

all-hours system, by extending their custom to those merchants who showed that they have some regard for the welfare and comfort of their employees. There are very few ladies who could not find time to do their shopping during the day, while working men and mechanics, who prize so much the nine and ten hour regulations, would certainly do all they could to assist the early-closing system. As a leading merchant aptly puts it, in writing to a local paper: "It has been the aim of the workingmen to shorten the hours of labor, and I do not believe the (working) people of Winnipeg would wish to compel others to do what they object to do themselves." It is the principal claim of the advocates of the all-hours system that they wish to keep open to accommodate workingmen. The workingmen should repudiate these arguments, and not allow themselves to be made parties in the oppression of others less favorably situated than themselves. It is a crime to rob a man or woman of his or her labor, equally as great as to rob them of their money; and in this case where injury to health is likely to result from over work, it is a crime which cannot be repaid by money. The purchasing public who uphold the all-hours system, by doing their shopping after reasonable hours, are accomplices in the iniquity, and therefore equally guilty with the principals. Instead of upholding such a system, all right-thinking people should discountenance it, by extending their patronage to the merchants who show that they have some regard for those under them.

Selections.

The Government arsenal at Osaka, Japan, is now turning-out steel rails as good as the imported; and it is said that before long full railway equipments will be made at home for their rapidly extending lines.

The price of corn has either got to go up or the railroad tariff on corn to come down before much corn is shipped from points west of the Mississippi. With corn at 40c per bushel in Chicago, and freight at 25c per 100 lbs from the river, the western farmer has little to gain by shipping his corn.

A leading dry goods dealer of the United States says that there are now about 80,000 traveling salesmen on the road in this country, and that their expense account alone will average \$1,500 a year each. This for expense alone means an outlay of \$120,000,000 a year and counting on an average salary \$1,000 a year each, it will swell the total to \$200,000,000 a year.

The Apple Trade.

Seldom has the apple market presented such a demoralized condition as that which has prevailed during the past few weeks in Canada and the United States. Notwithstanding the heavy shipment from the Atlantic seaboard to the United Kingdom since last fall, immense quantities are seeking a market on this side. One of the principals of a large Liverpool, London and Glasgow firm was in Montreal a few days since, after travelling through some of the chief apple sections, and he stated that in and

around Rochester N.Y. there were supposed to be stored about 250,000 bbls of Baldwin's. In Chicago some firms have not been able to realize freight and commission on their consignments, to say nothing of advances made on them in the fall; and during the past week forced sales of really good well kept stock have been made there at \$1.25 per bbl, whilst \$1.50 is the highest price that can be obtained except for an occasional single barrel. Very fair quality fruit has been sold to peddlers in that market at \$1.00 per bbl, whilst large quantities of poor goods have been pushed off at 50c per bbl. —*Trade Bulletin.*

Wheat in Sight.

The total quantity of wheat in sight on this continent and afloat to Europe, calculating according to the Chicago visible supply, is 67,133,000 bushels—a decrease of 1,042,000 bushels compared with a week ago, a decrease of 2,401,000 with two weeks ago, a decrease of 2,660,000 with three weeks ago, a decrease of 3,455,000 with four weeks ago, and a decrease of 7,715,000 with a year ago. Calculating according to the New York statement of the visible supply the total quantity is 67,134,000 bushels—a decrease of 1,041,000 bushels compared with a week ago, an increase of 6,443,000 with 1885, an increase of 19,233,000 with 1884, an increase of 21,900,000 with 1883, an increase of 26,132,000 with 1882, an increase of 19,918,000 with 1881, and an increase of 14,169,000 with 1880.

Paper Rails.

According to the *Organ des Mines*, of Paris, the paper rail is to become a practical reality. That paper states that a company is about to establish large works for making rails from paper near St. Petersburg. The paper is subjected to great pressure, and it is said that the material is extremely durable, and can be produced at one-third the cost of steel rails. A further advantage would be to their lightness, not only on account of the saving of the cost of carriage and laying, but also because they could be made in longer lengths than is the case at the present time, and consequently less oscillation to the carriages, and the wear and tear to both permanent way and rolling stock reduced to a minimum. A greater adhesion also would be offered by these rails to the driving wheels of the engine, and the working expenses reduced accordingly.

Paper Pipes.

In Vienna there were recently exhibited gas and water service pipes made of paper. The same kind of pipes will do for many factory purposes, and for laying electrical wires, etc., we should suppose it to be specially useful. The pipes, according to the *Paper World*, are made as follows: Strips of paper are taken, the width of which corresponds with the length of one pipe section. The paper is drawn through melted asphalt, and wound upon a mandrel which determines the inner diameter of the

pipe. When the pipe thus made has cooled, it is pulled off the mandrel and the inside is covered with a kind of enamel, whose nature is kept secret by the makers. The outside is painted with asphalt varnish, and dusted with sand. It is stated that such a pipe will resist 2,000 pounds internal pressure, though the thickness of the stuff is only about half an inch.

Tea Growing.

Indian tea and Ceylon tea have for some years been running China teas very close in the race of popularity, and have attained a very high position for themselves in the English market; but it is something new to hear of South African teas "entering the lists" of dealers in this article. Tea cultivation on an experimental scale has been carried on for some time in Natal, with such success that one of the planters is sending a "sample" of a ton of his produce to the forthcoming Colonial and Indian Exhibition. In fact, the rapid extension of tea planting in that Colony has attracted the attention of Ceylon planters, several of whom have paid a visit there to judge for themselves of the prospects of the industry; and new enterprises are being started in different directions.

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