

## MANITOBA CROP PROSPECTS.

The heavy rain of last week, lasting for three days, has been of incalculable value to the country. Though the fall of snow was remarkably heavy last winter, it did not leave as much water as was expected, as the ground was so very dry last fall that the moisture from the melting snow was readily absorbed and soon disappeared. Complaints were already coming from some sections that the ground was dry. Last week's rain would give the land a thorough soaking and vastly improve the crop prospects. No further complaints of dry soil will be heard for some time at least. A large area had been sown previous to the rain, in some sections the farmers having been nearly through with their wheat seeding. The rain would pack the soil over the seed, and there will not now be any danger from wind storms, which sometimes do great damage when the soil is very dry, by blowing the loose earth from the fields after the grain has been sown. The rain would also moisten up the soil and improve the conditions for spring plowing for late crops.

The rain extended all over Manitoba and into the Territories, so that all districts have received full benefit from it. The soil is now in better condition so far as moisture is concerned, than it has been for years, and to this extent the outlook is favorable. From all over the country the reports state that the area sown to crop is being increased this year. With the favorable conditions now existing, farmers will no doubt put in just as much crop this year as they are capable of handling.

## NEW FREIGHT TARIFF.

A new freight tariff from points in Eastern Canada to Manitoba has been adopted, and will come into force on the opening of navigation. The new tariff is for goods shipped by the lake route, and will apply to shipments either via Port Arthur and the Canadian Pacific, or via Duluth and the Northern Pacific or the Great Northern railways. Following is a comparison of the old with the new rates, showing the reduction in the different classes of freight:—

Class of Freight.	1889. Rate.	1890. Rate.	Reduced
No. 1.....	\$1.66	\$1.43	.23
No. 2.....	1.42	1.23	.19
No. 3.....	1.18	1.03	.15
No. 4.....	.97	.87	.10
No. 5.....	.82	.72	.10
No. 6.....	.72	.70	.02
No. 7.....	.55	.55	—
No. 8.....	.55	.55	—
No. 10.....	.47	.47	—

The above rates is per 100 pounds, and applies to goods shipped from the East to Winnipeg only. To points west of Winnipeg the rates will be the same as last year. A special rate upon settlers' effects is given, the rate from the east to Winnipeg, being \$91 per car, or 91 cents per 100 pounds in less than car loads. The special tariff on implements, wagons, machinery, etc., shows a reduction from 85 to 75 cents per 100 pounds. The tariff on stoves is reduced from \$1.19 to 95¢. Coal oil is reduced from 94 cents to 86½ cents, and packing house products from 94 to 85 cents per 100 pounds.

These freight reductions are of a very im-

portant nature, especially to the Winnipeg wholesale trade, and will be a great saving to the people of Manitoba. The reductions this year, when added to the reductions made in the tariff a year ago, are still more important. The following figures show the reductions in the new tariff as compared with the rates of two years ago:—

	Classes.									
Tariff 1883.	1	2	3	4	5	6	7	8	10	
	1.82	1.55	1.27	.99	.87	.72	.55	.50	.49	

  

	Classes.									
Tariff 1890.	1	2	3	4	5	6	7	8	10	
	1.43	1.23	1.03	.87	.72	.70	.55	.55	.47	

  

	Classes.									
Saving—	1	2	3	4	5	6	7	8	10	
100lbs.	.39	.32	.24	.12	.15	.02	—	.01	.02	

Store goods, such as dry goods, clothing, boots and shoes, hats and caps, stationery, groceries, etc., are shipped under the first two or three classes, in which the greatest reductions have been made. Heavy hardware and metals, heavy groceries, etc., come largely under the fifth class, on which the reduction is 15 cents per 100 pounds. Whatever may have led to these reduced rates, the people have every reason to be pleased with the facts as they stand. Another important point is indicated by the new freight rates, and that is, that the railway companies are beginning to recognize the importance of Winnipeg as a wholesale centre, and are preparing to extend the same treatment to this city that is accorded to commercial centres elsewhere.

