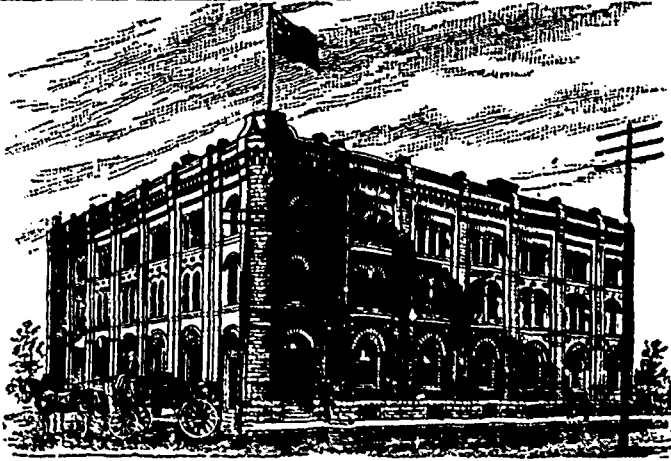


GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
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G. F. & J. GALT,

DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

SEVERAL complaints have reached us of late from commercial sources of the insufficient baggage accommodation provided by the C.P.R. One car is usually attached to the express trains, which is made to do duty as a mail, express and baggage car. This frequently proves quite inadequate to the requirement, to the great annoyance and loss of commercial travellers and others. Several instances have occurred where commercial men have been obliged to leave their baggage at a way station, owing to the lack of space in the baggage car. With only one train a day, the serious loss to the traveller can be imagined by the trade. The loss of a day in this way may derange a traveller's calculations for an entire trip, and perhaps throw him out of the sale of a bill of goods.

THE Canadian Pacific Algoma bonds to the amount of £750,000, have been placed on the London, England market. The bonds are 5 per cent., first mortgage, in denominations of £1,000, £500 and £100 each, to mature the 1st of July, 1937. The issue price is 98½ per cent. Sir Charles Tupper and Lord Revelstoke are trustees for the bondholders. The bonds have the direct guarantee of the Canadian Pacific, and also a first mortgage on the Algoma branch, which was expressly excepted from the lien of the Canadian Pacific first mortgage bonds and is now free from any lien of Government loans to the Canadian Pacific. The bonds have met with a great reception on the London market, and were taken up actively, a cable stating purchases were being made at 3 per cent. premium. The issue was expected to meet with a favorable reception, from the fact that the old C.P.R. shares and bonds have been steadily rising in the stock markets for some time. It has been asserted in some quarters, that the hints that the C.P.R. monopoly would be bought out at a handsome profit to the company, were thrown out to "boom" the market and prepare the way for the placing of these Algoma branch bonds. At any rate, the faith of the British public in the commercial success of our big monopoly, seems to be daily strengthening, as is indicated by the steady

appreciation in value of C.P.R. bonds and shares.

THE suspension of E. S. Cox & Co., brokers, Toronto, has caused quite a stir in that city. Cox had a number of branch bucket-shops established at different points in Ontario. His Kingston establishment, operated by no less than the Mayor of the city, it is said, has got into bad odor by its failure to meet the gains of its patrons with that punctuality which it expects them to exhibit when they have incurred losses. Operators there claim to be out all the way from \$200 to \$7,000 by the failure. There were a large number of outstanding deals at other places, amounting to many thousands of dollars. Cox has gone to Buffalo, and it is thought by some he will not return. It is claimed that he obtained \$100,000 from the defunct Central Bank, without security. His liabilities are estimated at \$250,000 to \$300,000.

THE Emerson *International* calls for the abolition of the official *Manitoba Gazette*, and its arguments are not without reason. An official mouthpiece may be necessary under our system of Government, but in many respects it may be considered an expensive luxury. As far as giving publicity to acts or announcements, it is a complete farce. Almost any country paper in the province would serve a more useful end in this direction. The *International* states the truth in a more forcible than elegant manner in the following words:—"It is an indirect tax upon every municipality that has lands to sell for taxes or requires official notices; upon every property owner who desires to put his property under the Torrens System; and it increases the cost of that system; and upon every poor devil who gets into the hands of the sheriff, as well as upon other persons and corporations that might be mentioned." The forced publication of the matter referred to by the *International*, in the official *Gazette*, may be considered as simply an expensive and useless form or red tape, and anything which is useless and expensive should be abolished. As it is at present many notices

have to be published in the *Manitoba Gazette* and in the newspapers as well to render them legal, when for all practical purposes the latter are the only useful and necessary mediums through which to make announcements. Here is another chance for our new Government to make a reform.

The Chicago *Journal of Commerce* evidently thinks the United States authorities should retaliate on account of the restrictions placed by Canadian customs officials upon the shipment of grain from Emerson via the Northern Pacific. It discusses the matter in this wise: "Canada has a couple of railways skirting American borders and not under the regulation of the Inter-State, and yet the United States allows them to receive goods in bond in competition with American roads. Besides this it is stated that the Dominion Government has issued instructions to the customs officials in Southern Manitoba to refuse to grant re-entry certificates to parties who desire to ship grain over the Northern Pacific and Grand Trunk Railways to Montreal and other points in Eastern Canada. The object of this is to compel shippers to send their grain over the Canadian Pacific line, no matter how high the freight may be, as parties shipping grain through American territory for Montreal would have to pay duty when the grain reached Canadian territory again, unless entry certificates are granted. Now, is there not some injustice in helping the Canadian Pacific against our own roads? Either have commercial union, reciprocity, annexation or fair trade or no trade."

THERE has been great rejoicing over the opening of the through line via Sault Ste Marie to the East, in a number of directions. Minneapolis greatly rejoices over the establishment of the line from the fact that it is thus given another outlet, independent of Chicago. Though the twin cities of St. Paul and Minneapolis have the choice of half a dozen railways to Chicago, and a summer route thrown in via Duluth and the Lakes, yet they were not satisfied. The great flour men of Minneapolis decided that a line independent of Chicago was a necessity for the prosperity of their industry, and through their efforts mainly the "Soo" line was built. The road will undoubtedly have a large traffic from the start, and will be known as the great flour line. The first train over the road was a flour train, billed through to New England. It will cut the trade heretofore enjoyed by the Chicago roads, and instead of all east-bound winter traffic being subject to Chicago, a portion will now pass hundreds of miles to the north of that city. The people of the two Sault towns naturally went into extacies of delight over the breaking of their winter isolation. Henceforth both winter and summer a vast traffic will be passing their doors between the East and the West. Other railroads will follow, and the narrow neck of land between Lakes Superior, Michigan and Huron will soon form a point of concentration for several trunk roads. A large portion of the traffic of the Northwest, including parts of Minnesota, Dakota and the country beyond, will go and come by the Sault, and with in