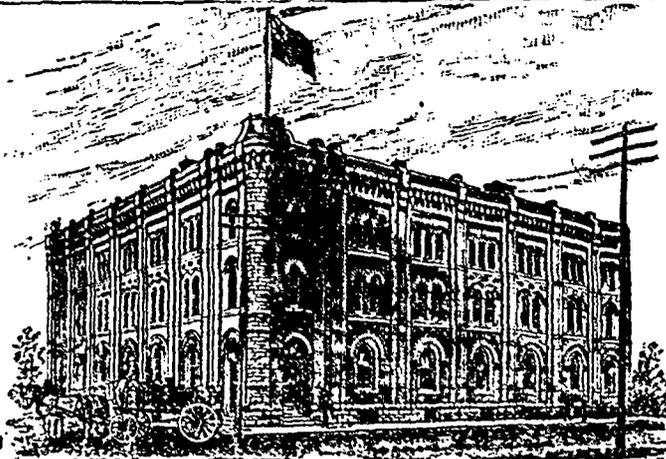


GOODS SOLD TO THE  
TRADE ONLY.



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**G. F. & J. GALT,**  
**DIRECT IMPORTERS**  
**TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES**  
CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

The C. P. Railway's Winnipeg, organ urged the remarkable "argument" a few days ago in favor of the slow grain movement, that if the railway company moved the grain east as fast as it could be marketed here, Ontario millers would be overstocked with wheat and prices would tumble. Monopoly is certainly driven to hard straits when such utterly absurd state ments are advanced as "arguments" in its favor. A Toronto wholesale dealer, who was in Win- nipeg last week, informed the writer that the stock of wheat in Ontario were about exhausted, and the mills were being closed down all over the country for want of supplies. These eastern people are now getting a taste of monopoly and it is to be hoped it will have a good effect upon them, and cause them to give this country some assistance in its efforts to obtain relief. The wholesale dealer, referred to above, stated that sidings all along the railway between Win- nipeg and Sudbury were crowded with loaded wheat cars. There appeared, he said, to be a great shortage of locomotives, and it was his opinion that the locomotives were used to haul wheat and flour from Minneapolis, since the opening of the "Soo" line, to the neglect of the Manitoba traffic. It is evidently the inten- tion of the C. P. R. officials to leave the Mani- toba crop until the dull season, and then move it at leisure when their rolling stock is not otherwise engaged. They have the Manitoba traf- fic under their thumb and can handle it just as they choose, but at competing points they will lose the traffic unless cars are on hand when wanted. Hence the difference.

The compromise proposals have fallen very flat. One short week of general denunciation has killed them. Though endorsed by a few wire pullers and civil service officials in some quarters, they have been denounced by the people, both Conservatives and Liberals alike. Several leading Conservative associations have passed resolutions roundly denouncing any compromise which has for its object the con- tinuation of railway monopoly in Manitoba. The chief monopoly organ, the Winnipeg *Call*, after one week's fighting for compromise, dur- ing which time a leader was daily devoted to

the cause, has ignominiously surrendered. The *Call* frankly admits that the people of Mani- toba will not listen to compromise, and it is therefore useless to continue further efforts in that direction. Such a dismal failure the wire pullers here have never before been forced to acknowledge. In announcing the utter failure of the compromise proposals, the *Call* again makes an appeal in favor of the purchase of the C. P. R. monopoly rights. The people of Mani- toba certainly would be pleased to see the monopoly in the added territory and country beyond extinguished; but this is not the prin- ciple at stake in the present issue. The C.P.R. has no monopoly rights in old Manitoba, and what the people now demand is the immediate recognition of the right to build railways in old Manitoba. The extinction of monopoly west of old Manitoba is not the pressing ques- tion at the present time, and to bring it up is to draw the proverbial herring across the scent. However, with cessation of disallowance, as applied to railway charters in old Manitoba, monopoly in the West would prove a very harmless scarecrow, as well as a very worthless institution to the railway company, and if the Dominion chose to buy it out at a fair valua- tion, people here would be quite well pleased.

ATTORNEY GENERAL MARTIN, of Manitoba has issued an order for which he deserves com- mendation. He has intimated to his dead beat civil servants, that unless they pay up their little bills around town, things will be made rather uncomfortable for them. This is no more than right. Civil service officials are pro- tected by an absurd regulation which forbids their being garnisheed, and they can, therefore, practice dishonesty with impunity. Without reflecting on honest officials, it is notorious that there are perhaps a larger number of rascally dead beats in the civil service, both Dominion and Local, than in any other line, pro rata. Just why this class should be exempt from gar- nishee is an absurdity. The writer has heard some of these scoundrels glory in the fact that they were exempt from prosecution of their honest obligations. As the Attorney-General puts it, this state of things is discreditable to

the Government. Parties who have claims against any of these dead beat civil servants, should at once notify their superior officers, or heads of departments.

As a consequence of the inability of the C. P. Ry. to move the grain, Manitoba farmers will suffer a heavy loss on their oats and barley crops. Ontario is now drawing its supply of oats from the lower province, as the grain cannot be got through from Manitoba. A lower province paper says: "It appears that the Manito- ban supply has fallen off lately, and consequent- ly the demand has been forced to come this way. The oatmeal mills in the West have been laying in their supplies pretty freely, and it is said they will require to draw on this province con- siderably before all their wants are supplied."

A LATE issue of the Montreal *Witness* con- tains a very complete historical and descriptive sketch of the Grand Trunk Railway. This great corporation has played a most important part in Canadian history for the past thirty-five years. Its history is almost the history of the country and to it Canada owes a great share of its present prosperity and development. The *Witness* article will therefore be read with inter- est by the Canadian public. In April, 1853 the original prospectus of the Grand Trunk Railway Company of Canada was issued in London. It proposed to raise a total capital of £9,500,000 sterling for the purpose of complet- ing and constructing 964 miles of railway in Canada. The bonds and shares were eagerly taken up by the British public, and the Com- pany soon had the work in hand. About fifteen thousand men and two thousand horses were engaged on the various sections, and the line was opened from Montreal to Portland in 1853, from Richmond to Quebec in 1854, from Mont- real to Toronto in 1856 and through to Sarnia in 1859. The total cost of building the lines, including the erection of Victoria Bridge, amounted to about £9,500 per mile. At the present time the rolling stock of the Company consists of 709 engines, 361 first-class cars, 217 second class, 69 post office cars, 131 baggage cars, with 18,005 freight cars and 49 ploughs. The number of people directly employed by the Company is about 15,000, besides an innumera- ble army of temporary hands and others en- gaged by business firms constantly connected with the Company. About 5,000 mechanics are employed at the various shops along the line. The enormous increase of traffic can easily be seen from the following figures:

REPORT FOR THE YEAR 1854.

Number of passengers.....	117,806
" tons of freight .....	116,571
Passenger receipts .....	\$153,920
Mails and express receipts .....	29,380
Freight receipts .....	299,290

REPORT FOR YEAR 1887.

Number of passengers.....	5,535,097
" tons freight .....	6,942,194
Passenger receipts .....	\$5,533,555
Mail and express receipts .....	637,545
Freight receipts .....	12,216,600

In 1862 the length of the Company's lines in running order was 1,090; and in 1887 it was 1,537 miles, besides 529 leased and partially owned, and 852 miles leased or rented, making a total length in 1887 of 2,918 miles. Within the last few days the absorption of the North