## THE EIGHT HOUR STRUGGLE.

The great struggle for an eight hour day has commenced in the United States. The labor organizations are going about this matter apparently in a very cool and systematic manner. They first decided in convention that the working day should be reduced to eight hours. Notice was then given some months ago, that on the first day of May, 1890, the eight hour day would be adopted as a limit of the day's work. This of course means that if employers do not concede the demand, strikes will follow. The American Federation of Labor, an organization which estimates its membership at 630,000, is taking the lead in the movement.

It has been decided by organized labor, that the carpenters and joiners shall make the first effort to gain the end desired. All other trades are to refrain from striking, if their demands are not granted. The carpenters, however, are to strike on the first of May, and the other tradesmen are to stand by and give what assistance they can in the direction of moral and financial support. The Federation of Labor has pledged its support to the fullest extent to the carpenters in the great struggle. If the carpenters succeed other trades will follow in time.

In anticipation of the general strike on May 1st, several strikes have already occurred, owing to a movement on the part of employers to lock out the workmen and bring about a state of disorganization in their ranks, by forcing the strike before the day appointed. The lockout of carpenters has existed at Chicago for some time, and riots have occurred between union and non-union men, in cases where the latter have been employed. At Indianapolis it is reported that the strikers have already carried the day, the eight hour

limit having been agreed to, though the strikers have decided to accept thirty cents per hour instead of thirty-five cents, as at first demanded.

This begins probably the greatest struggle in the history of organized labor. What the immediate outcome will be it is hard to determine, but in the end it is almost certain that labor will win. The tendency of the times favors the movement, and it is a fairly safe prediction to make that within a few years eight hours will be recognized as a day's work. This is evident from the fact that the general tendency is to shorten the length of a day's labor. A movement has been slowly but surely going on in this direction, contested vigorously by employers at every step, but always gaining. Statistics show that during the last fifty years or so, there has been a great change in the average length of a day's work. And the end of the contraction has not been reached yet. On the other hand labor organizations were never more intent in a movement than they are at the present time in agitating for an eight-hour day. President Gompers of the great American Federation of Labor says on this point: "No other question will divide or distract our attention from the main issue," that is, to gain the eight-hour day. Labor organizations are extending their power and influence, and that in the end they will be successful in this movement is self evident to those who have studied the tendency of the times in the past, as related to labor.

While the great movement is going on on this continent, the same question is being agitated in the Old World. In England a monster demonstration has been held in London, in favor of the eight-hour day. The movement there is not as advanced as in America, and the different labor organizations are not yet united upon a programme. The movement, however, is taking form. In Austria a strike on a gigantic scale is in progress among the miners, for an eight-hour day.

In connection with the eight-hour movement in the United States, the president of the American Federation of Labor, in a calm and well written letter to the press, states the position of the movement, from which we take a few lines as follows:—

"Sufficient notice having been given to all parties interested that on and after the 1st of May, 1890, the wageworkers affiliated with the American Federation of Labor would adopt the eight-hour day as a limit of the day's work, it is now the duty of the executive officers to secure the desired result with the least outlay of time and money. The history of the industrial development of this country shows that the eight-hour day cannot be much longer deferred. The campaign is on, the hosts have been marshaled, drilled, ammunition has been and is being provided, and the public sympathy and sentiment has been aroused, and the grand army of labor is ready for the battle.

The Brotherhood of Carpenters and Joiners, who have been selected to lead, are full of the enthusiasm of past victories. Recruits are joining their ranks by hundreds and thousands, and places that were unorganized are rapidly coming under the shield of that organization. The instincts of the people are with us, and many eminent thinkers sustain us. The plan of the campaign is to quicken this sentiment, so that when the hour of action comes we shall be found prepared. The union that has been selected to begin this contest has thousands