

Manitoba.

N. N. Cole & Co., merchant tailors, Winnipeg, have assigned.

John Darling, shoemaker, Pilot Mound, has moved to Manitou, Man.

Pacaud Bros., general store, St. Norbert, L. Pacaud assigned in trust.

W. G. McKay, carriage builder, Morden has sold out to J. Hughes.

Gould & Elliott, general store, Pierson, are in liquidation; trustees appointed.

Neil R. McDonald, printer, Stonewall, has sold out to J. B. Rutherford.

Pannasfather & Co., druggists, etc., McGregor, G. S. Pannasfather reported away.

The Winnipeg District Colonization Co., Ltd., Winnipeg, are applying for incorporation.

A. Feick, harness, Greta, stock sold by sheriff to E. F. Hutchings for \$10 on the dollar.

J. W. Hemenway, general store, Carman, has sold Rosebank branch to A. H. Baker & Co.

Whitehead, Green & Co., general store, Neepawa, have dissolved partnership; Whitehead & Stewart continuing.

McKivie & Dunwoodie, of Brandon, have purchased the stock of Stone & Co., of Rapid City.

T. H. McNaught has bought out J. C. Gibbard's boot and shoe business at Rapid City.

G. W. Robinson & Co. have bought the general store business formerly carried on by Huston & Belts at Manitou.

The hotel conducted by C. C. Montgomery, Winnipeg, and owned by H. Braun, of Greta, was badly demolished by fire on Thursday night. The Nicolet House, adjoining, was damaged by water.

Cloutier's grocery store and King's dye works, Winnipeg, were destroyed by fire last week, with all the contents. The dye works was a small frame building and the grocery brick veneer. King's loss about \$900, insured for \$600. Cloutier carried \$6,000 insurance. Buildings owned by F. Oxenbugge, and insured for \$4,000.

The change of time on the C. P. R. branch lines comes into effect next Sunday. The changes are very slight. On the Pembina section the passenger will leave Winnipeg as formerly at 10.30 on Tuesdays, Thursdays and Saturdays, arriving at Napinka at 8.50, the old time. Coming from the west the time has been slightly reduced. The train will leave Napinka at 7 o'clock, the old time, but will reach Winnipeg at 4.10, a reduction in running time of forty minutes, which will effect a slight difference in the time of the arrival and departure at the intervening stations. On the south-western branch, the passenger train will, after Sunday, make the run from Elm Creek to Carman, which will cause the time of arrival at Souris to be altered from 6 to 6.30 o'clock. The return train will reach Winnipeg at 5, instead of 4.10 as formerly. On the Souris branch the passenger will leave Souris at 6.30, arriving at Napinka at 4.15, instead of 6 and 7.30, as previously.

A boy who was riding on a sleigh drawn by a dog, was killed in Winnipeg last week, by coming into collision with a tram car. This custom, so prevalent in Winnipeg, of driving dogs on the street, should be effectually stopped for several good reasons. It is a dangerous amusement to the boys, annoying to drivers, a nuisance and even a source of danger to pedestrians, and the cause of unlimited cruelty upon the dogs. The boys, in the excitement of the sport, are heedless of their own safety, and regardless of the safety of others. Men, women and children are frequently knocked down by the dog sleighs, and in one case which the writer has in mind, a man was so seriously injured as to be confined to his house for weeks. Not the least objectionable feature is the cruel-

ty practised upon the dogs. The boys as a rule use no judgment as to the amount of labor of this nature a dog should be able to perform, and they are continually being pounded to make them draw loads beyond their strength, or travel at a rapid pace when tired out. There is no place on the continent more in need of a society for the prevention of cruelty to animals than Winnipeg, on account of this dog sleigh nuisance.

Grain and Milling.

The legislature of North Dakota is now in session, and among the bills introduced is one compelling the railroad companies to furnish sites on their sidetracks at stations for elevators, grain houses and grain platforms, for anybody who wishes to put them up. This bill is similar to the one passed at the previous legislature but which was found unconstitutional in some of its provisions, which have been changed in the present bill.

Wheat deliveries at country elevators, says the Grand Forks, North Dakota, correspondent of the *Northwestern Miller*, have reached a fine point, and are practically nil. What there is, the farmers are sweeping their bins for, and it looks now as if most of the mills will have to shut down a while next summer for lack of wheat. In fact, some of the farmers have been foolish enough to sell their seed. The reason why wheat came in so fast early in the season on a short crop was that prices were so low that it took two bushels of wheat to pay a debt where one would do it last year.

"Flour shows no change," says the St. John's Newfoundland *Trade Review*, "and as the market is well supplied, none need be anticipated for some time. A better barrel of flour can be purchased (retail) in St. John's for \$5, at present, than at any time during the last ten years. Other bread stuffs follow on at corresponding rates."

