

Montreal Exhibition.

The Press of the Province of Quebec generally concur in the opinion, that the exhibits of this year at the Montreal Exhibition are no more than equal, if not inferior to those of last year, so far as the industrial departments are concerned. The deficiency in cotton and woollen goods is accounted for by the fact that mills generally are too pushed with orders on hand to give much attention to preparing exhibits. The display of foundry work in stoves and other castings, and hardware generally, was very fine, while in working machinery it was inferior to that of last year.

The line of goods in which improvement was most noticeable was domestic carpets. There was a very fine exhibit of these, which showed plainly that Canadians have made rapid progress in the manufacture of this class of goods.

C. P. R. Construction.

This great work goes on at an astonishingly rapid pace, and it now looks certain that the contractors will have track laid clear to the Saskatchewan River before the close of the year. The running of a passenger train with sleeper attached through to Regina, which commenced on the first of this month, is to be supplemented next week by a daily mixed train from that place to Swift Current Creek, about 150 miles further West. The Company act upon the plan of opening traffic as soon as possible after track is laid, and thus place no obstacle in the way of settlers going West.

From Winnipeg to Morris along the west bank of the Red River is now laid, and construction trains are running. This branch, however, will not be opened for regular traffic until track is laid to the boundary line, near to Smuggler's Point.

The line from Rat Portage to Thunder Bay still remains in the control of the contractors, although regular trains are running, and it is not likely that the Company will accept the line much before the opening of next spring.

License.

The extension of a Liquor License Law to the city of Brandon is likely soon to be followed by a similar law being put in force at Rat Portage. Several prominent residents of that city of the lakes have been in Winnipeg during the past week consulting with Premier Norquay on the subject, and some have expressed to us their belief that a well regulated system of license will soon be introduced into their town.

Since the licenses have been issued in Brandon no reports of any increase in drunkenness have been received here, and it is very probable that the introduction of the law in Rat Portage will make about as little change. People in the North-West are becoming every day more convinced of the truth of John Bright's saying, that "you cannot make men sober by Act of Parliament." If it cannot be accomplished by an Act of Parliament, made in accordance with the wants of an old country like England, it must certainly be still more difficult to enforce sobriety among intelligent white settlers by means of a law which was meant to regulate only the habits of Indians. This prohibitory system is a direct

interference with an accepted axiom of commerce, and more logical arguments than those used by its advocates are necessary before any legislative body are justified in accepting it as a basis of legislation.

From a social point of view Prohibition appears in even a worse light. The days of religious intolerance are gone, and the man who would advocate a return to them would be rated as a relic of a past age. In Prohibition the field is less explored, although its scope for persecution is by no means limited, and many well-inclined people, before they are aware, find themselves advocating measures which are only an introduction of the thin edge of the wedge of the worst form of social tyranny.

The Price of Pork.

Among retail dealers we hear a good share of complaining about the present exceptional rise in the price of pork, and some are disposed to attribute the high figures to purely speculative causes. As this is the first month of the fall in which newly-packed pork will grade, there is no doubt but more or less of an effort at getting up a corner is on foot, seeing that the stock on hand is now at its lowest, and can be easily carried by a combination of capitalists; but the extent of this corner is very limited indeed, and there is very little hope of any material reduction in prices in the near future.

One wholesale dealer who has been many years in Winnipeg, remarked to our representative a few days ago, "People think we are extortioners when we ask present price, and trump up the low figures of bygone years in support of their assertions."

As yet Manitoba must draw her pork supply mainly from the great packing centers of the United States, and a comparison of the number of hogs packed at these centers during the past season and the one previous will give a key to the present high prices. From March 1st to Sept. 30th, 1882, 1,475,000 hogs were packed in Chicago; 265,000 in Kansas City; 45,000 in Cincinnati; in St. Louis, 160,000; in Indianapolis, 103,000; in Milwaukee, 92,000 and in Cedar Rapids, 152,000. During the same period in 1881 the number packed were: Chicago, 2,275,000; Kansas City, 384,418; Cincinnati, 108,500; St. Louis, 283,000; Indianapolis, 118,000; Milwaukee, 104,000, and Cedar Rapids, 169,000. The total for 1882 at other points in the States was 2,650,000, and for 1881, 3,830,000. The grand total for 1882 was 4,947,721, and for 1881, 7,272,460, showing 2,324,739 less in the former, or nearly 50 per cent. more in 1881. The stock of mess pork in store in Chicago at the close of September, 1881, was 101,384 barrels, while at the same period in 1882, it was only 58,580; in New York it was only 12,331 barrels against 19,886 barrels in 1881, and on the first of the present month the stock on hand in Liverpool was only 1,500 barrels. Add to all these figures the Chicago receipts of live hogs which, for the first week of the present month have averaged under 11,000 a day, while for the corresponding week of 1881 they exceeded 18,000.

A mere novice in figures can see by a glance at the foregoing facts that speculation has but a small share of responsibility regarding the

present high state of the pork market, while the shrewdest fail to see where the natural laws of supply and demand are likely to bring about any speedy reduction. The corn crop of the central States is very short this year, owing to injury received by the late frosts of last spring, and farmers in these States who have any of it in store, will naturally prefer shipping it to markets where it is selling at from 60c. to 70c. a bushel, to feeding it to hogs, even when these are worth 8c. a pound, live weight, in the same markets. Corn brings quick returns of ready money to that class, and Western farmers are not over wealthy and require that to keep matters moving.

The New Cartage Arrangements.

The new cartage arrangements of the Canadian Pacific Railway have now been in force sufficient length of time to produce some criticism by outside parties who are interested, and a representative of THE COMMERCIAL has been carefully noting these, both favorable and unfavorable.

The greatest opposition to any great system like the Cartage Company's arrangements comes from a mortal fear of monopolies, which is fixed in the mind of the average Winnipegger, and not a few without reasoning the question rank this Company as another dead weight placed upon the business arrangements of the city. Such parties would do well to suspend judgment until the Company gets a fair trial.

Our representative has heard a few complaints about the time which now elapses between the notice of arrival of freight and the delivery of the same. But it must be borne in mind that the notice of freight is now sent as soon as the arrival of the car containing the same is reported, while in days gone by goods were often in the city days, and even weeks, before the consignee received any notification of the fact, and not unfrequently he had to make a diligent search in the transit sheds for his freight, and be subjected to considerable annoyance about storage charges, which he rightly considered he was not bound to pay. The Manitoba Cartage and Warehouse Company now assumes all responsibility in this line. When freight arrives they present notice of, and bill for the same, and when the latter is paid the consignee is no longer liable for any storage or demurrage charges which may be incurred, but the whole matter afterwards lies between the railway and cartage companies. The delay in delivery thereafter is only a seeming one, and is caused by the promptitude of the notice of arrival.

The Manitoba Cartage and Warehouse Company is simply an organization backed by ample capital to enable them to fulfil all their obligations, and to guard consignees from the annoyance and expense of demurrage charges on their consignments. Being a newly-organized concern it will naturally have minor irregularities for a time; but if well managed it must certainly prove a valuable organization for the business circles of Winnipeg. Its present management are entitled to a few months' probation, until the expiry of which, critics would be just as well as generous in withholding their opinion.