

The Cornwallis Valley Railway is progressing rapidly, the greater part of the road will soon be ready for sloopers and it seems possible that it may be in running order this fall.

There are 1,800 men at work on the Cape Breton Railway between the Strait of Cuso and Sydney, and a large gang engaged in building the Grand Narrows Bridge.

St. John is doing a big business in exporting dulce. It sells for from 7 to 8 cents per pound, and a barrel holds from eighty pounds to one hundred pounds. From ten to fifty barrels are shipped at a time via the American boat, and the points of shipment in the States include Boston, Philadelphia, New York and Washington. The total shipments over the border for a year run up to several thousand dollars. Dealers receive their supply principally from Grand Maun, where the dulce grows in great quantities on the rocky shores.

THE BEEF TRADE.—Whatever difference of opinion there may be concerning the effect of unrestricted reciprocity upon the price of beef, it seems to be pretty certain that there is not enough beef produced in the Maritime Provinces at present to supply the demand. The markets of St. John and Moncton and some of the smaller towns are now largely supplied from Chicago, and the proposal to erect a refrigerator in St. John for Chicago beef indicates that a degree of permanency is anticipated in the trade. It appears, however, that Chicago is not the only competitor our beef-raisers have to meet in our home markets, for in the last issue of the *Monetary Times* we find the following statement:—"The Canadian Meat Company of Montreal commenced shipments of dressed beef to Halifax last week, and one carload of ten tons was received in fine order, and sold out in half an hour after arrival. The meat was packed in a refrigerator car, and was iced twice on the trip." This shows that instead of having beef for export, the Maritime Provinces are unable to supply their own markets, and that our farmers are letting the trade slip away from them. The shipment of beef from Montreal should be a revelation to our stock-raisers, for the conditions which render it possible to ship beef from Chicago at very low prices do not obtain in the vicinity of Montreal. If the Canadian Meat Company can buy beef in the Province of Quebec and ship it to Halifax in refrigerator cars at a living profit, it is evident that the farmers of the Maritime Provinces are making a mistake in allowing the trade to be taken out of their hands. Beef can be raised here as cheaply as in Quebec or Ontario, and our farmers have the advantage in the matter of transportation. Our farmers need not look for a beef market among the "sixty millions," but that should not prevent them from retaining their home markets. —*Chicecto Post*.

The importance of securing for Canada a fair share of the trade of the West India Islands and South America can scarcely be overestimated. The area of the West India Islands and British Guiana is about 96,000 square miles, with a population of four or five millions—almost as much as the entire population of Canada. If we take Brazil we find a population of about thirteen millions, and an annual trade of about £40,000 sterling. That Canada is not making the most of this trade is painfully evident. Take for instance the colony of British Guiana, which embraces an area of 76,000 square miles, with a population of about 260,000. The exports thence to the States are £513,000 yearly, and imports £317,000, while to Canada she exports £12,000 in value, and imports £95,000, showing a total trade of £1,130,000 in one case against £137,000 in the other. Canada already exports more than the United States to British Guiana of the following articles, viz., smoked fish, lumber, staves, and potatoes, nearly double the amount of lumber and staves. To obtain a large share of the trade requires, in the first place, the opening up of steam communication. With a line of steamers established one serious obstacle would be removed, and although there would doubtless be other difficulties to overcome, there is no reason to fear that Canadian pluck and energy would not soon establish a profitable and constantly increasing trade.

FRENCH AND ENGLISH MANNERS.

Manners are often worst in the most industrious and advanced parts of the country. In the Highlands of Scotland, where industrial civilization is almost unknown, popular manners are excellent; in some parts of the Lowlands they are rude, repellent, and unsympathetic. The best English manners are to be found in certain rural districts, the worst in thriving and energetic Lancashire. Too much energy is unfavorable to the best behaviour, which grows to perfection among idlers, or in agricultural or pastoral communities, where folks work in a leisurely fashion and have many spare moments on their hands. Manners always represent an ideal of some kind. The English way of behavior seems to stand for dignity, the French for grace. Manners in both countries are more the representation of self in outward forms than any evidence of real consideration for the persons to whom they are addressed. The Englishman wishes to convey the idea that he himself has dignity, that he is a gentleman; the Frenchman is anxious to show that he is a witty and accomplished man of the world. The virtues of English behavior are chiefly of a negative kind, and those of French behavior positive. An Englishman is pleasant because he is *not* noisy, *not* troublesome, *not* obtrusive, *not* contradictory, and because he has the tact to avoid conversational pitfalls and precipices. The Frenchman is agreeable because he is lively, is amusing, is amiable, is successful in the battle against dullness, and will take trouble to make conversation interesting. —*"French and English"* (Macmillan).

COMMERCIAL.

Despite this being what is called a dull season of the year—a large proportion of the business community taking their vacations, while farmers and their assistants are attending to their crop interests—still a very fair volume of business has developed in several of the leading lines.

