

### Prosperous Saskatchewan.

Prince Albert, Sask., Sept. 22.—Of the entire western country, Saskatchewan undoubtedly leads all others for the heaviest yields of grain and the best saved crops. Nowhere on the continent could a more favorable season have been found than that of 1900. Last year, which, owing to excessive rainfall, a partial failure of crops occurred in the district, the fact was pretty thoroughly advertised, and this year, when everything has gone just as everyone desired, and a bountiful harvest reaped, there is no reason why the outside world should not hear of it. From personal observation I can state that the entire district reaching from Saskatoon, in the south, to Prince Albert, and east and west from Melfort to Hafford, the farmers have finished a most successful harvest. The settlements around Saskatoon, Oiler, Hafford, Rosetown, Duck Lake, Wiltonby, Prince Albert, Kinistino and Melfort, are the chief grain centres, and at all these places the crops are safely harvested in good time, and a splendid sample of grain is shown. At Saskatoon and Rosetown threshing has been in progress for some time past, and the yield of wheat at these places has this year averaged 25 bushels per acre of No. 1. Considerable grain has been marketed at different points on the Prince Albert branch. The cattle have also done magnificently in the northern country, and every few days sees a trainload leave Prince Albert, Duck Lake, Saskatoon or Dundura.

Many new settlers have located in the districts mentioned. At Saskatoon a good class of farmers, mostly from Ontario and the western states; at Rosetown a large number of Manitobans, also from the States. Stony Creek, Prince Albert, and Kinistino have also received their share, most of whom are well to do farmers from Ontario. At Oiler Station, a few miles north of Saskatoon, the Baker & Reid Co., of Winnipeg, are erecting an elevator. There are three large Manitoban villages adjacent and some splendid land still open for settlement in the vicinity, while all over the district there are yet some choice homesteads and much railway land for sale.

### Winnipeg City Council.

The Winnipeg city council met on Monday evening, with a full attendance of aldermen. The mayor was absent owing to sickness. The waterworks question was the principal matter under discussion, as usual. The works committee want to send a committee of city contractors to examine the buildings and pronounce as to their soundness, etc., but a section of the council is opposed to such action. The committee was sustained and if the report of the contractors justifies it, a complete investigation into the whole question of these new waterworks buildings will be ordered. It is stated that the buildings have cost \$20,000 more than they should. Some of the aldermen found fault with the system of advertising for tenders adopted by the city, these advertisements only appearing in one city paper, and being often missed by interested parties. The city solicitor reported that a formal suit is being entered for possession of the portions of William avenue and Albert street, which are alleged to be encroached upon by the Leland hotel building. The finance committee report recommending the payment of certain accounts was adopted. The works committee report recommending the construction of a number of pavements, sidewalks, sewers and boulevards was adopted. The fire, water and light committee report recommending that the tender of the Gartshorn, Thomson Pipe Co., for supply of cast iron pipe, at \$38.00 per ton, and specials at \$60.00 be accepted, and that the tender of the Bell Telephone Co., for supply of fire alarm boxes, be accepted, was adopted. A motion that all employees of the works department be paid for Labor Day was lost. The proposed waterworks by-law was taken up in committee of the whole, and after some discussion of this, the meeting was adjourned until Tuesday evening.

On Tuesday evening a heated discussion of the waterworks by-law ensued, particularly as to the matter of rates, the outcome of which was that the points in dispute were referred back to the fire, water and light committee. This discussion hinged principally upon the question whether the interest on the waterworks debentures should be provided for in the rates charged consumers of the water or in the general taxes of the city.

### Correspondence School Opened in Winnipeg.

The International Correspondence Schools of Scranton, Pennsylvania, have since the first of this month, had a branch office in Winnipeg, in the McIntyre block, under the manage-

ment of Fred. W. Fresham. This institution has been doing business here for some time, principally among the C. P. R. hands, and has done a great deal in the way of educating these men in the science of their callings. It has also had pupils among the mechanics working for various up-town concerns and has increased the earning power of some of these 100 per cent. Men who knew nothing about their business beyond the mere hand skill which they acquired from long practice, have under the instruction of this Scranton school become familiar with the science of their callings and have been given artistic tastes and ideas which make them decidedly more efficient and valuable as workmen. The studies are carried on by correspondence and the courses extend over a number of years. About four years is usually taken to complete a course. There are sixty different courses open to working men, which include all classes of mechanical and civil engineering, mining, drafting, architecture, scientific plumbing, masonry, carpentering, electrical pursuits, mathematics, physics, etc. The school was originally started for the benefit of the miners in Pennsylvania, but has been extended to include almost every branch of industry. It has now over 200,000 students taking the various courses. The work in Manitoba has grown until the establishment of a local office and supply depot has been rendered necessary.