The new flour mill erected by Archibald Campbell, at Toronto Junction, says an exchange, is the tallest and most substantial building in that town. The machinery will in reality be that of two complete mills run under one roof. One of these will be of 150 barrel capacity daily to grind Manitoba wheat, and the other of 350 barrels for winter wheat, the arrangement being such that the flour can be mixed or each sort kept separate as may be desired. Mr. Campbell is a relative of Isaac Campbell of this city.

A meeting of the council of the Winnipeg grain exchange was held Tuesday. The council appointed S. Nairn, A. Atkinson and A. McGaw to wait upon the local government in regard to the issue of circulars to farmers showing the bad effect of smut, and urging them to treat all seed with bluestone this spring.

Moses Atkinson, Bawlf, Crowe, McGaw and McMillan were appointed a committee by the Winnipeg grain exchange to interview the Canadian Pacific railway officials regarding the free carriage of seed grain within the province.

Beating the Insurance Co.

The following interesting insurance case is reported as to how a man named Fleming tried to get ahead of the insurance companies:

Fleming's house at St. Andrew's, near Winnipeg, was insured in two companies represented here by John Patterson and G. W. Girdlestone. The larger amount of this insurance was on the furniture. It appears that on or about Oct. 1st, Fleming and a neighbor named Thomas Collins entered into an agreement to burn Fleming's house for the purpose of securing the insurance. Collins proposed to Fleming to remove the furniture out of the house before setting it on fire. This Fleming agreed to, but evidently had not the nerve to do it himself and secured Collins' services for the sum of \$50 to move the furniture to Winnipeg. On the 2nd of October Collins and Fleming met at the latter's house and made preparations for removing the furniture. Collins loaded all the stuff

in his wagon in the darkness of the night, the furniture including a sideboard insured for \$60, a large extension table and other valuable household articles.

At about three o'clock in the morning they started for Winnipeg, arriving here about six o'clock. They drove to a small house near the corner of St. Mary and Garry streets, where the furniture was unloaded. Fleming having made arrangements for its storage. The two then separated after agreeing that Collins should set fire to the house that night. It would appear that some obstacle arose, as Collins did not set fire to the house until the 7th. After the fire Fleming applied to the insurance companies and, conforming to the rules, signed affidavits as to loss of goods, etc., was paid the amount of his claim, about \$800, not the slightest suspicion of incendiarism then being entertained.

Collins about six weeks ago left the country under very suspicious circumstances but his flight was supposed to be due to his infatuation for a young lady in that neighborhood who departed with him. Two weeks after Collins left the city Detective McKenzie also left and during his absence it is supposed he saw and talked to Collins. On his return it appears he approached Fleming, with the result that he (Fleming) made a statutory declaration, which was attested to before T. G. Mathews, notary public, and submitted in evidence by the attorney general's department in the police court Tuesday. This declaration sets out all the facts as to the hiring of Collins, moving of furniture and settlement of insurance. Detective McKenzie also produced in court all the furniture mentioned in the affidavit, having found it in different parts of the city, a portion of it near Silver Heights. After all the evidence had been heard by Magistrate Peebles, also the reading of Fleming's sworn statement he committed him for trial.

Trade Returns.

Trade returns for the fiscal year ended June 30, for Canada have been issued. Exports showing an increase of \$15,500,000 over last year; imports increased \$8,500,000; these are figures of which the country may well be proud. The year 1892 was up to the past year the "high water mark" of our exports—the value being \$102,137,203. In 1892, however, they were \$113,963,375. The aggregate trade of 1893 was the greatest of any year, being \$230,339,826; last year it was \$211,369,443. The excess of imports over exports since Confederation is \$211,118,981, or a yearly average of \$20,444,750. It is noteworthy, however, that the average two years ago was \$20,701,125.

As previously announced during the past year the course of trade has vastly changed—it has trended steadily from the United States towards the mother land—but at the same time it has grown to a gratifying degree with the West Indies, China and Japan, showing that the government's efforts in these directions to find markets are meeting with success.

The amount of customs duties paid per head of population last year was \$4.25 as against \$4.34 the year previous and \$5.23 in 1893.

The following table shows the imports by provinces, with amount of duty collected thereon:—

	Value.	Duty.
Ontario	\$45,962,291	\$8,295,786 79
Quebec	56,239,869	7,591,866 46
Nova Scotia	9,738,609	1,293,614 67
New Brunswick	5,412,551	1,010,579 25
Manitoba	3,017,140	775,923 98
British Columbia	6,358,976	1,412,873 27
P. E. Island	540,286	153,197 55
N. W. Territories	86,346	16,626 16

\$127,406,068 \$20,500,473 53

With reference to the exports, naturally curiosity would prompt a comparison of the exports of those commodities which were specially affected by the McKinley tariff. Take