

moderately active. Receipts have been decreasing, and the big rush seems now to be over. On Monday morning there were 348 cars less on track than two weeks ago, and 29 less than one week ago. The wheat delivered here is passing mostly into the hands of shippers and carriers. Freight rates continue stiff, the latest charters being at 7c. On Friday there was a little flurry for a while and prices were firmer. Cash No. 1 hard on that day sold at 74 to 74½c; No. 1 northern sold at 72 to 72½c; No. 1 hard closed at 75½c for November. The closing prices for No. 1 hard on each day were:

	Cash	Nov.	Jan.
Monday.....	73½	—	73½
Tuesday.....	74	—	74½
Wednesday.....	73½	—	74½
Thursday.....	73½	—	73½
Friday.....	73½	75½	—
Saturday.....	—	—	—

The State of Trade.

Special telegrams to *Bradstreet's* report a continued full volume of general business, though there have been less favorable advices from several points. While the movement of staple products from Boston has been good, it has been less regular, notably in dry goods, which, however, is regarded as natural after the exceptional activity enjoyed of late. At St. Louis new business continues to be reported, but the rate of increase is less than previously noted. There is a quieter tone to trade at New Orleans where predicted earthquake appears to have prevented the appearance of country buyers to some extent. The retail trade at Savannah has been checked since the last disturbance of the earth, and their remains of course much to be done at Charleston before the commerce of that city reaches its former proportions. Owing to late failures on the Pacific coast, business at San Francisco is more quiet and somewhat unsettled. At most other cities the full volume of commercial transactions already noted exceeds totals at like periods in immediately preceding years, and in nearly all instances meets the more conservative of the hopeful anticipations reported within two months past. An increase is reported in the east-bound trunk-line railway earnings. Those for 40 roads, specially reported for the second week in September, amount to \$4,661,186 against \$4,077,575 in 1885. From January 1 to date the total is \$121,560,000, against \$112,300,000 last year, a gain of over \$9,200,000, or 8 per cent. The bank clearings at 30 cities for the current week, aggregate \$968,461,115, against \$875,171,282 last week and \$700,341,849 in the like week of 1885. Some of the 10 per cent. gain this week over last is due, of course, to the widening of the speculative market in Wall street. As against 1885 the increase in clearings is 38 per cent. The Wall street stock market is excited and a bull fever prevails. The principal dry goods centers report no unfavorable features notwithstanding the slight check to distribution at some points. Stocks of cottons are light at the interior, and woolens are expected to advance in price during the next season. Raw wool is remarkably strong, and prices are again higher, with movement to manufacturers heavy. The belief appears general that the American clip is short, and Australian is certainly worth

more abroad than it is here. Louisville reports a favorable tobacco crop, with prices favoring sellers. The failures reported to *Bradstreet's* this week were, in the United States, 156 against 183 last week, 140 in the like week of 1885, 210 in 1883, 164 in 1883, and 141 in 1882. Canada had 31 this week against 28 last week, 20 in 1885 and 28 in 1884. The total in the United States this year to date is 7,343, against 8,333 last year, a decline of 990. In a like portion of 1884 the total was 7,873, in 1883 it was 7,102, and in 1882 5,116. The announcement of Licht's estimate of the beet crop depressed the sugar market ½c on this side. The visible supply shows a further shrinkage, it being now 989,695 tons, against 1,009,334 tons at the same date last year.—*Bradstreet's*.

The Qu'Appelle Valley.

Ever since the opening up of the central and western portions of the Northwest by the extension of the C. P. R. westward from the Red River, the Qu'Appelle Valley has been known as one of the most beautiful and desirable portions of the Northwest. That portion of country usually included in the term "Qu'Appelle Valley" includes a strip of land along the Qu'Appelle river, commencing about Broadview and extending westward to beyond Qu'Appelle Station. Properly speaking the valley should include only the depression through which the river runs, which is about a mile in width, but the term is applied to the whole country between the C. P. Ry. and the river, though the railway is about twenty miles from the river at some points. This country is an undulating prairie, in some portions almost hilly, dotted with bluffs of poplar and many pretty little lakes and ponds. The soil is rich and readily worked, and the grass usually abundant. During the spring and summer of 1882, and before the railway reached the region, there was a great influx of settlers into the Qu'Appelle country, and the district is now pretty well settled, the settlements extending some distance north of the river.