### The Making of a Modern Newspaper.

The Manitoba Free Press Company, publishers of the Free Press, invited its friends to an "at home" on Wednesday evening with very successful results. The installation of machinery and plant at the new offices of the paper on McDermott street west, may now be said to be complete and the "at home" on Wednesday evening was really for the purpose of showing the public what an extensive process the making of a modern daily newspaper is. The entire building was opened to the guests of the evening and the staff were all on hand to show visitors around. The new Mergenthaler typesetting machines and Hoe perfecting press on which the paper is printed were the principal centres of interest. The stereotyping plant also attracted a great deal of attention. During the entire evening the building was thronged with people.

### Canadian Trade With Britain.

The following are the revised figures of exports to Great Britain of Canadian produce for the year ending June 30, 1900	
Mines .....	\$ 103,686
Fisheries .....	4,071,136
Forestry .....	15,032,411
Animals and their products ..	50,896,439
Agriculture .....	21,663,982
Manufactures .....	5,534,198
Miscellaneous .....	35,864
Total .....	\$ 97,432,710
1899 .....	85,113,081
The total exports for the same period are:	
Mines .....	\$ 14,301,625
Fisheries .....	11,355,141
Forestry .....	30,340,759
Animals and their products ..	57,041,629
Agriculture .....	38,855,753
Manufactures .....	14,325,232
Miscellaneous .....	665,304
Total .....	\$167,015,510
Bullion .....	1,659,744
Gold .....	0,831,057
Estimated short returns, as usual .....	5,000,000
Grand total .....	\$180,636,947

It is stated by one of the leading employment agents of Winnipeg that there will be a lack of work for able-bodied men in the west this coming winter. The lumber camps will want a large number of men and so also will the railway tie camps. Work on the Canadian Northern railway will be carried on all winter wherever possible, and a large number of men will be employed in this way.

A shipment of fresh beef from Buenos Ayres stored by the "sterilized air" system arrived at Liverpool early this month and excited considerable interest. The chief meat inspector on examining the shipment promptly seized the most of it pronouncing the meat unfit for use. The remainder was sold at the very low figures of 6c per lb. for beef and 4c for mutton. The poor results of this shipment are likely to discourage anything further in the same line.

### Railway Timber Belts.

An object lesson in tree growing is being given by some of the railway companies. On account of the increasing scarcity of timber, the question of cultivating timber for supplying poles, posts and ties, is now engaging the attention of the railway companies. In spite of the difficulties to be met, trials have been made by various railroads in the last few years in cultivating trees. The one succeeding best had at the head of the movement a competent horticulturist, and its timber plantations have paid better than almost any other investment that could have been made. About 15 years ago this road planted two sections, 1,280 acres, with Catalpa speciosa, a tree of very rapid growth, and compared with other timber, almost indestructible in and above ground. The total cost, for land, trees, planting, cultivation, over-seeing, interest on capital invested, etc., was about \$100 per acre, or \$128,000, from which the company will realize during the next ten years 1,000 trees per acre, or a total of 1,280,000 trees of from 12 to 18 inches diameter, and 30 to 40 feet high. The trees, being straight and clear of limbs up to a small crown, are excellent material for poles, and estimated worth \$2 each standing or \$2,560,000, deducting from this the original total cost, \$128,000, leaves the respectable net profit of \$2,432,000. Considering these figures and the statistically established fact that about 10,000,000 acres of timber are consumed annually in the United States, 1,000,000 acres by railroads, and the balance for building purposes, furniture, wood, pulp, etc., it is natural to conclude that it is of paramount importance for railroads, especially those traversing the treeless plains of the west, to inaugurate a systematic timber production; at least for poles, posts and ties.

The question of growing trees on the railway right of way has been talked of, but the expense of cultivating long, narrow, and broken strips of land would exceed the cost of purchasing suitable blocks of land for the purpose required. Besides, the trees will grow taller and straighter in a compact body than when grown in exposed strips, and hence are more valuable for commercial purposes.

