

I know the majority would deery this and say not so. In reply I point to the numerous saloons, dance houses, and gambling appliances flourishing as proof of what I say. I have seen and conversed with men while at work on their claims whom I thought to be shrewd, level-headed, sensible men. I have seen these same men in town afterwards and could not help thinking that they were at least temporarily insane. Their one idea seemed to be to get rid of their money in the quickest and most disgusting way possible. The conduct of some of them was worse than beastly.

To those having young relatives viciously inclined, contemplating sending them here out of the way of temptation, I would say do not do it. At home you can impose some restraint on them. Here you cannot. I do not mean this picture to include all the miners, but I certainly assert that there is a much larger percentage of vice and vicious life is more popularly considered the correct thing in a mining camp than elsewhere.

Increased Grain Storage Facilities.

Two months ago the statement that forty new elevators were to be erected during the summer at points in Manitoba and the Territories, was received with some doubt in certain circles. But now that the season is over and information obtainable as to the actual construction of the past few months, the aggregate is even greater than estimated by the most sanguine, and it is learned that the number of new elevators erected in the west is about eighty, the largest number ever erected in the Northwest in a single season. Besides, there were at least eleven grain warehouses constructed at points on the C. P. R. including the large steel elevator of the C. P. R. in course of erection at Fort William, it is estimated that additional grain storage facilities for 4,000,000 bushels will be provided by the structures of the past season, increasing the storage capacity of the Northwest from Fort William to the western limits of the grain belt, to 19,000,000 bushels. The increase from 1891 to the end of 1896, five years, was 7,000,000 bushels, so that the past summer's work is more than one-half the aggregate of that long period. In the following list only those erected at points on the C. P. R. and N. P. R. are recorded, though it is known that several new elevators were also built at stations on the M. & N. W. R., the G. N. W. C.R. and along the L. M. R. & C. Co.'s line, which will bring the total to eighty.

On the C. P. R. main line elevators were erected, or are in course of construction, of the capacity of 25,000 bushels or more, at Burnside, by Manitoba Grain company; Bagot, Lake of the Woods Milling Co.; McGregor, Lake of the Woods Milling Co.; Sidney, 2, Manitoba Grain Co., E. O'Reilly; Carberry, 3, Northern Elevator Co., G. Rogers, M. P. P., Bready, Love & Tryon; Alexander, Northern Elevator Co.; Griswold, Northern Elevator Co.; Oak Lake, Bready, Love & Tryon; Virden, S. S. Coulter; Hargrave, 2, Manitoba Grain Co., Northern Elevator Co.; Fleming, Brigham & James; Wapella, 2, Dominion Elevator Co., Niles & Nixon; Whitewood, Dominion Elevator Co., Brigham & James; Grenfell, Bready, Love & Tryon; Wolseley, Dominion Elevator Co.; Sintaluta, Bready, Love & Tryon; Indian Head, Northern Elevator Co.; Qu'Appelle, Lake of the

Woods Co.; McLean, Northern Elevator Co.; Balgonie, Northern Elevator Co.; Moose Jaw, Bready, Love & Tryon; Boharm, Bready, Love & Tryon; Carroll, Bready, Love & Tryon.

On the Prince Albert branch—Brown's Siding, Manitoba Grain Co., Lumsden, Bready, Love & Tryon.

On the Emerson branch—Otterburne, 2, Northern Elevator Co., J. McVicar.

On the Glenboro branch—Carman, Northern Elevator Co.; Rathwell, 2, Northern Elevator Co., W. Robinson; Cypress River, Canada Northwest Elevator Co.; Glenboro, J. W. Cochrane.

On the Deloraine branch—Altona, Northern Elevator Co.; Plum Coulee, Bready, Love & Tryon; Winkler, Bready, Love & Tryon; Thornhill, J. H. Weldon; Clearwater, Bready, Love & Tryon; Cartwright, Northern Elevator Co.; Killarney, Letch & Deyell; Nunga, Northern Elevator Co.; White-water, Lake of the Woods Co.

On the Souris and Pipestone branches—Beresford, Bready, Love & Tryon; Souris, Manitoba Grain Co.; Hartney, Canada Northwest Elevator Co.; Lander, Lake of Woods Co.; Pearson, 2, Manitoba Grain Co., Lake of the Woods Co.; Elva, Lake of the Woods Co.; Gainsborough, Manitoba Grain Co.; Glenewen, Bready, Love & Tryon; Findlay, Northern Elevator Co.; Pipestone, Deyell & Co.; Reston, Northern Elevator Co.

