The falling off in the demand for manufactured cottons naturally leads to low quotations in the raw markets. Belief in higher prices was somewhat encouraged by the rise in September last, but the upward turn was only temporary, prices gradually receding until 6 11-16 cents for low middling cotton was touched in December. Between that price and 7 1-16 cents the quotations fluctuated during the succeeding three months, after which the general tendency was upward until May 15th, when 7¼ cents was reached for low middling uplands. Subsequently fluctuations were within a narrow range, the quotation rising to 7⅜ cents in July, and reaching 7⅞ cents on August 30th. In only three years since 1869-70 (1891-92, 1893-94, and 1894-95) has the average price of cotton for the season been lower than in 1896-97.

Of the growing crop the *Chronicle* states; "Compared with 1896 the growing crop is a late one, and consequently more dependent upon future developments and conditions than an early crop. Then again, our acreage report showed that the start in the spring as a rule was backward and otherwise not favorable, though Texas was an exception. Hitherto these early defects have not disclosed weaknesses, the conditions of growth in June, July, and over a large section in August having been less trying than usual, so that the plant has nowhere met with any real disaster. At the same time the late feature is just as it was in the spring, having in no degree been made good. In Texas the dry weather which prevailed over a large part of the State from early in July until after the middle of August caused apprehensions of serious injury, but since rains have fallen the outlook is improved."

NOVA SCOTIA'S SUMMER TRAVEL.

Those of our western readers who have visited the western portion of Nova Scotia know of its attractions. The fame of the Annapolis Valley is great, Blomidon and Grandpre have been made classic by Longfellow just as Baddeck in Cape Breton has been popularized by Dudley Warner. But there is a part of the west of Nova Scotia off the usual line of travel, and this is the south-west coast, from Halifax to Yarmouth. One can get to Digby by rail, and to Yarmouth by rail, while a line is being extended to Shelburne; but from Yarmouth to Halifax or *vice versa* one must take boat. In the days when the present writer went to Yarmouth it was by leather-springed stage, with four horses. Pity it is that the beauties of those south-western counties of Nova Scotia, Lunenburg, Queens and Shelburne, are not better known and more easily accessible. There are many beautiful localities on the route; Mahone Bay has a succession of charming spots; Chester is becoming known, but Mill Village, Petite Reviere and such places have charms of their own. It is no wonder that of late we hear of American travellers revelling for weeks and months in the delights of such boating, sporting and bathing as are there to be had. The wonder is that this part of the province has not long since been made more easy of access.

To-day, however, a movement is being made among the people of Halifax and the West Coast, which may bring about action in the direction indicated. The *Chronicle* has been agitating in the matter in the interest of Halifax. One day this month a citizen of Halifax placed in the keeping of the journal named a cheque for $500, conditionally towards the raising of $10,000 to survey the route from Halifax, via Shelburne, along the shore. A survey of a portion, 30 miles, has indeed been already made westward from Halifax, and the Coast Line Railway has been built that far, while the Provincial engineers report for 1888 says that there are no engineering difficulties in the way of such a railroad. The Halifax Board of Trade declared in favor of the project last week at a meeting, when half a dozen of the prominent men of the city spoke. The resolution carried said, that the building of a railway connecting the city of Halifax with Yarmouth and the various towns on the Atlantic coast between that place and the capital, "would give necessary railway facilities to a long settled and comparatively populous section of the province, which has hitherto been without them, and would be of great advantage to Nova Scotia as a whole and to this city in particular." And it was further resolved, "That the Dominion and local governments are hereby requested to secure the usual subsidies to help in the construction of the proposed railway"; such railway to strike the Intercolonial not further north than Piers Mills.

If there were any question as to the adequacy of traffic to be secured by such a road, it should be sufficient to point to the number of towns and villages it would serve. But a further live argument is adduced by a writer, who cites the experience of the State of Maine, tourists, etc. "The summer resort business," says the New York *Nation*, "is already nearly, if not quite, the leading industry in Maine." In 1893 the Commissioner of Labor Statistics put it that its result in money to the State were not less than $10,000,000 annually, of which total $3,000,000 was spent at hotels and boarding houses, $1,000,000 for farm produce, and $100,000 for services of guides. Nova Scotia has equal attractions with Maine in attractive localities for tourists, and its facilities for attracting American travel to its west coast are better now than ever. There are good reasons, therefore, to urge the completion of such a road as the Coast Railway, and to expect that it will do great good to Nova Scotia in opening up her summer resorts and attracting tourists, as well as in furnishing needed convenience in travel to an important section of the province.

