

Dry Goods Trade Notes.

Motions for fall overcoats are in good demand, and some report the business better than for a number of years.

The English cotton trade is so depressed that 15,000 looms have been stopped in southern Lancashire in order to curtail the production.

For fall underwear it is said that the trade is not buying as heavy a weight of material as formerly. Quality of material counts more with the trade than business of weight.

Advices from the east this week state that factories are still putting up the prices of staple lines of cottons and wholesale houses expect to pay more for their next orders.

An increased demand for union suits for men's wear is reported. Many men in the larger towns and cities have long been familiar with the good policy of the one-piece undergarment but the country has had little use for them until recently.

Canadian makers of the woolen goods are very busy and have refused to repeat orders excepting at an advance. Repeat orders for the fall would cost 10 to 20 per cent. more than the prices in force when present stocks were obtained.

The sales of housewares are as active as ever in Canadian markets. Good effects in enduse variety are being freely. The cloth with insertion of mohair in various ways into the face of the fabric is among the most popular lines. This is a comparatively new idea, and the market for such domestic goods makes makers have taken hold of it shows that certain mils which turn out the better cases of Canadian cloths are right up to date.

Grocery Trade Notes.

Recent advices from Jamaica state that owing to the drought the next crop of Pimento will be a late one.

Sales of Java cane sugar at primary points for future shipment are in quietness, with a detrimental effect upon the market for beet sugar.

Cable advices from Hankow report active and advancing market for Congou teas, with Russia a free buyer. The first crop of North China Congou will be from 10 to 15 per cent. above of last year, and prices quoted for United States standard were 10c to 10 1/2c.

The "Jacoma" and "Escalona" cargoes of Mediterranean fruit were sold at Montreal Fruit Auction Company's warehouses last week. About 20,000 boxes of Sorrento and 2,400 boxes of Sicily oranges of the "Jacoma" sold at \$12.50 to \$20.00 per box as to quality, and 3,000 boxes of the "Escalona" sold at \$10.00 to \$15.00 per box. The above prices show a decline of 20c to 25c per box on the oranges, and 10c to 20c per box on the lemons.

Hardware Trade Notes.

Barbed wire and cut nails have declined at little at Cleveland.

Pure Manila rope and lath yarn advanced five in eastern markets last week.

IMPLEMENT TRADE.**The Twine Market.**

The twine market has assumed a quieter aspect the past week and the heavy, apparently, is subsiding. This is in line with the most of the active sellers have sold out or because the dealers requiring more twine have been buying at difficult question to answer. Some of the sellers declare they have sold all of the twine they had but are still in question as to whether they will be able to produce this season and that all sold recently was at top prices. Some assert that they could not buy at the current rates. This is no doubt, true of some houses and of small and standard twine, but it is not true of the heavy twine. Those purchases do not equal their probable needs and they decide not to be stampeded. They say they will await developments regardless of what course prices may take.

The crop outlook shows no material change. It discloses no reason for another substantial increase in demand for twine, although a large average demand may be confidently expected. Like all the twine market, the statement is based upon the present outlook, which may be changed either by a subsequent weather condition. The consumption of twine in the extreme southwest, where harvest will soon begin, will fall considerably

short of early estimates, according to the reports of harvester representatives.

The International Harvester Company have resumed selling to the extent of filling second orders in the earliest harvest territory, but are not canvassing for trade in other sections. Their prices on this business are the same with which the season opened, 100-2 cent basis. No change has been made in the prices of any grade.

Some of the independent harvester concerns are reported to be maintaining the same prices. Other prices still vary according to the sellers' ideas of what they should be.—Farm Implement News.

Implement Trade Notes.

The Western Implement Manufacturing Company has secured a factory site in Fort Rouge, Winnipeg, and will start building operations early in the fall.

The Canadian Thresher Supply Company have purchased a block of land in Winnipeg for the north end of the city for the purpose of erecting a manufacturing establishment in the near future.

The J. L. Case threshing machine shops, the Standard Oil Company residences, and half a dozen smaller, small factories at Racine, Wis., were destroyed by fire on Sunday afternoon last. Loss \$350,000.

The Canadian Port Huron Company have acquired a large warehouse site east of Louise bridge, Winnipeg, and proposes to erect a large warehouse 100,000 feet, which will accommodate 100,000 bushels of grain. The city and showroom will likely be on the corner of Princess and William streets.

Lumber Trade Notes.

Mayor Archibuth, of Winnipeg, is quoted as saying that a government commission will shortly sit in Winnipeg to enquire into the proceedings of the Western Lumbermen's Association. It will also take evidence in the country.