On the Northern Pacific elevators were erected at Letellier, by Manitoba Grain Co.; Myrtle, Northern Elevator Co.; Roland, Manitoba Grain Co.; Rosebank, Dominion Elevator Co.; Miami, Dominion Elevator Co.; Balder, Northern Elevator Co.; Hilton, Manitoba Grain Co.; Rounthwaite, Manitoba Grain Co.; Altamont, A. Turner; Ashdown, Manitoba Grain Co.

Warehouses were constructed at Rosser, Broadview, Summerberry, Rosthern, Prince Albert, Fannystelle, Elm Creek, Estevan, Mather, and two at Red Jacket.

In addition, the Lake of the Woods Milling Co. erected elevators at Forrest on the G. N. W. C. R.; and Ardian, on M. & N. W. R.; while the others were built at different points on these lines and along the Dauphin railway. The number erected by the respective companies is shown by the following table:

Northern Elevator Co.	17
Bready, Love & Tryon	13
Manitoba Grain Co.	12
Lake of the Woods Milling Co.	9
Dominion Elevator Co.	5
Canada Northwest Elevator Co.	2
Individuals	13

Both the C. P. R. and N. P. R. authorities intimate that they have further applications for sites, and say it is possible additional elevators may yet be erected along their lines this season. Among the points likely to receive new grain buildings are Oak Lake and Lumsden, where the farmers have organized a joint stock company and already selected a site. There are now seven elevators at Carberry and six at Virden.

During the summer a flour mill was erected and fitted by Messrs. Winkler & Peters, at Carman, having a capacity of 100 barrels per day.

Toronto, Sept. 7.—John Charlton, M. P., W. A. Charlton, M. P. P., and forty Michigan lumbermen waited on the Ontario government to-day to protest the proposed prohibition of the export of saw logs. They had a conference of nearly an hour. The government gave no indication of their decision.

Live Stock Markets.

London, Sept. 6.—The cattle market was firmer, owing to supplies being somewhat smaller and an improved demand. Prices advanced 1-2c since this day week, choice States cattle selling at 11 1-2c, choice Canadian at 11c, ranchers at 9 1-2c, and Argentine at 10 1-2c. Sheep were 1-2c higher, at 11 1-2 for choice Canadian.

Liverpool, Sept. 6.—There was a strong feeling in the market to-day for Canadian cattle, and prices advanced 1-2c, choice selling at 10 1-2c and United States cattle at 11 1-2c. Sheep 10 1-2c.

The Montreal Gazette of Sept. 6 says. The feature of the live stock trade of late has been the buying of choice export cattle at Western Ontario points by United States shippers, which is due to the high prices ruling for choice cattle at Chicago. This action on the part of United States shippers has been the means of stiffening prices up considerably at country points in Ontario, and accounts for the very few of this class coming to this market, and at the same time practically shutting Canadian shippers out, as United States exporters can afford to pay more for the stock on account of the low rates of freight ruling from Boston, by which port the stock is being shipped, and at the same time our own vessels are sailing with light cargoes, the exports for the past week alone having fallen off 1,273 head. At Ontario country points shippers state they have paid 4 1-4c to 4 1-2c per lb. for choice export cattle, which means they cost fully 4 1-4c to 5c by the time they were on board the vessel. In regard to ocean freights the market is much firmer, space to Liverpool now being quoted at 42s 6d to 45s, and some agents being firm at 50s. Glasgow is unchanged at 42s 6d. At Boston all the ocean space has been engaged up to the 1st of January on the three leading steamship lines, the Warren, the Leyland and the Cunard, by the three largest shippers at 35s for September, and at 30s for October, November and December.

At the East End abattoir market, Montreal, on Sept. 6, the heavy receipts of common to fair cattle had a depressing effect upon the market, and prices declined 1-4c. The supply of good cattle was only fair, and choice stock scarce. There was some demand from shippers and a few good cows were picked up at 3 1-2c. The demand for stockers for shipping to Buffalo continues, and a few car loads were bought at 2 1-2c for steers and heifers, and at 1 1-4c to 1 1-2c for bulls. Choice butchers' cattle sold at 4c; good at 3 1-2c to 3 3-4c; fair at 2 3-4c to 3 1-4c, and common at 2c to 2 1-2c. The receipts of sheep were larger, for which the demand was somewhat better from shippers at 3c to 3 1-4c, and butchers paid \$3.75 to \$5 each. Lambs 3c to 4c. At the Point St. Charles stock yards on the same day, the receipts of hogs were small, there being only 100 head, which met with a ready sale at 5 3-4c.

The Montreal Trade Bulletin says: Large freight engagements have been made for wheat at 2 1-2c from Duluth to Buffalo, and considerable business has been put through in corn at 3 1-4c from Chicago to Kingston with an upward tendency in rates. The through rate from Duluth and Fort William to Montreal is quoted at 5 1-2c.