

Brandon Board of Trade.

The late annual meeting of the Brandon Board of Trade was largely attended. The secretary's and treasurer's reports of acts of the council were moved and adopted. The election of officers was then proceeded with, when the following gentlemen were appointed for the ensuing year: President, I. C. Robinson; vice-president, E. B. Smith; secretary-treasurer, C. A. Moor. Council—Messrs. Larkin, Christie, Ferguson, Pilling, Hellyar, Cole, Durst and Bawden.

The following resolutions were unanimously passed:

"Regarding the resolutions passed by the Winnipeg Board of Trade at the last meeting, held on the 18th inst., and which were as follows:—(Here are given the resolutions passed.)

"Understanding the preamble of the appeal to the East as affirming that business matters throughout this province as a whole have suffered to a very serious extent by reason of the present existing freight blockade on the C. P. Ry., and without undertaking a comparison between the present and the period immediately following the collapse of the boom, which we are unable to do thoroughly for lack of time, and admitting that Brandon has been very much better supplied with cars for the purpose of wheat transportation than many points in the Province,

"Be it resolved that thus qualified this board heartily endorse all the above resolutions and desire to place on record our conviction that the Canadian Pacific Railway has entirely failed to move the Manitoba crop of this year with reasonable celerity, and that we are fully convinced that serious loss has already thereby accrued to the farmers and business men of the province, and that we further believe great danger exists that considerable quantities of wheat now lying threshed out in the fields because of the inability of the owner thereof to sell by reason of said grain blockade, may be destroyed by exposure to the weather this spring:

"Whereas the Canadian Pacific Railway has thus failed in the matter of handling this year's crop and considering the vast possibilities of this country for growing wheat in the immediate future, as for instance this, our county of Brandon, contains 1,296 sections, 829,440 acres, roughly speaking, all good arable land; in three years one-quarter of this could easily be under cultivation in wheat at the low average of 20 bushels to the acre, gives 4,147,200 bushels from this one county, or in other words, under a favorable regime in, say three years, this country could easily export 50,000,000 bushels of wheat;

"Be it resolved, that we believe no one railway system is or will be sufficient to move out our grain promptly, and we therefore insist that fair play to this province demands the immediate cessation of the policy of disallowance as practised by the Dominion Government towards Manitoba, and further, that we fully believe freedom for railway construction is absolutely essential if Manitoba is to prosper and develop in the ratio to which her natural advantages fairly entitle her.

"Whereas, the rate of freight charged by

the C. P. R. on wheat and products from Winnipeg to Montreal is 46c. per hundred, and the rate charged by the new "Soo" road, part by the C. P. R., from Minneapolis to Boston is 25c. per hundred pounds, and whilst the C. P. R. was largely built by the people's money and for the purpose of developing the Dominion, but the new "Soo" road was built by private capital which is expected to earn interest.

"Be it resolved, that in the opinion of this board the monopoly rate now charged by the C. P. R. on Manitoba wheat is exorbitant and unjust, as an illustration of the result say on the output of 12,000,000 bushels, at an overcharge of 10 cents per bushel, gives \$1,200,000 for the present year.

"Whereas, Hon. Thomas Greenway, Premier of Manitoba, in a recent speech at Portage la Prairie, assured the electors that the present Government will certainly construct the R. R. V. R. this coming summer;

"Be it resolved, that this board pledges its support to said Government in the construction of the R. R. V. R. on the condition that such connections be secured as will afford competitive freight rates to the western portion of the province this season; and we further express the hope that in this matter the Dominion Government may see fit to let Manitoba alone, failing which we hope that the present Provincial Government will uphold and exercise our rights as a province to construct railways within the boundaries of the province of Manitoba wherever the requirements demand."

Insurance Briefs.

Cincinnati Price Current. With the return of spring will come the opportunity of the stray spark to lodge in the sparrow's nest under the eaves or in the church tower and start a brisk conflagration. Now is the time to search out the sparrow's nests and destroy them and thus remove that danger of fire which is greater than most persons suppose.

That was a singular case of a Mr. Thickstun who was being examined in a New York Life insurance office a few days ago on application for insurance on his life, and had the papers nearly completed when he was seized with apoplexy and died in the office. If he had lived but a few hours longer the company's physician would have recommended the risk.

A committee reported at a meeting of the Montreal underwriters, that whereas the Montreal business of the Fire Insurance Companies had, during the past few years, been very unprofitable, owing to the large and increasing loss, due in a great measure to the inefficiency of the police and fire departments, it was necessary that an advance in rates in Montreal be made. It was then resolved that the rate be generally increased on a basis of twenty per cent. above present rates, the advance to come into effect from Thursday the 24th inst. This advance is to be exclusive of the extra 2½ per cent. previously decided upon to recoup the companies for the Quebec Province tax.

Halifax is becoming a great sugar centre, the imports for 1887 footing up nearly fifty two million pounds, valued at a million and a quarter dollars.

Figs as Food.

Hehn tells us that one of the Persian kings caused the celebrated Attic figs to be set before him whenever he dined, for one reason—to remind him that the land where they grew was not yet his, and that, instead of receiving the fruit as a tribute, he was obliged to buy it from abroad; and for another, that it was not only the emblem of health, but the most wholesome fruit grown. The fig is now pretty well known to be, especially at certain seasons, almost the common food of the Italian people, and for months they may be said to live almost entirely upon them. It is not the necessities of life, says the writer, that impoverish people. It is the superfluities, the luxuries; and thus, as Dr. Nichols says, it is not only possible for a man to live upon figs, but that sitting under his own vine and fig tree, a man would have plenty of food and no landlord. When eaten fresh, it is medicine as well as food, and they who eat them freely need no potions and no aperients. Full of nutrition and all those properties that make it valuable as an article of diet, we are confident that the fig will take a prominent position in the estimation of all who work for and believe in food reform. For myself I would simply add that again and again, without liquid of any kind, the luscious green fig, eaten with whole meal bread, has formed a dish at once simple but rich, and, like the Spaniard's salad, fit for a king. The fig is not only very popular, but it is the most ancient fruit we cultivate. In many countries the failure of this crop almost means starvation and famine. Travelers in Asia Minor and Southern Europe provide themselves with figs and olives as provisions for long journeys, and not only live, but grow fat on the diet. The fig has more medicinal properties and more nutriment than any other, with the exception of the olive.—*Practical Confectioner.*

General Notes.

An English paper thinks that the Garden of Eden could not have been in Ireland. If it had when Adam and Eve were evicted, they would not have gone out, but would have insisted on discussing the question.

B. A. Smith, wholesale dry goods, of Halifax, N. S., has assigned. He was compelled to compromise last spring at 60 cents in the dollar, payable in 6, 12 and 18 months on liabilities of \$67,000. The estate then showed a surplus of \$8,000. The first payment was met, but as his bankers declined to assist him in meeting the second when it matured, he was obliged to assign.

At a meeting of the Dominion Commercial Travellers' Association, held at Montreal, the directors submitted a form of guarantee to relieve the railways from all responsibility for loss, damages, etc., in consideration of the special rates granted to the members of the Association, which was adopted and will be forwarded to the railways at once. If this form is accepted by the railways it will settle the recent dispute which they had with the railways, which arose owing to a traveller suing a company a year or two ago for damages and obtaining a judgment against the railway, upon which the railways declined to continue the privileges if guarantees were not given. The meeting also adopted a form of contract for merchants to sign.