#### Wheat Production Indications.

The government figures give 75.6 as average condition for winter wheat, 93.3 for spring age condition for winter wheat, 93.3 for spring wheat, and 83 4 as the combined average for the entire breadth. These factors point to approximately 265,000,000 bushels of winter wheat, and 180,000,000 bushels of spring wheat—or a total of 415 000,000, against last year's official final estimate of 257,709,000 bushels for winter wheat, 209,391,000 for spring wheat—making an aggragate of 467,103 000 103,000.

If we refer to the July indication last year we find it to suggest production largely short of the final calculation—and the latter is shown by the evidences of distribution to have been decidedly lacking in a full representation of the production. In other words, the indication a year ago, on the basis of government data, was for about 405,000,000, the final estimate was 467,000,000, and the evidence of distribution for the first form. dences of distribution for the year suggest fully 500,000,000.

In the light of these elastic characteristics of crop indications and estimates, what should reasonably be expected of the crop of 1896? The acreage this year does not vary essentially from last year. The general average condition is now stated as 83.4, which comcondition is now stated as 85.4, which compares with 76.3 as the average condition reported a year ago. Everything else being equal, this should imply over 9 per cent. increase this season in comparison with last year. But it is fair to say that no observing season formillar with the stration is looking person familiar with the situation is looking for an increase. It is quite manifest that the reported condition a year ago did not correctly reflect the situation as it was. The average yield was 13.7 bushels per acre, implying about 18 bushels as the equivalent of 100 of condit on as reported in July, while about 151 bushels is the understood average equivalent of 100 of condition, according to data of recent years. The final estimate of produc tion was over 15 per cent. in excess of th July indication; if 15 per cent. be added the reported conductor it would be advance from 76.2 to 87.6, which would compare with 83.4 now reported.

It is proper to recognize the fact that no one fully foresaw the extent of gains in yield over the estimates which were disclosed last year. This was true of both winter and spr ng wheat sections, the latter more especially.

It appears in evidence that the service of the department of agriculture this season is operating on a new b. is, which may demonoperating on a new o. is, which may demonstrate that the preliminary work is more nearly in line with actual conditions than herotofore. If this be not so, the official report now offered logically suggests a much larger crop of wheat than last year.

So for no we can reach conductors from the

So far as we can reach conclusions from the information now available we incline to the view that the following fairly well illustrates the situation this season in comparison with the total production of wheat last year, in

bushels:

1896 1895 Winter wheat.... 275,000,000 275,000,000 Spring wheat.... 190,000,000 225,000,000 Spring wheat..... 190,000,000

Total ..... 465,000,000 500,000,000 -Cincinnati Price Current.

## The Dry Goods Trade.

A revised list, dated July 14, has been sent to the trade, showing a reduction on bleached cottons of about \$ per cent. This was brought about by competition from the States.

For the past few years there has been a steady change in the direction of ready-made wear. Formerly women bought so many yards of piece goods to make their undergarments, wrappers, etc. The opening of many fields of employment for women has resulted in an active demand for underwear

for ladies now occupied in business pursuits. ually happens, manufactured underwear did not give entire satisfaction. but now with the improved machinery and first class designers garments are equal to, if not better than the home-made article.

Some retail merchants find that they cannot now import goods to advantage. Retail importers have been carrying over full prices, Retail while opposition dealers buying from whole-salers here in small quantities were in a position to buy job lines. These lines were retailed at prices that meant, if followed, a serious loss to the retail importer. It stands to reason that a large jobber, having many customers, can clear out at the and of the season cdd lots at or below cost and still make a profit. The buyer who selects his stock from warehousemen here can more saving interest and depreciation in stock carried over. The retail importer bought his goods from English and Scotch wholesale firms who had to buy from the mills the same as foreign buyers, so that he gained nothing by that move. The mills, when they are anxious to unload, natur .y want to see prices firm in the home market, and are apt to unload on foreigners. It occasionally happens that Canadian jobbers can offer lines at less prices than English houses. Another difficulty is the ability to anticipate wants so many months ahead. The firms here give such long dating and delivery ahead that it leaves but a small commission to the jobber. His trade will not suffer as he can assort his stock at short notice. Merchants with capital, recognizing this, are running their stock lower than formerly.—Toronto Globe.

### Western Cattle Increasing.

Whatever the near future may bring orth in regard to cattle supplies there seems to be no question about the increase in the numbers to come from the West and Southwest within the next few years. The breedwest within the next few years. The breeding herds which for some years prior to the last had been decreasing are again being brought up. Very little the stock is being disposed of and the quality is being improved by the use of good beef-bred bulls. Moreover, breeding is being taken up again on the more Northern ranges and in the farther West and Northwest. Everything points to an abundant supply of Western cattle in the factors, but, it takes time to build up future, but it takes time to build up the decimated herds, and the increase promises to be gradual.—United States National Stockman.

#### A Silver Dollar on a Silver Basis.

An illustration of the difference between silver on a silver basis and silver on a gold basis is found in the recent experience of a Cincinnati man in a restaurant in Mexico, where he got a dinner, the price of which was one dollar in Mexican money. He laid down a silver dollar of the coinage of the United States, and received as his change a silver dollar of Mexican coinage, which in fact contained more silver than the United States dollar, although current at United States dollar represented under existing conditions the equivalent of a gold dollar, being issued on a gold basis.

The Harvey & Van Norman Co., manufacturers of boots and shoes, etc., Toronto and Quebee, have decided to do all their manufacturing at Quebee, and they have secured a large new factory for this purpose at Quebec city, which is being equipped with the most modern plant procurable. The head office and warrooms of the company will remain in Toronto. will remain in Toronto.

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## Something New in Car Building.

The long talked of new Limited trains on "The North-Western Line" C. St. P. M. & O. Ry. to run between Minneapolis, St. Paul and Chicago, are now in service.

The press as well as the people who have inspected these trains admit that they represent the acme of the car builders art. The engine is after the famous 999 pattern, and from end to end the train is vestibuled with broad plate glass vestibules which completely enclose the platforms and add greatly to the beauty as well as to the comfort of the train.

If you are going east why not patronize the new "North-Western Limited." Excursion or other classes of tickets are good on this train and no extra fares are charged for the superior accommodations.

Tickets, sleeping car reservations and full information on application to your home Agent or address T. W. Teasdale, General Agent, St. Paul, who will be pleased to forward you painphlet giving full description of these new trains, there is nothing to equal them in car construction-not even the wonderful trains on exhibition at the World's Fair.

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