

miles of the road to them. Those interested in the road should read Mr. Allan's letter. He seems to make out a strong case against any splitting up of the property. It would certainly be a loss to all parties concerned to force a dispute among the different interests in the railway. By all means we believe it will in the end be more profitable to the bondholders of the first 180 miles, if they can come to an amicable agreement with the other interests to operate the road as a whole. Instead of fighting over their respective claims, if an amalgamation of all interests can be made, it will certainly result more satisfactorily to all concerned. By close management and economy, we believe the road can be made to pay at an early date. What Mr. Allan says in regard to improved prospects for the future is quite true. The country served by the road is advancing in the prosperity of the settlers. The Commercial has several times lately had very encouraging advices as to the condition of the settlers in that part of the country. Mixed farming has made better progress in the territory served by this road than in any other part of Manitoba. Crops have been good this year, and the farmers have a large surplus of live stock, dairy products, etc., to dispose of. There should be no conflict between the bondholders and other interests in the property, and any such conflict will only result in a waste of substance, resulting in loss to all concerned. Rather all effort should be directed to secure an amalgamation of the different interests, or a re-organization of the company on a basis fair alike to all interested. In his letter Mr. Allan says:

"The only matter really in dispute between the bondholders and the company, is as to the meaning of the mortgage. The mortgage grants the first division of the railway to the bondholders, or their trustees, 'subject nevertheless to the working expenses of the said railway and telegraph, and to all rates, taxes assessments and other government charges.' The company claim that 'subject to the working expenses of the railway,' means what it says. Trustees of the bondholders deny this contention, claiming that these words mean 'subject to the working expenses of a portion of the railway,' i. e., the first 180 miles only. This in effect is the sole matter of contention between the bondholders and the company, and might have been readily decided by the courts without the useless and expensive litigation that is now going on."

EDITORIAL NOTES.

The price of mutton in British Columbia coast cities has been reduced since the Australian steamship line was established about 50 per cent., to keep out the Australian frozen mutton. This drop in prices affects the sheep-ranching interest in the territories, as the ranchers formerly had a good market at the coast, at high prices.

If the Canadian Pacific railway company carries out the proposal to build a railway into the Cariboo region of British Columbia, it would have the effect of making the mining industry hum in that province. Cariboo is the old standby gold region, and while mining efforts in other gold sections have been of a desultory character, there has

always been more or less steady working in Cariboo. The inaccessible nature of the district retards development, and a railway is needed to fairly open up the country. With a railway into Cariboo, the great country north of the Canadian Pacific in British Columbia would at once receive greatly increased attention from miners and capitalists.

THE recent half-yearly statement of the Grand Trunk railway company is said to be exceedingly unsatisfactory, both passenger and freight traffic returns showing a great falling off. The cause is attributed to the low price of produce, the coal strike, tariff uncertainty in the United States and Canada, the great railway strikes resulting from the Pullman labor disturbance, etc.

The cultivation of hops has been suggested as a profitable crop in Manitoba. Certain it is that wild hops grow luxuriously in Manitoba and produce abundant crops. If the presence of native varieties are a good indication of the adaptability of a country to similar varieties of cultivated crops, there should be no question about growing hops in Manitoba.

In Ontario a law was passed at the last session of the legislature, to provide a cheap process for the collection of small debts. In the territory a similar law was also passed at the recent session of the legislature at Regina, a synopsis of which was given in The Commercial a few weeks ago. The simplification of the law for the collection of small debts might be undertaken in Manitoba to advantage.

THE provincial board of health of Ontario has adopted regulations providing for compulsory notification to health officers of cases of tuberculosis or consumption. Now that the true nature of consumption is becoming understood, and the malady is being classed among the infectious diseases, there is a growing feeling that steps should be taken to treat consumption the same as other dreaded diseases of an infectious character. In Ontario the establishment of homes for consumptives is being discussed. The Ontario health department also proposes to take measures to prevent the spread of tuberculosis among mankind from infection arising from diseased animals, milk from diseased cows, particularly, being considered as a fruitful means of spreading consumption among the human family.

WITH only one train per day, and on some of the branch roads only a train every other day each way, it is necessarily a slow and tedious matter for commercial travellers to work the country. The long delays also add greatly to the expenses of the commercial men. Formerly the privilege was allowed of travelling by freight trains, which was a great convenience to the travellers, as well as an important saving of expenses to their firms. This privilege of travelling by freight trains, however, was taken away and notwithstanding several appeals from the travellers and wholesale dealers, it has never

been restored. The Winnipeg jobbers have again presented a request to the Canadian Pacific Railway Company to allow commercial travellers to ride on freight trains, but it seems doubtful, according to reports, if the request will be granted. If the company could see its way clear to grant this privilege, it would be a matter for great satisfaction to the wholesale trade and the travellers. While population is so sparse in the country that a frequent passenger service is not necessary, the privilege of riding on freight trains would be of inestimable value to those who desire to stop at all stations in succession along the railways. For instance where there is only one train in two days, each stop compels a long delay, though the commercial traveller might not need more than a couple of hours to work many points. On account of these delays, commercial men are compelled to travel by livery rigs a great deal, which is expensive to them and a loss of revenue to the railways. The railway company of course knows its own business best, but if the management could grant the privilege desired, especially on the branch roads where the regular passenger service is less frequent, it would be a great boon to the trade.

Export Value of Wheat,

The Minnesota Railroad and Warehousing Commission furnish the following statement showing the price of No. 1 hard wheat at Duluth on Oct. 8, 1894, compared with actual sale of 4,000 bu of Duluth 1 hard at Liverpool, made that day for London delivery, c.i.f.—(cost, freight and insurance.)

Oct 3—	
Price per bu No.1 hard in Duluth.....	.5775
Duluth elevator charges, weighing and inspection.....	.0085
Lake freight and insurance, Duluth to Buffalo.....	.0350
Buffalo elevator charges, commission etc.....	.0100
Canal freight and insurance Buffalo to New York.....	.0900
New York elevator charges, viz., weighing, demurrage transferring, towing, trimming, etc.....	.0150
Ocean freight and insurance, New York to London.....	.0225
Loss in weight, Duluth to London.....	.0050
Cost delivered in London c i f.....	.7085
Oct 3—	
500 qrs (8,000 bu) sold in Liverpool for London delivery, at 22s 6d per qr (or 67½c per bu).....	.6750
Loss in the transaction (a trifle over 2½c per bu).....	.0285
On October 6, 8,000 bushels sold at the same price and terms.	

Silver

The silver market has been dull and quiet, changes in quotations both here and in London being merely fractional. The only news of any importance in this connection is the announcement that a dollar will be coined at the Bombay mint for circulation in the Straits Settlements and Hong Kong, the English authorities having yielded to the demands of commercial bodies at her eastern dependencies. Silver prices on October 19 were: At London, 29d; at New York, 68½c.