### Boot and Shoe Prospects.

Many of the houses have their lines for spring completed and are making arrangements to send out their travellers. Quebec has been the camping ground for a couple of weeks past of the jobbers from various sections of the country who have gone down to view the situation and arrange for spring goods. The features of the situation are more or less varied. Some of the jobbers stocked up pretty well last season in anticipation of a large trade and a strong market, and manifest a disposition to go extremely slow both in prices and orders. At the same time manufacturers smarting under the diminution of trade last season are somewhat keener for business and show a tendency to make concessions. If jobbers are to be believed, shoes are selling upon a more reasonable basis than last season. It hardly appears how this can be an actual fact, as there has been no drop in the leather market to warrant a reduction in prices. While no doubt concessions have been made in some lines, it can be taken for granted that values are pretty well established at current quotations. The fact that jobbers are not ordering extensively may be accepted as an evidence of considerable strength that they are not getting their own way on prices. Some of the large concerns in Quebec are still very stiff on prices, and although anxious to sell are holding out for their prices. In some cases prices seem to be so arranged by one or two concerns that they play into each others' hands. The feeling throughout with manufacturing and jobbing sections of the trade seems to be pretty general that the outlook is fairly good for business.—Shoe and Leather Journal.

### A Destructive Hurricane.

The Dominion statistician says that the storm which destroyed Galveston was one of the greatest hurricanes of the century. Usually these storms, born in the West Indies, start on their career by rushing through the Yucatan Channel, after which they turn to the west, and following the Gulf stream lose themselves in the Atlantic

ocean. The storm of the 10th-15th of this month rushed along the shores of the Gulf of Mexico, and as a result of the wrong turn it took when it was a baby hurricane in the West Indies spread itself in a wide band between New York and Boston on the one side and the Great Lakes and Gulf of St. Lawrence on the other. It raged through the long tract of country between Galveston and Newfoundland. It was especially destructive of fruit. From New York State and the peninsula of Niagara the reports are that the fruit crop was damaged to the extent of several million dollars. Along from Kingston to Father Point, it shook the trees and threw down the fruit in a most violent manner. From New England it rushed over New Brunswick, Nova Scotia and up the Annapolis Valley. A report from Prince Edward Island says the fruit crop is nearly ruined. Thousands of bushels of plums were destroyed, barns blown down, wharves badly damaged, fishing boats driven ashore, and six hundred lobster traps destroyed in one place. The number drowned is unknown. Then it crossed the Strait and Gulf of Newfoundland. By telegram dated the 18th of September from St. John's, so far 82 schooners were reported ashore and foundered, over 100 more being damaged. Nearly fifty lives are known to be lost. In Belle Isle Strait the fishing premises were destroyed. On the French shore of Newfoundland over 50 vessels were battered, and they are a total loss. The immense destruction of life and property caused by that hurricane will probably never be accurately estimated. The loss of life was not far from 9,000 persons, and the loss of property during the five days it took to travel from Yucatan channel across the Gulf of Mexico to Galveston, and thence to Trinity Bay, Newfoundland, may be computed at thirty million dollars.

### European Textile Industries.

A consular report says that depression in European textile industries is prevalent. But it is believed that the adverse conditions will last for a short time only. At Bradford and other British textile centres factories have generally been forced to reduce their product on account of scarcity of orders. In one instance thirteen cotton-spinning concerns, with over 1,000,000 spindles, recently resolved to suspend operations for two weeks to check the overstocking of the markets with unsalable goods. Doubt is expressed whether this temporary suspension will be sufficient to appreciably relieve the situation. The disturbance in China is assigned as a partial cause of the manufacturing depression in the British Isles. From many parts of Germany come reports of stagnation in manufacturing industries, more especially in textile branches. Rhenish Prussian factories and those in some districts of Saxony seem to be most affected. Thousands of looms and spindles are idle. As indicating in some degree the extent to which the German textile industry has lost ground this year, it is published that in the first six months of 1900 the imports of wool into Germany declined 20 per cent. in quantity, and 45 per cent. in value as compared with the corresponding period of 1899. The loss in business is slightly mitigated by the receipt at various Saxon textile factories of large orders for underclothing for German soldiers destined to China. The Chinese imbroglio is charged with but little share in the causes of the German industrial depression. German textile exports to the Orient have been too small for their utter extinction to account in any marked degree for the present contraction of the business. The cause is generally assigned to the universally discouraging state of the textile markets, due mainly to overproduction during the prosperous season of 1899. The future looks sufficiently dubious to deter any one from venturing at present into large contracts of any sort. In Polish Russia the production of the textile factories has decreased 70 per cent. this year in comparison with 1899. —Bradstreet.

The total cranberry crop last year was 1,120,000 bushels. Of this Cape Cod furnished 750,000 bushels, New Jersey 250,000 bushels and Wisconsin 120,000 bushels. This year's yield is estimated as follows: Cape Cod, 600,000 bushels, New Jersey, 300,000 bushels, and Wisconsin, 90,000 bushels.