A new steamer called the *Glasgow* is on her way from Great Britain to enter into the coasting trade here. This large accession to our coasting steam fleet would seem to imply that there must be "big money" in the business. Certainly all the lines so far established seem to be doing well, especially in the transportation of passengers, but whether the summer activity will be sufficiently remunerative to balance the inevitable dullness of the winter months is a problem that experience alone can solve. We sincerely hope that it will, but we may frankly say that we regard with some distrust the establishment of so many rival lines. The trouble is that the business that might be profitable when confined in a few hands will be cut up as to leave a profit for none. It is all very well to argue that the public will gain through the cutting of rates that must inevitably result from overcrowding the business. Such a gain can only be temporary, and the community at large cannot reap any advantage from one portion being ruined.

The following are the Assignments and Business Changes in this Province during the past week:—H. B. Fidler, (Est. of) Harness Maker, Halifax, Stock adv. for sale by tender; Wm. Gossip, (Est. of) Stationery, Halifax, stock sold out to Geo. W. Jones; Chas. H. Denton, Genl. Store, Rossway, assigned; D. G. McDonald, Genl. Store, Lismore, assigned; J. J. Myrner, builder, Dartmouth, assigned; Acadian Co-operative Society, Westville, stock in trade adv. for sale by tender; W. J. Calder (Est. of) Books & Stationery, Windsor, stock adv. for sale by tender; W. Y. Kennedy, Clothing, Halifax, adv. closing out business.

Bradstreet's report of week's failures:—

| | Week Prev. | | Weeks corresponding to | | Failures for the year to date. | | | |
|-----------------|------------|------|------------------------|------|--------------------------------|------|------|------|
| | Aug. 16. | 1889 | 1888 | 1887 | 1889 | 1888 | 1887 | 1886 |
| United States.. | 177 | 173 | 151 | 144 | 139 | 7209 | 6428 | 6132 |
| Canada..... | 21 | 31 | 31 | 26 | 17 | 1012 | 1107 | 795 |

DRY GOODS.—Trade is quiet but fair for the season, a moderate demand being experienced for staple cotton goods at steady prices. A number of repeat and sorting-up orders have been received during the past week. Woolen fabrics are reported in good demand with prices gradually stiffening. Montreal fancy goods houses have decided to hold their opening fall sales a week earlier this year, owing to the action of Toronto firms. Consequently the opening sales of fancy dry goods and millinery in that city will take place on the 27th, 28th and 29th instants, at which a large attendance is expected. Several firms in these lines in Halifax purpose being represented at those sales. Remittances have been fair.

IRON, HARDWARE AND METALS.—The market for pig iron is firm, cable advices showing a further advance in Scotch warrants, making a rise in the past few weeks of 3s. 3d. Makers' brands are also cabled 3d. to 6d. higher on the week. The recent advance seems to have had the effect to check the ardor of buyers in the meantime, though it is thought that when they are eventually compelled to operate it will be upon less favorable terms. A further advance in pig lead of 6d. is advised by cable, and galvanized remains steady at the late advance. Ingot copper is cabled £1 higher, but no change has occurred here. In general hardware a fair trade is in progress, and certain lines of shelf goods have materially advanced in price.

BREADSTUFFS.—No new feature has developed in the local flour market, business having continued quiet and few sales having been effected owing to slow demand, and the market has been dull on the whole though prices have been steady. Beerbohm's cables show no appreciable change in the English markets for wheat and corn, though spot wheat and corn at Liverpool are reported a turn dearer. Weather in England shows signs of improving. French country markets are quiet but steady. The wheat yield of Europe, according to official reports, will be about 10 per cent below that of last year. The Indian wheat crop is about 16,000,000 bushels below that of 1888. The wheat crop in the Argentine Republic was ruined and they have been buying heavily in New York. Australia and New Zealand have no wheat to export. In Chicago the market has fluctuated within narrow limits, with the feeling decidedly lower. Wheat dropped $\frac{1}{8}$ c. to $\frac{1}{4}$ c. Corn was fairly active, but prices fell off $\frac{1}{8}$ c. to $\frac{1}{4}$ c. Oats eased off $\frac{1}{8}$ c. to $\frac{1}{4}$ c. In New York the local disposition has been anti bullish if not positively bearish, and the mental energies of the crowd are all turned upon getting out a few loads at the right time. Most of the leading houses there keep "long" of wheat, whereas the crowd are always "short," and finding that the large houses at Chicago turned buyers on heavy storms in Kansas, and heavy rains throughout the north-west, which means light receipts for some days to come, these shorts were eager to cover and found very little wheat for sale, and a rise of 1c. was made with small transactions.

PROVISIONS.—In pork the feeling has been steady, owing to the bulk of the stock having gone into consumption, and offerings are now small. The market has on the whole been quiet, there being only a moderate demand for small lots. Prices for lard have ruled steady and unchanged under a very moderate demand. The Liverpool provision market was unchanged and prices throughout were steady. In Chicago the market continued weak and pork broke 12 $\frac{1}{2}$ c. to 22 $\frac{1}{2}$ c. Lard was very weak and dropped 7 $\frac{1}{2}$ c. to 15c. The tone of the hog market was very weak and prices declined 10c. to 20c.

BUTTER.—The butter market has continued quiet with a small volume of trade, which was chiefly confined to domestic wants. Still holders are by no means endeavoring to push sales, as they confidently look forward to a better demand next month.

CHEESE.—The cheese market has continued very quiet and, so far as spot business is concerned, little can be said. However, it is evident that