

St. Vincent or Gretna north the Company have exercised as far as they dare, and they are now checked from a further move in this direction by the rates in their mileage table, which an Order-in-Council has placed as a barrier to further extortion.

It does seem as if no man or company of men in their right senses would disregard the growth of such a feeling as above described. Yet Mr. VanHorn and his associates are assuredly doing so, although they can by no means afford to. In this matter they have not to encounter a crowd of professional agitators, but a number of shrewd mercantile men who base their arguments upon dollars and cents, and any one of whom is the peer of Mr. VanHorn in business ability. This gentleman gets credit for saying that he does not wish a jobbing centre in Winnipeg, and therefore will not place the city on an equal footing with Montreal, Toronto, Hamilton and other eastern cities in freight advantages. He thus deliberately strikes a blow at the mercantile interests of the whole Northwest, and lays down the principle that while Eastern Provinces are entitled to have jobbing centres with the necessary freight advantages within themselves, the Northwest must not be granted any such privilege. Furthermore, if Mr. VanHorn has made such a statement, he has done so in direct contradiction to his promise made over a year ago to a deputation of Winnipeggers who waited upon him, and to whom he promised that a special table of rates would be framed in the interests of the wholesale merchants and manufacturers in this city. But in this, as in numerous other matters, he has broken faith with people in this country, and now his promises are regarded as merely so much wind expended on his part. Mr. VanHorn must learn, even if the lesson is forced upon him, that while he may decide that a jobbing centre in Winnipeg is not necessary, a few score of jobbers and manufacturers in this city think quite differently, and are determined to give practical effect to their opinions. As to the value of their opinions, Mr. VanHorn and other officers of the C.P.R. can judge. They may not be possessed of the bluffing power which goes to make up an expert poker player, but in real business ability any of them are the equals, and many of them the superiors of the C.P.R. General Manager; and such men know how to come to a decision and determinedly follow it out. It remains for

C.P.R. officers to decide if they can afford to force them to one from which they will not withdraw. They can easily prevent such a decision being reached by at once abolishing all freight discriminations against Winnipeg, and placing the city on equal footing in that respect with eastern wholesale centres. Such a move would thoroughly explode all opposition arrangements of United States lines.

THE DEATH ROLL.

It falls to our lot this week to record the death of William MacPherson, commercial traveller of this city, which occurred under painful circumstances on the morning of the 21st. inst., when he perished in the fire which destroyed the Queen's Hotel, Port Arthur, Ontario.

Deceased had only reached the age of twenty-seven, and although less than three years on the road in the Northwest, he had made for himself a large and widely spread circle of friends all over the country. He had been in the employ of Carscaden & Peck, wholesale clothing men, of this city, since the spring of 1882, and had so earned the confidence and respect of these gentlemen, that his untimely death is to them a heavy and almost irreparable loss.

Some men secure the respect and esteem of their fellows from their brilliant public actions, while others gain it through their quiet social qualities. To the latter class Mr. MacPherson belonged, and those who were numbered among his intimate acquaintances can testify how impossible it was to know him, and not number him among the friends of one's bosom. Born in Perthshire, Scotland, and trained to business in the city of Glasgow, he came to this country with all the elements that constitute a successful business man, and his early and untimely death has undoubtedly cut short what would in time have been one of the brilliant commercial records of the Canadian Northwest.

Mr. MacPherson's remains, charred beyond recognition arrive in Winnipeg today, and his funeral arrangements will be carried out under the supervision of his employers and associates in the same business house. A large attendance of friends will be present, among others the members of the Northwest Commercial Travellers' Association of Canada, of which he was one of the original members, and in whose ranks his sad death makes the first break. He left in Scotland an aged father and mother, besides brothers and sisters, to whom the news of his death must prove a heavy blow.

TRUCK.

Only two years ago it was the boast of the business people of Manitoba, that the reprehensible system of truck instead of cash payment, had found no footing in

this province, and the boast was a commendable one. But two years ago times of depression had not overtaken the province and a free circulation of money obtained any necessity for trade arrangements. For a year or two before then there was a pressure of confidence and capital forcing on every enterprise, and with few exceptions everybody looked for satisfactory results. Disappointment has overtaken most people, and serious loss a great many. The ability to pay promptly all demands as they were made is far from being general now, and in too many instances the day laborer and mechanic have to suffer in consequence. It is only natural that the truck system should make its appearance under such circumstances, and although it is in many cases a result of necessity, it is nevertheless oppressive upon those who come within its scope.

Singular to say the system of truck so common in new agricultural countries, where the farmers produce is accepted almost the same as money is comparatively unknown here, and no class of people are so careful about cash payment as our agriculturists. The worst phases of truck in the Northwest are to be found in connection with railway construction when in many instances the laborer has to accept goods at enormously high prices in lieu of cash, and too often he has to look upon it as a favor to receive them. Were these the only cases of truck to be found, they would be excusable, as they must to a great extent be temporary, and die out as the country becomes more closely settled. Unfortunately the system has made its way into other departments of business, and in almost every instance it is the day laborer who has to suffer therefrom. That there may have been some excuse for this unbusiness-like system during a time of extreme depression we may admit, but now that depression is gone, and steady if not rushing business is general, all excuse on the matter is gone. We should hope therefore soon to hear the last of truck in mercantile and manufacturing circles. It may still be necessary in the work of railway building, especially when fifty miles of a road, the Souris and Rocky Mountain, can be graded ready for ironing upon pure wind, no employee being paid from the engineer down to the mud shovellers. But it must be dispensed with in more legitimate trading circles, and we hope it will soon disappear from the same.