

EDITORIAL NOTES.

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A HOST of Winnipeg families have been spending the summer at the Lake of the Woods, while a smaller number have gone to Lake Winnipeg or other parts of the country. Quite a number of Winnipeg people have summer residences at the Lake of the Woods. Of late we have heard considerable about the attractions of Lake Winnipeg for summering, and some who have visited the latter lake, declare their preference for it, as compared with the lake of the 13,000 islands. If it were not for the bad condition of the roads for driving, as well as the lack of car service, no doubt a great many families who go away to the lakes to spend the summer, would have their summer residences near the city. Up and down the Red river, and along the Assiniboine, there are many beautiful spots suitable for summer residences along these two rivers, within a short driving distance of the city. No doubt within a very few years we will have electric railways running some distance out of the city along the river roads, and this would certainly make the river front properties near the city attractive for summer residences. If some plan could be devised of making the principal roads leading to the city passably good, it would also help very greatly to induce city folk to make their summer residences nearer home. At present the absence of car service and the bad condition of the roads even when they are at their best, are serious drawbacks to the location of summer residences near the city.

CONTRADICTION reports regarding the amount of distress caused by the floods last spring in British Columbia continue to be sent out. The early reports were very alarming, and no doubt were exaggerated. The damage was talked about by the millions, and much distress it was declared would result. Preparations for sending relief were at once made in other parts of Canada, but later came alleged official reports to the effect that the reports of damage and distress had been greatly exaggerated, and that no outside assistance would be required. In spite of the denials, however, the committee recently sent out an appeal for aid for the sufferers. This appeal is now being condemned by some British Columbia papers, which declare that the province is quite able and willing to provide any assistance which may be required, without appealing to other parts of the country for help. This spirit of independence is very commendable. With these contradictory reports those who might feel inclined to give assistance are at a loss to know what to do. However, the amount asked for at once by the committee is trifling, being only \$10,000, and a further sum of \$35,000 or more will be required during the coming winter for relief purposes, so that even taking the figures submitted by the committee the amount of suffering cannot be very great. Still, this should not deter those who have contemplated giving assistance from sending their donations. For this purpose communicate with T. H. Lewis, secretary central committee, New Westminster, B.C.

THE new United States treaty which China was ratified by the senate on August 13. It prohibits the coming of Chinese laborers to the United States for the next ten years. The restriction, however, is not to apply to the return of such laborers as may have lawful wives, children or parents in the country, or who have property in the United States of the value of \$1,000 or debts equal to that amount due them. The departing Chinamen are to secure, before leaving, a certificate to the effect that he has deposited with the collector a description of his family, property and creditors, and this certificate is to entitle him to return. In case the description proves to be false, the right to return will be forfeited. It is to be exercised within one year, but in exceptional cases may be extended for another year. Chinese subjects travelling for curiosity or pleasure may visit the United States. It is also agreed that Chinese laborers shall continue to enjoy the privilege of transit across the territory of the United States in the course of their journey to or from other countries. The treaty also guarantees to Chinese residents in the United States all the protection afforded to citizens of the most favored nations, except the right to become naturalized citizens. The Chinese government waive all objection to the requirements of the United States laws that Chinese residents shall be registered, and reciprocally the United States government consents that China shall make the same requirements of Americans residing in China.

THE farmers of Minnesota and North Dakota, in the country tributary to the Great Northern, have been circulating a petition asking for a reduction of freight rates on wheat. They point out that the elevator and freight charges on wheat from some interior points to Duluth or Minneapolis amount to one-half the value of the wheat. The Great Northern has lately issued a circular giving notice of a reduction of one-half the elevator rates charged at Duluth. This has brought about a general reduction in elevator rates at the terminals, as the private elevators will be obliged to meet the out. The Minneapolis Market Record says this reduction in elevator rates is of small importance compared with the more vital question of excessive freight rates charged by the Great Northern, and it further intimates that the reduction in elevator rates has been made to draw attention from the question of freight rates, which is now agitating the people. It would not be a matter of surprise if the Canadian Pacific Railway should reduce its elevator charges at Fort William, so as to correspond with the new rates at Duluth. In fact it is probable that this will be done. When Sir Wm. VanHorne visited Winnipeg recently, the question of elevator rates was brought up, and he was asked to make a reduction in storage charges at Fort William. This he promised to consider, and now that the charges at Duluth have been cut in two, there is an additional incentive for a corresponding reduction at the Canadian Pacific Railway Company's Lake Superior terminal.

HORSES, at least horses of a certain class, are very cheap in the western range country both

in Canada and the United States. More attention has been paid to numbers than to breeding on many of the ranges, and there is a large over-supply of a class of horses of the broncho type, for which there is little demand. The horses are hardy and tough, but too small for general purposes. Horses of this class are now so cheap, that, like wheat, we may expect to find horseflesh put to other use than that for which the animals have been generally considered valuable. Indeed, an item of news recently reported from an Iowa city would indicate that the cheapness of horses has already developed a new industry. It is said that at Sioux City a firm is engaged in converting cheap ranch horses into dried "beef" at the rate of over 1,000 per day, the horses being cheaper than cattle. The flesh of young range horses, which have been raised on the open prairie, should be healthy and as free from disease as cattle. So long as old, worn out and diseased work horses are not used, there should be no particular objection to dried horseflesh, on the ground of health, though it should not of course be sold as "beef." The people of this continent, however, unlike the Parisians, have not had their taste for horseflesh cultivated, and it is doubtful if the new product would find a market if sold under its proper name. Young ranch horseflesh, should not, however, be a starvation diet, and it would probably be appreciated if it were not for the name of the thing. By the way, it is said that "dried beef" is manufactured from horseflesh in Europe to a considerable extent, old worthless horses being used for the purpose, so it has been reported.

New Departure in Turpentine.

Turpentine is to be brought into Toronto under conditions that promise to revolutionize the trade.

"I am not at liberty to give you the name of the firm interested," said Hardware's informant, "but a house here has made arrangements to bring turpentine into Toronto in tank cars. This is quite an innovation and promises to revolutionize the trade here. The first car load is on the way and will be here in a few days. Benefit, I have no doubt, will result to the users of turpentine. In the first place leakage will be obviated. Heretofore the loss from this cause has been probably about 10 per cent., taking it all the year round. The house bringing in the oil in this way has a siding into which the car will be run. Then by means of a rubber hose the oil will be run from the tank on the car into the tank in the warehouse, occupying probably half an hour in doing so. From this tank the oil will be taken in barrels just as it is wanted: It will be sold by gallon by actual measurement.

"By bringing in the turpentine in this way the importation of the article in barrels will be practically discarded, as the freight itself in tank cars will make considerable difference in the cost against bringing it in barrels."

"Was the experiment ever tried before?"
"Yes, once or twice, but it did not prove successful. You see they had to take back the cars empty. But now, the car after it leaves here will go to Buffalo, where it will be loaded with petroleum for the South.—Toronto Hardware.

Jas. Carman, wholesale agent at Winnipeg for Sunlight soap, has reduced the price of this article from \$4 to \$3.40 per box. The latter quotation is now made in five box lots or over to retail dealers.