

GOODS SOLD TO THE
TRADE ONLY.



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The new Cabinet formed by Mr. Thomas Greenway is one that should give general satisfaction when we consider the position in which he is at present placed, and the material immediately available for the formation of a Cabinet. Mr. Greenway himself as Premier and Minister of Agriculture and Immigration, will find a field in which he should accomplish much good work, and if he manages to fulfil even in an imperfect way the pledges made in opposition, the interests of the Province will be well looked after. In the new Attorney-General—Mr. Joseph Martin—we have a man of extreme party tendencies, but one well able to fill the exalted position he now fills in a legal sense. Besides he is noted as an untiring plodder, with whom indolence or carelessness will find no place. In Mayor Jones, of Winnipeg, the province should, and doubtless will, find a man possessing business, and especially financial ability, far beyond that of any occupant of a Cabinet seat in this province for many years, and possibly in its history. The selection of Mr. James A. Smart, of Brandon, as Minister of Public Works is also a good move, as that gentleman, although comparatively young, ranks among the ablest business men of Manitoba, and his mercantile experience for the past six or seven years has been such as would aid much in fitting him for his present public position. Mr. James E. Prendergast, the new Provincial Secretary, although a practising barrister, is a young man not much known yet in business circles generally. Although he is a capture from the ranks of the opposition, he can scarcely be classed among that collection of political trading stock in the membership of the House, whose party scruples are measured mainly by their chances of place and remuneration. The new Premier has doubtless been annoyed much of late by the importunities of this crowd, and he is entitled to great credit, for having kept so free of them in his cabinet organization. We hope the newly appointed Ministers may all be returned to the House by their constituents, and that the new party in power will have a fair chance to redeem the many pledges to the people, which they have made while in opposition.

As yet the farmers along the southern boundary of this province have not been able to get permission to ship their wheat over the Northern Pacific from Pembina to eastern points in bond. The United States custom authorities have cleared away every opposition so far as they are concerned, and only the refusal of the necessary certificates by the Canadian customs prevents the farmers around Emerson from taking advantage of the southern shipping route. Seemingly the distinct intentions of the Department at Ottawa on the subject cannot be ascertained, and this delay of over two months is only on the part of the local officers at the boundary, who are waiting instructions from their superiors at Ottawa. Of course they may have to wait until next summer before their superiors at Ottawa will condescend to furnish such instructions, and it very likely that these same instructions will be held back just so long as C.P.R. interests demand that they shall. The vice-regal veto is not the only power that the Government at Ottawa can prostitute, for every Department can be made to do service in the interests of this railway monopoly, and more cringing lip spittle service than the Department of Customs. The iron-clad policy of the Dominion in connection with railway monopoly has plunged this whole country into a grain blockade, which has demoralized business all over the same, and threatens ruin to our farmers by the hundred. Seemingly around Emerson there was one little leak in the otherwise impenetrable policy, through which relief to a few farmers might come. It required the meanest department and the meanest minister that could be found to block up this leak, and the Department of Customs and its head were found possessed of all the necessary qualifications.

The last flying visit of Sir Charles Tupper to Winnipeg, when he took the rather peculiar route from Ottawa to Washington around the North Shore of Lake Superior, was we understand made purely on family considerations, and it would be bad taste at least, if not genuine impertinence to ask for any further reasons for his visit.

We know this however, that the medico-politico knight while he was here did not fail to try a little work in the interests of his party, and we know of more than one of the once blindly led Conservatives of this city, now advocates of provincial rights, whom he tried to bulldoze back to their former state of slavish obedience to party, and a neck and heel support of the now defunct Harrison ministry. In fact he showed plainly to those whom he thus tried to influence, that he for one was still determined to force upon Manitoba the crushing railway monopoly from which four years ago he promised early relief.

There are those here who incline to believe that further opposition from the Dominion Government to the Red River Valley railway need not be expected, and that monopoly is practically at an end here. The utterances of Sir Charles to the wavering faithful here do not warrant any such a hope, and it is supreme folly for the people of this province to expect to free themselves from railway monopoly, unless by unitedly maintaining an attitude, and following a course which will leave the Government at Ottawa the alternative of conceding the just claims or resorting to force and precipitating a rebellion.

Paralyzing as the present blockade on the C.P.R. may be upon the trade of this country, and though it means a great set back to our farmers, and ruin to not a few of them, it furnishes no argument at Ottawa against continuing the crushing monopoly. It must be remembered that this province and its welfare are at Ottawa a secondary consideration compared with the interests of the C.P.R. Company. The people of this province who are opposed to railway monopoly do not furnish pap for the Government following, while the C.P.R. is only second to the civil service in furnishing soft cribs for political blowers and strikers, and fat things for shiftless and imbecile relations and friends of Cabinet Ministers. It may be safely assumed that no party in power at Ottawa will do what they consider an injury to such a good milking cow as that. The state of rottenness to which politics in this Dominion has descended would not warrant us in expecting any such a sacrifice, even when the very life of a province depended upon its being made.

The movements of straws show which way the wind blows, and even Sir Charles little tattle among the wavering faithful of his party here have given clearer indications than mere straws in the wind. Added to matters they say to Manitobans "You have still a great struggle for your liberty, and to gain it you must go shoulder to shoulder." Let there therefore be no vain hopes indulged in about railway monopoly in this province being at an end.

THERE is a mistaken idea in the minds of many people, that only the grain and milling trade of the province has suffered to any extent through the inability this winter of the C.P.R. to successfully handle the grain crop. That the inconvenience and loss to this particular interest has been heavy no one will question, but every house in the wholesale trade both local and eastern doing business in this coun-