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J. E. ROBERTS, — GEN.-MGR.

for \$2 per barrel, and those not yet sold are holding for a higher price, with probability of getting it. The Gravensteins and other early apples are now all picked, and have turned out even better than anticipated, many farmers having nearly doubled their estimate. Ribston Pippins also have been coming on well and will exceed early estimates. Both Ribston and Blenheims are also pretty well picked. Baldwins and Northern Spies are reported rather scarce, and they are likely to be high priced.

Judging from present appearances, there will be some difficulty in getting the apples shipped this season. The farmers of the Valley have in times

past complained a good deal about the inadequate facilities provided for them by boats running out of Halifax and St. John, but the fault is not all on the part of the steamships. In past years, growers have been in the habit of engaging a certain space on the boats, and after having done so, the opportune visit of a speculator would induce them to sell their apples in the orchard; the result being, of course, that the space was, so to speak, left on the steamship company's hands. It is only natural that if they expect the steamship companies to keep faith with them, they must do likewise with the companies.

THE STOCK EXCHANGES.

The extraordinary dullness in stock transactions continue to prevail throughout Canada and the United States. The only activity that exists seems to lie in the direction of an occasional further decline in prices. On Tuesday last, in New York, there was another serious break in stocks, and the Montreal and Toronto markets tended to follow suit. Under this influence, Dominion Coal fell seven points, and even C.P.R., which held up better than most of the popular stocks, declined to 117½, and sold at that point. Practically all transit and industrial stocks shared in the easiness.

MORE CANADIAN BUTTER.

The following is extracted from a London letter of September 21st: "Some of the Canadian butter shippers to this country should get ten years penal servitude." Another dealer writes as follows to our correspondent: "Please instruct us as to the disposal of two boxes butter sent us as sample Canadian finest butter, but which is bad confectioners'."

—Technical journals have recently drawn attention to the fact that, despite the rapid extension of tramways and

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enormous increase in the number of passengers carried, the railways have also had an augmented passenger traffic. In the last seven years, according to Engineering, of London, the aggregate number of rail fares has risen by 11.7 millions, while in the same period tramcar fares have increased by 196.2 millions. British tramways last year conveyed 1,394,000,000, which was 25 per cent. more than the railways. The figures seem to demonstrate that what the railways have lost on suburban and short-distance traffic they have more than made up on their long-distance fares; and further, that facilities for travel increase its amount, and doubtless that lesson will be anew illustrated when the railway companies connect their outlying areas with the trunk lines by their own electric motors or branch tramways. Though we have had seventy odd years of railways, the science of locomotion is still in its infancy.

—We have had another remarkable spectacle in the strike of the members of a trade union employed in a boiler shop in Jersey City, N.J., for what amounts to practically a reduction of wages. The minimum scale was three

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Full particulars of Debentures and Municipal Statistics can be obtained from the Office of this publication, or from

GEO. J. KINNAIRD,

Secretary-Treasurer,
Town of Edmonton,
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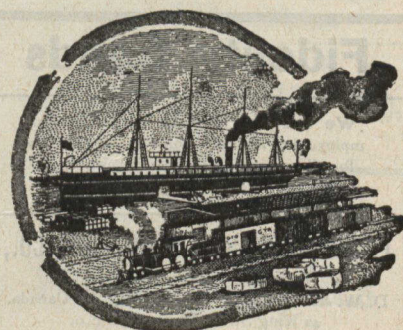
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