

### Winnipeg City Council.

The Winnipeg city council held its fortnightly meeting on Monday evening. Communications were read from a city legal firm complaining of C. P. R. obstruction of the Main Street crossing, from the city solicitors advising cancellation of plan of Hudson's Bay flats, from Wm. Bathgate advising that the C. P. R. are prepared to go ahead laying track on the proposed Princess Street spur, and from the Governor-General thanking the city for reception of last week. The municipal commissioner advised that the municipal levy this year would be \$16,647.94. The finance committee recommended payment of accounts to the value of \$21,660 and pay rolls to the extent of \$12,520 be paid, also that the city clerk be instructed to hand over to the assessment commissioner the assessment rolls of 1900, also all work in connection with the preparation of the collector's rolls and list of electors, the staff at present engaged on said work to be transferred to the office of said assessment commissioner.

The works committee recommended that the construction of block pavement on St. John's avenue be not proceeded with until further orders. Construction of a number of sidewalks pavements and sewers was recommended. A heated discussion arose over a recommendation to dismiss the city health officer for alleged indiscretions in connection with the recent small-pox quarantine, but no action was taken by the council. The police commissioners were instructed to enforce the early closing by-law. A by-law providing for the early closing of barber shops was read a third time and passed. Alderman Mitchell gave notice of motion that at the next meeting of the council that Dr. Inglis be notified that from and after one month from date of notice on him his services will no longer be required by this city.

The meeting adjourned.

### Early Closing in British Columbia.

Mr. McPhillips has introduced a bill in the British Columbia legislature to protect children and shop girls. Power is given municipal councils to order the closing of shops after seven o'clock in the evening, and this becomes obligatory where a petition is presented from three-fourths of the shopkeepers in a city. Boys under fourteen or girls under sixteen are not to be employed more than seventy-four hours during the week, or fourteen hours on Saturday, and twelve hours on other days of the week, including an hour for noon and three-quarters of an hour for supper. The occupier of a shop in which are employed females, shall provide a seat for the use of each female and shall permit her to use such a seat when not necessarily engaged in the work for which she is employed. Any person offending against any provision of this section will be liable to a fine not exceeding \$20 with costs of prosecution and in default of immediate payment, to be imprisoned for a period not exceeding one month.

### Ocean Grain Freights.

Business in ocean grain freights from this port has been very quiet of late, owing to the fact that rates from American ports have been so much lower than those demanded by local steamship agents, but the difference to-day is not so great as rates from the former ports have advanced, some within the past day or two, consequently there was more enquiry from shippers to-day and bids were made

more freely, but agents are very firm in their views and will not make any concessions. All the space to Belfast has been engaged for August and September, and there is none offering to Hamburg. We quote: Liverpool, 2s 3d August; 2s 9d September; London, 2s 6d August; 2s 9d September; Glasgow, 2c 3d August and September; Bristol, 3s September; Antwerp, 2s 9d September; Lellh, 3s August and September. Dublin, 2s 9d August; 3s 3d September; Aberdeen, 3s August and September, and Cardiff, 2s 6d August and September.—Montreal Gazette.

### To Raw Fur Buyers.

Trappers who gave some consideration to securing future supplies of skins, and who devote their attention to trapping muskrat in the spring only, complain of the extensive trapping in the fall when young rats are caught, and the old ones taken are almost worthless; but this undesirable condition is not nearly as bad as the wanton destruction caused by spearmen, who prosecute their work of capturing the rats in the winter, spearing the animals while in their houses, frequently capturing entire families, and in instances when some of the animals escape they rarely survive for any length of time, owing to the destruction of the house, which is torn to pieces by the men operating with the spears in order to procure the animals which they have killed; sometimes an entire house and family of rats will be destroyed with no better result to the spearmen than the capture of a single rat for the skin, of which he may obtain from eight to twelve cents. All fur buyers should positively refuse to purchase fall rats, which, at the best, are poor in fur, and when speared, more or less badly cut; their action in this respect would undoubtedly result to the very great advantage of the reputable trapper, the industrious collector, and the fur trade in general; we believe that this refusal to purchase such skins would prove more effective in protecting the animals from unwise and unnecessary slaughter than any laws which might be passed with the same purpose in view.

