear height in centre of river span 135 feet; length of river span, the longest span in the world; 1,595 feet.

What is a Carload.

Nominally, a carload is 20,000 pounds. It is also 70 barrels of salt, 70 of lime, 90 of flour, 60 of whiskey, 200 sacks of flour, 6 cords of soft wood, 18 to 29 head of cattle, 50 or 60 head of hogs, 90 to 100 head of sheep, 9,000 feet of solid boards, 17,000 feet of siding, 13,000 feet of flooring, 40,000 shingles, one-half less of lumber, one-tenth less of joist, scantling and other large timbers, 340 bushels of wheat; 400 of barley, 400 of corn, 680 of oats, 300 of flaxseed, 366 of apples, 340 of Irish potatoes and 1,000 of cran.