

A NEW OCEAN MONSTER.

Great interest is being expressed in the maiden voyage of the "Oceanic," the new steamer of the White Star line, which is expected to arrive at New York early in September. The "Oceanic" is 704 feet long and 68 feet beam, with a hold measuring 44 feet in depth. Her gross measurement is a little over 17,000 tons, or about 5,000 tons larger than those of the great Cunard line vessels, the "Campania" and "Lucania," which heretofore have held the record for size on the New York and Liverpool route. Her cost is placed at over \$5,000,000, and special interest attaches to her going into commission because in many respects, notably in length and displacement, she exceeds the celebrated "Great Eastern," which, while a great undertaking, and superior in size to anything built before or since, up to the present was a failure commercially, mainly because of insufficient engines. The "Great Eastern," it will be recalled, after its failure as a passenger and cargo carrier, was used considerably in cable laying, and finally became a coal hulk before disappearing forever from the maritime lists. The following table illustrates some features of the development of large shipbuilding during the past forty-one years:

Names.	Date.	Length. ft. in.	Width. ft. in.
Great Eastern	1858	680	83
Britannic	1874	455	45
Arizona	1879	450	45 2
Servia	1881	515	52
Alaska	1881	500	50
City of Rome	1881	542 6	52
Oregon	1883	500	54
Paris	1888	527 6	63
Teutonic	1890	565	57 6
Campania	1893	600	65
Kaiser W. der Gros	1897	625	66
Oceanic	1899	704	68

The "Oceanic" will, it is said, have accommodations for 1,710 passengers—410 first class, 300 second class, and 1,000 third class or steerage, besides carrying a crew of 390 men.

The "Great Eastern" was of 27,000 tons displacement; the Kaiser Wm. der Grosse, 20,000; whereas the "Oceanic" will displace 28,500 tons.—Railway Journal.

MANITOBA WHEAT STOCKS.

There were 1,052,000 bushels of wheat in store at Fort William on August 28th, compared with 1,343,000 bushels one week previously. Receipts for the week were 40,628 bushels, and shipments were 330,488 bushels. At Port Arthur there were, on the same date, 100,000 bushels of wheat and 270,000 bushels of oats in store. Stocks of wheat at Fort William, Port Arthur, Keewatin, Winnipeg and interior country points are estimated approximately at 2,600,000 bushels, compared with about 500,000 bushels a year ago.

A SALMON COMBINE.

T. B. McGovern, of New York, a well known broker and financial man, left this afternoon for his home in the East, says the Vancouver World of 29th ult., after having made partial arrangements for the proposed salmon cannery combine. Mr. McGovern saw and talked over the situation with a number of the local canners, and most of them agreed to the general idea of the combine as the best endeavor for the industry. He will endeavor to arrange for the necessary capital in New York, and when this is done he will obtain options on the canneries for the purchase. The proposal is to give each of the canners some cash for their interests, and to give them stock

in the new organization, which will be capitalized for several millions. Down at Portland, the 12 canneries which entered the combine there went into the new corporation with a capitalization of \$2,000,000, and this combination, which was put through by Mr. McGovern, has worked very well ever since. Mr. McGovern has left a representative in Vancouver, who will later on obtain the options and look after the business at this end for him. He thoroughly expects to have the combine in working operation before the arrangements are made for the salmon pack. Besides the canneries on the Fraser, all those on Rivers Inlet and the Skeena, making all the Canadian institutions, will, if possible, be taken into the combine.

CONSUMPTION AND INSURANCE.

At the meeting of the Dominion Medical Association last week in Toronto, Dr. J. Hunter read a paper on "Tuberculosis and Insurance." It was devoted to the consideration of the question as to what degree of tuberculosis practically should bar a person from being passed by a doctor for life insurance. His view was that all tuberculous persons descendants of tuberculous persons under 30 years of age, and those with physical defects or conditions likely to produce the disease, should be debarred.

Dr. Barrick submitted a paper on the more important means of dealing with consumptive poor. He suggested the establishment and maintenance of a rural sanatorium in connection with each municipality or group of municipalities, for the reception of such cases as admit of a reasonable hope of cure or improvement, with a suitable isolated building for the reception and treatment of advanced cases of the disease, and the absolute necessity of adopting such means of isolation as may be approved by the provincial and local boards of health, the adoption of regulations by the Dominion Parliament and Provincial Legislatures for supplementing grants approved of by by-law submitted to the qualified ratepayers for the purchase of land and erection of buildings. After giving details, as to means of support, by private subscription or public grant, he urged that these suggestions could be carried out as soon as public opinion was educated to the immense importance of checking consumption.