There is another matter that might be considered with profit to the trade by fur buyers, and particularly those who send out price lists, and that is the necessity for maintaining higher grade on skunk skins; this result could be attained by a notice printed in bold type in every fur price list, to the effect that skins taken later than March 15 would not be accepted at any price; at about this date, depending on the temperature, skunks begin to shed, and in consequence, many skins that are brought to market, while they appear good, turn out to be defective; a considerable part of the fur coming out in the dressing and more later on, to the detriment of all fur merchants and furriers handling the skins.—Fur Trade Review.

### Railway Accidents.

The total number of casualties to persons on account of railway accidents in the United States during the year ending June 30, 1899, was 51,743. The aggregate number of persons killed as a result of railway accidents during the year was 7,123, and the number injured was 44,620. Of railway employees 2,210 were killed and 34,925 were injured during the year covered by this report. With respect to the three general classes of employees, these casualties were divided as follows: Trainmen, 1,155 killed,

16,663 injured; switchmen, flagmen and watchmen, 273 killed, 2,992 injured; other employees, 752 killed, 15,268 injured. The casualties to employees resulting from coupling and uncoupling cars were, persons killed, 269; injured, 6,765. The corresponding figures for the preceding year were, killed, 279; injured, 6,988.

The casualties from coupling and uncoupling cars are assigned as follows: Trainmen, killed 180, injured 5,055, switchmen, flagmen and watchmen, killed 74, injured 1,535; other employees, killed 6, injured 177. The casualties resulting from falling from trains and engines are assigned as follows: Trainmen, killed 337, injured 3,053; switchmen, flagmen and watchmen, killed 61, injured 371; other employees, killed 62, injured 540. The casualties to the same three groups of employees caused by collisions and derailments were as follows: Trainmen, killed 280, injured 1,713; switchmen, flagmen, and watchmen, killed 14, injured 115; other employees killed 40, injured 325.

The number of passengers killed during the year was 240, and the number injured was 3,442. Corresponding figures for the previous year year was 221 killed and 2,945 injured. In consequence of collisions and derailments, 82 passengers were killed and 1,557 passengers were injured during the year embraced by this report. The total number of persons, other than employees and passengers, killed was 4,674, injured 6,255. These figures include casualties to persons classed as trespassers, of whom 4,040 were killed, and 4,730 were injured. The total number of persons killed at highway crossings was 693, injured 1,125, distributed as follows: Employees, 19 killed, 38 injured, passengers, 2 killed, 17 injured; other persons trespassing, 17 killed, 168 injured; not trespassing, 502 killed, 902 injured. The number of persons killed at stations was 443, injured 3,306. This statement covers: Employees, killed 83, injured 2,133; passengers, killed 37, injured 580; other persons trespassing, killed 282, injured 441; not trespassing, killed 41, injured 143. The summaries containing the ratio of casualties show that 1 out of every 420 employees was killed and 1 out of every 27 employees was injured. With reference to trainmen—including in the term engine-men, firemen, conductors, and other trainmen—it is shown that 1 was killed in every 155 employed, and 1 was injured for every 11 employed. One passenger was killed for every 2,189,023 carried, and 1 injured for every 151,993 carried. Ratios based upon the number of miles travelled, however, show that 61,051,580 passengers were accomplished for each passenger killed, and 4,239,200 passenger miles accomplished for each passenger injured.—Interstate Commerce Commission Report.

The members of the Winnipeg produce and fruit exchange express themselves as being more than pleased with the work of the exchange so far, more especially the fruit section. The collections department has been working well and has reduced to almost the vanishing point the losses from bad accounts. It will be interesting when the season is over to compare, if possible, the losses of this year from this cause with those of other seasons. In Minneapolis where a similar exchange has been in existence for some years the results have been most surprising. Whereas in the last year before the exchange was formed the total losses to members from bad accounts amounted in all to \$36,000, in 1899 the losses were only \$1,750.