

qualities and prices of home-grown English wools, which are quite neglected. The revival of fancy worsted trouserings is a welcome sign, as no branch of the cloth trade gives more room for variety and display in design. Present taste is not loud, but bolder stripes than recently in demand are now wanted. Silk twist yarns can be employed in these designs with excellent effect.

DESTRUCTION OF TIMBER, ETC., IN THE KOOTENAY.

During the second and third weeks of July serious bush fires raged along the Crow's Nest Pass railway from below Michel to Coal creek, and at one time it looked as if the town of Fernie would be wiped out of existence. For several days the fire had been smouldering on the south side of Coal creek, and on July 19th and 20th a strong wind fanned it into a raging fire, which crossed the creek. Nothing but an abundant supply of water on the premises, says The Fernie Free Press, saved Mr. Whitney's new house and other buildings. The fire got underneath the house, and the roofs of the outbuildings were ablaze time after time. Had not men been stationed on each one their destruction would have been almost certain.

For several hours it looked as if nothing could save the town from destruction. Over a hundred men were on watch all afternoon, and were kept busy putting out fires started by flying cinders. The bush above the coke ovens was soon a seething mass of fire. There are about a hundred large and small cabins scattered through this timber, but strange to say only some four or five were burned. The C.P.R. lost thousands upon thousands of feet of cut logs along the river bank near Hosmer. Millions of feet of fine standing timber were destroyed during the past two weeks which might have been saved had the railroad company taken the precaution to burn a strip along both sides of the track before the dry season set in.

Happily rains came to allay the fears of further destruction. From The Winnipeg Free Press of Saturday last we gather that travellers have brought word that the bush fires which have been raging on the Crow's Nest Pass railway have been extinguished by heavy rains. A train ran through the fire a few days ago for a distance of fifteen miles and had a narrow escape. The passengers state that the air was stifling, and some of them thought they would suffocate before the train passed beyond the range of the fire.

THE BUSY WEST.

Thirty-three new buildings have already been erected at Dauphin, Man., this year. Counting those now in course of erection and contemplated, including an elevator for the Dauphin Milling Company, the increase for the year will be in the neighborhood of sixty buildings.

One can gain a good idea of the extensive grain fields of Manitoba by a drive from Brandon to Souris, a distance of about thirty miles. Wheat fields extend away as far as the eye can reach on either side of the trail the whole distance, and as there are no fences in this district it looks like one immense field. The crops in this district, it is estimated, will yield at least 35 bushels per acre, if the present favorable conditions continue until harvest.—Manitoba Liberal, Brandon.

Graham, Horne & Co., of Fort William, Ont., have purchased from the Bank of Montreal, to whom they assigned, all their old saw mill plant and property. They will get out logs this winter and commence work again in the spring. During the time they were in operation they were considered one of the largest of western producers.

Tenders are being called for by the C.P.R. for the erection of a twenty-stall solid brick roundhouse in Fort William, with a stone foundation. The company is adding three miles to the yard track there, and is going to put in fifteen additional miles of siding between Fort William and Winnipeg.

Gruber is the name of a town being established by a Jewish colony near Winnipegosis, Man. A town site has been laid out and the work of building up is progressing rapidly.

The Dauphin Press says Engineer Stewart has completed the first survey of the Gilbert Plains' road running through the Valley and Wilson rivers. The engineer brought his party back

fourteen miles on Saturday and crossed the Valley river, and is now running another line in a northwesterly direction. The officials of the railway company are expected to decide at an early date which of the lines will be adopted.

According to news brought to Victoria, B.C., a new coal mine has been found near Quatsino on the property of the West Vancouver Commercial Company, and about four miles from its present workings. A six-foot seam of likely-looking coal has been found about six feet down. It is close to salt water, and runs from a short distance above high water to some distance below low water. A number of men are taking out coal for the company. The officers of the Queen City gave the coal a test, and speak very highly of it. Fifteen tons of surface pickings were loaded and used on the voyage down. It gave satisfaction to the engineers. There was little smoke from it, and comparatively little ash.

Boisvert & Co., general merchants, have resumed business at Laurier, Man., while C. M. Richardson and Jos. Miller are opening a general store at Carman in the same province.

A western exchange says: It is understood that the British Columbia Fruit Growers' Association has decided to send a car-load of first-class plums to the Northwest. This shipment will be an experimental as well as sample one of what careful packing can accomplish, and the result will be watched with considerable interest. The fruit will be gathered, sorted and shipped from New Westminster. Notwithstanding that plums are going to be a short crop this year, there is an abundance wherewith to supply the Northwest. Might a tenderfoot from the eastern provinces be allowed to enquire: Where is the Northwest? Is it Dawson?

The C.P.R. has just had compiled a comprehensive report on the condition of the wheat crops in Manitoba and the Territories. From every district the accounts are of the most glowing character. Grain is in a healthy condition, maturing well and promises a heavy crop. Harvesting in some sections will begin about the 15th of August, but will not be general before the 20th. The barley harvest has commenced in a few localities.

The C.P.R. will this year extend their Pipestone branch forty miles, and have awarded the contract for the grading to Geo. H. Strevel, who was to send his plant and 200 men out last Saturday. This extension will carry the line into the Moose Mountain district, which is being rapidly settled.

Supt. Hanna tells the Liberal that Dauphin is likely to have a car shop building erected by the railway this year. The passenger traffic of the road has increased over 100 per cent. An enginer had been instructed to make plans for a larger freight house.

The insurance men are not neglecting Rat Portage. Mr. F. Beattie of Winnipeg, inspector of the Imperial Life Assurance Co., of Canada, was in that town last week organizing a local agency of his company. Mr. P. H. Austin was appointed representative of the Imperial. Mr. W. Morgan, inspector of the New York Life Assurance Company, was also in town last week.

While in Nelson Mr. Whyte of the C.P.R. was asked when that company would construct its line from Kootenay Landing to Nelson. He gave no direct reply, but said that the matter was under consideration. There are, he said, over 100 miles of road being built by the C.P.R. in western Canada, and it was about as much as the company could conveniently handle just now.

AN EARLY DEPARTMENTAL STORE.

Through the courtesy of the Ontario Bureau of Industries we are able to give to-day, condensed from the very interesting Appendix to the Report of the Bureau for 1897, a sketch of a "store," its proprietor and its contents a hundred years ago. It is matter for regret that we cannot give also the list of dry goods retail prices, the quaintly-named buckram, chintz, callimance, gauze, kersey, muslinette, satinette, Osnaburgs, dowlas, durant (green and white), fustian, and many other textiles—its "fine olive cloth at 20 shillings the yard," and buckles at 1s. 3d. per pair, vest patterns at 10s. 6d. each. But enough has perhaps been quoted to give an entertaining glimpse of our U.E. Loyalist forefathers and their ways.