A POLITICAL PARABLE.

Judge Charles G. Garrison, of New Jersey, is evidently not an expansionist. He uses the following fable to describe the situation in the Philippines: "A boy who had a brindle dog on a string was so tired that the dog was on the point of achieving independence, when a member of the Society for the Prevention of Cruelty to Animals accosted the boy and chided him for not giving the dog his freedom, and finally bought the string for the sum of 25 cents. The last the boy saw of the kind-hearted stranger he was kicking the stuffing out of the dog because it hung back when he pulled on the string."

THE RIGHTS OF AUTOMOBILISTS.

Automobilists in New York City are preparing to resist any attempt that may be made in the Municipal Assembly or in the Albany Legislature to enact laws or ordinances restricting the use and operation of their machines.

At a meeting of the organizers of the Automobile Club, to be held early in September, steps will be taken to prevent legislation, which may be considered detrimental to the interests of the owners

of the different varieties of motor vehicles.

Speaking of the status of the automobile, Assistant Corporation Counsel O'Neil, of New York city, said: "The automobile, as a practical vehicle operated in the street, naturally comes under the operation of the common law principles, statutes, ordinances and regulations which govern the conduct of other vehicles. The automobile having been demonstrated to be a manageable vehicle, I am not aware of any ground upon which it can be lawfully excluded from any public street or road."

BRAINLESS.

Bill Fletcher is a lineman for the Michigan Telephone Company, and is known to be witty. He doesn't like to wear a hat on hot days, either. A kind-hearted old lady saw Bill the other day, near Saline, digging away bareheaded at a post hole. So she went into the house and got one of her husband's old hats.

"It's too bad you haven't got a hat, take this one," said she; and not wishing to offend her, Bill accepted the proffer. When the job was completed, he went to her door and thanking her, said that he could not keep the hat.

"But you must keep it," she said. "You will bake your brains out if you don't wear something over your head this hot weather."

"Oh, no I won't," said Bill. "I haven't got any brains. If I had I wouldn't be digging post holes.—Electrical Review.

—Unofficial estimates say that up to 1st September 33,000 settlers have arrived in the West this year, and that three-fourths of them have located in Manitoba. The harvesters are not included in the above. It is estimated that about 5,000 of these will remain and farm in Manitoba.

—They had parted at the car window. The man was on his way to the Klondyke country. The faithful wife was left behind. "How soon do you expect him home?" enquired a sympathetic neighbor. The devoted wife choked back a hot tear. "You can bet your life," she sobbed, "that I don't expect him home until he's made his pile. And he knows b-better than to c-come."—Cleveland Plain-Dealer.

—Mr. Lewis Nixon, of Elizabethport, N.J., is chairman of the Committee on Fireworks and Music of the big celebration to be held at New York City upon the arrival of Admiral Dewey. Mr. Nixon has planned to expend about \$30,000 in fireworks displays—\$500 for red fire along the coast, \$5,000 for the illumination of city halls, and an equal amount for the illumination of the Brooklyn bridge.

STOCKS IN MONTREAL.

MONTREAL, September 6th, 1899.

Stocks.	Highest.	Lowest.	Total.	Closing Prices.		Average, same date 1898.
				Sellers.	Buyers.	
Montreal					255	
Ontario						203
Molson's				225	206	233
Toronto						110
J. Cartier						180
Merchants	171	170	14	170	169	
Commerce	149 1/2	149 1/2	3			
Union	114 1/2	114 1/2	10	120		
Hochelaga	153	152	3			
Nationale				98		
M. Telegraph	173 1/2	171	89	175	172	181
R. & O. Nav.	112 1/2	112 1/2	76	112 1/2	112	108 1/2
Mon. Street Ry	324	323	750	323	321	279
Street Ry New	323	323	25	323 1/2	321	275
Gas				208 1/2	206 1/2	194 1/2
C.P.R.	97 1/2	9 1/2	153 1/2	97	96 1/2	184
Land Grant bds					111	
N. W. Land pfd	54 1/2	54 1/2	100		54	
Pell Tele.	180	19 1/2	10	195	187 1/2	170 1/2
Mont. 4% stock						