

The Drummer.

A little chaff, a merry laugh,
A word for every corner;
There is not a man in all the land
But who extends a ready hand
To greet the jolly drummer.
In business wise, in enterprise
As thrifty as a plumber,
So chivalrous and debonaire
This favored one that ladies fair
All love the gallant drummer
His latest joke will provoke
A roar from every drummer.
That hangs around the village bar,
Reflecting luster from his star,
The gay commercial drummer.
With work and wit he hits the grit
Fall, winter, spring and summer;
Alert and watchful, day and night—
The world would go to ruin quite
But for the busy drummer.
A skull that's numb may beat the drum,
But ah! it takes a hummer—
A freak of supernatural brood—
Some being most supremely shrewd
It takes to beat the drummer.

Something of a Farmer Himself.

"BROTHER," said one Dakota minister to another; "are you going to hold a series of revival meetings in your church soon?"

"Well, no, not before winter anyhow. You see some of the brethren have begun thrashing the grain on their farms and it will keep up all the fall, and there isn't a particle of use trying to do anything till they get through lying about the yield of wheat per acre that each has. It is really painful the way some of them will lie. By the way, I thrashed some pretty fine wheat out on my own farm the other day - it averaged thirty-eight bushels to the acre, all No. 1 hard, too. Heard of anything better than that?"

Milling Revolution.

Consumers of wheat flour, both at home and abroad, have been benefitted largely by the revolution in milling that took place some years ago. For instance, in 1878 Minneapolis sent out 109,000 barrels of flour at an average price of \$6.35 a barrel. In 1881 the quantity sent out was 1,200,000 barrels at \$6.14 a barrel. In 1885 the quantity was 1,834,000 barrels at \$4.89 a barrel, and during 1886 and 1887 the average price a barrel will doubtless fall below even the figures of 1885. In the light of these figures the cry is that "American competition has ruined the milling industry" in Europe, but that cry is manifestly not correct, because it ignores the effect of Indian and other competition. If the American millers have reduced prices, it is not because they prefer to work for little or no profit, but because of having been forced by competition from all parts of the earth to lower their prices. They must do that or go out of the field at once. How far they are from retiring may be judged by the fact that in addition to supplying their home market, they sent out during the past fiscal year wheat and wheat flour equal to 154,000,000 bushels. Consumers are happy, and the millers and grain-growers ought to be able to enjoy the happiness they confer upon others, even though they make but small profits on their grain and flour. — *Buffalo Milling World.*

George Morton, of Deloraine, has a cheese factory supplied by about 100 cows,

Quick Time to Chicago.

Judging from the following circular, it would appear that the slow-coach movement between St. Paul and Chicago has come to an end.

Commencing Sunday, Aug. 21, the Chicago, Milwaukee & St. Paul Railway will improve its train service, and its through train will leave St. Paul as follows: For Milwaukee and Chicago (fast line), 7.30 p.m. daily; for Milwaukee and Chicago (Atlantic Express) 2 p.m. daily; for La Crosse, Milwaukee and way (Day Local), 7.25 a.m., except Sunday. All these trains run via River Division, through Winona, La Crosse and Milwaukee, and all classes of tickets will be honored on them. The "Fast Line" train makes the run from St. Paul to Chicago in fourteen hours, serving breakfast in the Dining Car before arrival. This is the quickest time made by any route between these cities. With its elegant Day Coaches, magnificent Pullman Palace Sleeping Cars of the newest and most approved pattern, the finest Dining Cars in the world, and the beautiful scenery of the Upper Mississippi River, this line offers to its patrons advantages and accommodations that cannot be excelled. For Time Tables and Map Folders showing details of time in both directions apply to any coupon ticket agent in the Northwest.

British Columbia.

Miss K. Whitlaw, milliner, Victoria, is dead.
Mrs. Hirschberg, hotelkeeper, Vancouver, offers her business for sale.

F. Bauman, confectionery, Victoria, has disposed of his business to his son, L. F. Bauman.

It is reported that one of the canneries on the Skeena river will clear \$20,000 on this season's catch.

James Reid, of Quesnelle, is erecting a gristmill, to which will be attached a saw mill. The mills will be run by steam.

One of the most important results of the opening of the C. P. R. is the increased consumption of Canadian made articles instead of the American and English goods which previously had this market almost, if not entirely, to themselves. Proof of this is seen in the establishment of agencies on the Pacific coast by large eastern houses.

As an evidence of prosperity it is noted that this season many of the familiar old logshanties throughout the country with thatched roof and the stable made of poles covered with straw, are fast disappearing, being replaced with stone and frame buildings.

The Regina board of trade will urge the following matters upon the attention of the Minister of the Interior, during his visit to that place: The necessity for active operations on the part of the Regina & Long Lake railway; the location of the proposed experimental farm; land for a public park, and the ranching resources of Southwestern Assiniboia.

The Manitoba exhibit car, to be displayed at the agricultural exhibitions of Eastern Canada, left Winnipeg on Wednesday last. The car is filled with grain, vegetables in great variety, fruits, dairy products, from the Minnedosa, Virden and Manitou cheese factories and the Joly and St. Charles creameries, etc. A quantity of literature was also forwarded with the car.

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