GAS FROM STREET REFUSE AND GARBAGE.

The present is an age of research, experiment, revolution in fact, as far as regards industrial and economical processes. And the marvel of to-day in mechanics or chemistry may be superseded by the novelty of to-morrow. All over this continent and the older continent, too, health officers of cities are on the look-out for economical and sanatory methods of dealing with garbage. Montreal and Toronto have incinerators, capable of handling so many thousand tons of city refuse per day. Chicago pays enormous sums for the disposal of its garbage, and in many a city of Britain and United States expensive plants have been erected which are more less successful in converting into at least harmless matter or a useful by-product what has so long been not only waste from dwelling and factory, but a menace to health and comfort.

Our attention has been called, within the last few days, to a method of utilizing garbage for the production of illuminating gas. This method is the result of studies and experiments by a Mr. Harris, of Toronto. Animal dung, human excrement, vegetable refuse and peelings, sawdust, shavings and the thousand forms of refuse that accumulate in the highways and by-ways of cities and towns will, it is said, produce at a cheap rate gas that will serve for light and heat. In the experiment we saw tried at Gurney's foundry this week, ten or twelve pounds of material, consisting of melon-rind, potato peelings and animal refuse from a restaurant was put into two retorts, say four feet long and nine inches diameter. Underneath these was a fire of wood and Connelsville coke, which produced a red heat in the retorts. The gas produced passed into an iron cylinder above the retorts filled with broken brick for drying purposes, and thence was cleaned by passing through lime. In thirty or forty minutes the gasometer rose several feet, and the result from this bucket full of garbage and a tumbler full of low-grade gas oil mixed with certain cheap chemicals was enough gas to keep going for nearly an hour eight jets of from five to ten candle-power each. The statement of Mr. Arnett, one of the purchasers of the Canadian right to the process, was that 60 to 70 feet per hour could be produced from the quantity of material we saw used.

It is the estimate of the inventor that a ton of such garbage as was here used—presumably obtained for the price of carting it away—mixed with 40 cents worth of chemicals and gas oil, would produce 14,000 cubic feet of burning gas. As to the quality of the gas produced, an official of the Consumers' Gas Company, who witnessed the experiment, informed our reporter that it is in his opinion nearly equal in quality to the gas now usually supplied to Toronto users, while it is superior, in his judgment, to the average gas supplied in Chicago. From ordinary street-sweepings Mr. Harris says he has produced 8,400 feet of gas; and from sawdust, with a double quantity of chemicals and oil added, 20,000 to 30,000 feet can be produced. Supposing a plant costing $40,000 to be erected, and garbage obtained free, he is confident of making gas at a cost not to exceed 12 cents per 1,000 feet. This calculation does not take into account the cost of plant, labor and fuel. It should be stated, however, that from experiment he expects to get from the refuse burned 40 per cent. of material in a coke which can be used for fuel. The mayor and health officer of Buffalo have been here to witness experiments under this process, and the mayor of Chicago is said to be on his way hither with the same object.

FOR GROCERS AND PROVISION DEALERS.

The wheat crop is said to be the largest and best for many years on Prince Edward Island.

An increase in the price of bread was made last Monday by a number of Montreal baking establishments.

The stock of raw sugar in the four ports of the United Kingdom was 77,000 tons, against 150,000 tons this week last year.

The Alberta creameries operated by the Government have shipped 38,000 pounds of butter to Great Britain, and 40,000 pounds to British Columbia to date. The demand in British Columbia is increasing and the market improving.

At Emerson, Man., a large elevator owned by D. H. McMillan, of Winnipeg, was destroyed by fire on the 16th. The elevator contained about 10,000 bushels of wheat held in store. Its capacity was about 30,000 bushels. The loss is placed at $15,000, covered by insurance.