Some trouble has been experienced lately by the white pine manufacturers on the upper Mississippi owing to the rising water, which is somewhat above the usual stage at this time of the year. The movement of white pine logs and lumber is being sent to points of consumption with but little delay. The demand for stock lumber is increasing, and to which receipts by vessel at lake markets are being transferred from the vessel to the cars, instead of being put into yard. The result has been to give a better assortment and to relieve the growing scarcity in the central states. Yard trade is not very active, but aggregate consumption is fairly large. The bulk of the season's cut has been sold at good prices and there is not enough unplanned to cause the owners of long lines of stock any uneasiness as to values.—American Lumberman.

Railway and Traffic Matters.

The Canadian Northern Co. contemplates establishing a daily train service to Dauphin.

An Alberta paper says the C. P. R. intends fencing the entire C. & E. line this summer.

A dispatch from Ottawa last Friday said: "The Dominion government intends guaranteeing the interest on the bonds of the Canadian Northern for 720 miles at 3 per cent. on \$15,000,000, and for an addition to the \$20,000,000 for 100 miles of the Prince Albert branch, making in all, as already said, 720 miles.

J. D. McArthur, the railway contractor, has received the contract for the grading of the Kirkfield branch of the C. P. R. from Neudorf, the present terminus of the line to Edmonton. The southern location has been chosen for this line up to jumping creek. From this latter point it is understood that several trial surveys have been made, and that the definite location of the line to Little Manitou lake has not been fixed.

The entrance of the Canadian Northern Railway into Manitoba and the locating of their passenger and freight business in the East End is now at an advanced stage. The purchases of property that have been made by the Chateaugay and Northern. The terminal facilities thus ob-



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WAIT FOR THE TRAVELLER

tained will be for the Great Northern which has come into the control of Mackenzie, of the Canadian Northern system. It was announced that the entire block bounded by St. Catherine, Moreau, Marlborough and the Canadian Pacific on Chicago avenue, intersecting, had passed into the hands of the corporation above mentioned. It is stated that the purchase represented a sum well on to \$150,000.

The Canadian Pacific has just received the first six engines of the fifty ordered some time ago at the Scottish Locomotive Works. The first of these locomotives was inspected in the yard at Windsor street, and the superintendent of rolling stock says that it meets all the expectations that had been formed regarding it. These engines have not been designed by the Scottish builders, but have been constructed from plans and specifications prepared by the draughtsmen of the company. The one already in service is a ten-wheeled locomotive, with 48-inch driving wheels. The weight on the driving wheel is 128,000 lbs. The locomotive has storing capacity for 5,000 gallons of water and ten tons of coal, and is equipped with the latest improvements.

VISITED EUROPEAN MARKETS.

Mr. McAllister, of McAllister & Wylie, wholesale stationers, etc., Winnipeg, has returned from a prolonged purchasing trip. It has been for the first time in the past to place orders for imported goods largely with brokers at New York and other points, and to represent the European manufacturers. Mr. McAllister, however, decided to go direct to headquarters himself. After visiting the United States and Canadian markets, he therefore took passage across the ocean and after a brief stay in Germany and other European markets, Mr. McAllister found British manufacturers much interested in Cana-

dian trade and ready to take advantage of the surtax on German goods to extend their trade with Canada. Heretofore Germany has supplied a large quantity of the fancy lines of holiday goods, etc., imported into Canada, but Mr. McAllister thinks that they will be able to secure many lines in Great Britain which will replace the German manufactures. Some lines brought from Germany will probably be dropped, and some new lines of British goods will be taken up instead. In some lines such as dolls, etc., it will be necessary, however, to import from Germany for the present at any rate, but eventually British manufacturers may be able to meet the demand. The German manufacture enormous quantities of cheap toys, etc., and they have had almost a monopoly of some classes of this trade. Mr. McAllister placed orders with some British manufacturers, who had never before booked orders for Canada. A number of lines he is having made to order to meet the requirements of Canadian trade. The surtax on German goods will probably result in a considerable change in the trade in toys and holiday goods. Lines will be brought from Great Britain which will take the place of the German goods, and they may result in a better class of goods being handled, many lines of German toys being dropped. They have, however, filled the demand for cheap toys.

A New York exchange says: When the stock of the Canadian Northern to the Grand Trunk-Pacific has been completed the general opinion in leading Canadian railway circles is that Mackenzie and Mann will go on the directorate of the Grand Trunk-Pacific. After the completion of the road, the payment for the road will be made purely in cash and partly in stock in the new company.