Farming was not carried on very extensively in the district in 1885 owing to the fact that many of the farmers had their teams employed in hauling military supplies in the transport service, for the soldiers engaged in suppressing the metis rebellion. What was done in the way of agriculture was gone through hurriedly and imperfectly, and consequently the result was not as satisfactory as could have been desired. This year a considerable acreage of grain was sown, but the severe drought which the country has experienced did great damage to the crops. In some portions of the district a fair crop was secured, but in many places the result was very discouraging. However, the people have faith in the agricultural capabilities of the district, and though somewhat disheartened will try again. Topographically the Qu'Appelle country is apparently one of the best agricultural districts in the Northwest, and it is to be hoped that the drought experienced the past season was altogether exceptional, as indeed there is every reason to believe such is the case.

Although it is only about three years since the settlement of the Qu'Appelle country commenced, yet already quite a number of brisk little towns have sprung into existence in dif-

ferent parts of the district. We will glance at these in order, commencing with the westernmost town of Qu'Appelle Station, sometimes known as Troy. Three years ago the writer slept over night in the first and only frame building in the place, and designated by the name of hotel. The sleeping apartment of the hotel (for there was only one such apartment) consisted of one room, the entire size of the upper flat of the building, about 20x30. A row of beds were placed along the wall on each side, of the room as close as they could stand together, with a walk down the centre. The beds were home-made structures, and though very low, being only a few inches from the floor, yet then were not low enough to prevent the occupant from striking his head on the ceiling, should he unwittingly assume a sitting posture in the bed. This was personally demonstrated on the occasion referred to. Now Qu'Appelle station has several large hotels, equal to anything which might be found in eastern towns of much larger size. The Queen's is a large building, well furnished throughout and there are other hotels providing excellent accommodation.

The general trade of Qu'Appelle station is quite extensive and extends as far north as Prince Albert and with the half-breeds settlements between the towns and the Saskatchewan River, including the famous Batoche district. Freight for the northern settlements is here transferred from the cars to wagons, and every day many teams may be seen starting with loads of freight on a journey of 300 miles to Prince Albert and other points. This transfer trade is of great value to the station, and causes the expenditure of considerable money in the town. Building operations have been of quite an extensive nature during the present season, and a whole street of residence buildings have been added to the town. J. P. Beauchamp, general storekeeper, has lately moved into a large new store. Russell & Davis, butchers, are also building a commodious shop. They have lately opened a branch shop at Prince Albert. Dr. C. E. Carthew, druggist, will erect new quarters. Thompson & Nelson, do a large lumber business and also look after the forwarding of freight to Prince Albert. The leading industrial institution of the place is the large roller flour mill, owned by McMillan Bros., of Winnipeg. This mill has a capacity of 200 barrels per day, and is one of the best appointed mills in the country. At the time of our visit the mill was running full time on Indian contracts. The product is also shipped west along the line and to the mountains. The most important question agitating the people of Qu'Appelle, is the Wood Mountain and Qu'Appelle Railway. This road is proposed to run to the wood and coal districts to the south, and also to the northward, through Fort Qu'Appelle, and thence to form a junction with the proposed Hudson's Bay Ry. A land grant of 640 acres per mile for a portion of the road has been given by the Government, and the people of the town seem to think that there is a fair prospect of the work of construction going on at an early date. St. John's College is located about one and a half miles from the town. In connection with the college a school of agriculture is carried on, where young men are taught practical farming. There are now about twenty-five students in this department, mostly young Englishmen of means. The college farm consists of one section of land, or 640 acres. The settlers around the towns, and indeed all over the Qu'Appelle country, are principally Canadians, with a good sprinkling of old country people. We were shown some very fine samples of grain from the farm of Mr. D. Fraser, twelve miles south of the town, in which direction it was said the crops were very good, notwithstanding the drought.

To be continued.