

## Emerson & North-Western.

The people of the Gateway City are evidently in earnest about the construction of the Emerson and North Western Railway, if we are to judge from the activity they are displaying about the grading of the line. A force of men are now at work steadily, and quite a few miles are now graded or partially so. The local promoters of the scheme talk in the most confident way of expected, if not promised, assistance from the Grand Trunk Railway Company, and are firm in the belief that they have secured the key which will unlock the present government disallowance policy. Whether these hopes will rise to full fruition, or collapse in disappointment we will not attempt to prophesy. People who pretend to know, scout the idea of the Grand Trunk managers adopting what they call a subterfuge to gain a footing in the North-West, while others who claim equal omniscience on the question take a totally different view of it. The Emersonians connected with the resurrected North Western have certainly their opinion, and they are now backing it, as gamblers say, by expending a few thousand dollars upon grading work, while they are patiently awaiting the action of the Dominion Government.

## Carriage and Wagon Wood.

The supply of wood for the construction of wagons, carriages, buggies and other vehicles for the road, especially that portion used for shafts, has at present to be imported, and must necessarily be for years to come. The natural timber of Manitoba furnishes very little that can be utilized in such manufactures, and hitherto there has been scarcely any effort to raise what would eventually fill the bill. The manufacture of this class of goods must necessarily increase in a country like this, where such an amount of road-travel is necessary, and the production of an eventual local supply is worthy of the consideration of the many who are now giving attention to forest-tree culture. Parties interested in this are too apt to plant only rapid-growing trees which will produce a shade and shelter in a very few years. The planting and raising of ornamental trees is certainly a commendable pursuit, or pastime, as the case may be, but persons so engaged would do well to mix their intentions with a few practical ideas. There are several species of hard wood which can be successfully grown in this latitude, and none we believe are likely to prove more successful and profitable than the white ash, which is grown throughout Northern Minnesota and Wisconsin. The climate in these States differs but little from that of Manitoba, and the soil in many portions of this Province is much more suitable for the ash than either. A twig of a wild ash cut by the bank of the Assiniboine near Brandon in the end of August, showed a growth of over seven feet during the present year, and many such specimens can be found each fall. This is certainly encouragement sufficient to induce amateur foresters at least to plant a class of trees which may yet assist materially in building up a branch of industry in their own neighborhood.

## A Coal Find.

The article on the fuel supply, which appeared in the last issue of THE COMMERCIAL has already brought us a response, and one which will prove good news to the people of the North-West generally, and to manufacturers in particular. On Friday a friend upon whom we can rely called in and submitted for our inspection a sample of coal found nearly 500 miles west of this city in close proximity to the main line of the Canadian Pacific Railway. The sample seemed like a compromise between Anthracite and bituminous, possessing we should judge about 80 to 85 per cent. of carbon, and to all appearance was almost entirely free from sulphur. Like Anthracite it did not soil the fingers when handled, but was deficient in brilliancy, and in that particular more like a fair bituminous, and not unlike the Scotch splint coal in appearance, but of much greater weight.

The vein out of which the sample was taken is, we are informed, about nine feet in thickness, and spreads over, or rather under, many sections, its average depth being nearly one hundred feet.

Steps are being taken to form a company with ample capital for the working of the vein, and parties are now in Ottawa to secure the necessary titles from the Dominion Government. Further particulars we are not at liberty to publish, but we are promised the full particulars as soon as any definite move is made.

It is to be hoped that the supply indicated will prove correct. The specimen shown us could be used, we believe, for cooking purposes, and a great impetus would thus be given to manufactures which with suitable coal at present prices it would be difficult to support in this Province.

## Winnipeg Brick.

At the opening of the brick-making season of 1882 the different yard proprietors of the city and surroundings had arrangements made to turn out about 18,000,000 brick for this season, or an increase of 11,000,000 over their output for 1881. Such calculations, as a rule, fall short when they come to be carried out, and no doubt such has been the case with brick-making this summer in and around Winnipeg. But new makers have stepped into the field since these figures were obtained, whose manufactures would probably make up the discrepancy between the estimate and out-put, and leave the former as the actual number of brick which will be turned out up to the close of the present season.

Large as these figures are, we find on enquiry that building operations have been, and are still likely to be, by scarcity of brick, delayed, and numerous frame buildings have had to be erected where more solid structures would have stood had the material been procurable.

The shortness of the brickmaking season is the greatest obstacle in the way of securing a plentiful supply, as makers cannot calculate upon more than fifteen weeks each season. To make the most of this short season, machinery should be secured which would facilitate matters as much as possible. The process of drying the brick before burning is what takes up most time, and it is in this stage that the

brick is most easily injured by frost. There are machines in the market, however, which mould the brick in a dry state by a tamping process, so that it is ready for the kiln when it leaves the mould. This would obviate all the danger from injury by frost in drying, not to mention the additional injury arising from rain showers. No country requires machines of this class more than Manitoba, and it is a singular circumstance that not one is now working in the Province, all machines now in use being upon the wet moulding principle. This subject is worthy of the attention of North-western brick makers.

REGINA is fast assuming a town-like appearance, and hundreds will probably settle there during the coming winter, despite the inconvenience which will be occasioned by insufficient shelter during the cold months. It is impossible to get a proper idea of rapid North-Western growth into the minds of officials in a sleepy Eastern capital, and the new capital of the North-West is yet without post office accommodation. Arrangements have been made at the Winnipeg office to provide a daily delivery, which will be a slight relief, but no permanent good will be accomplished until a good post office building is erected.

The Grand Division of the Order of Railroad Conductors will meet in St. Paul on the 17th of this month, and some 200 members are expected to be present. After disposing of its business the ticket punchers propose to have a little recreation. The Grand Division excursion route will be over the St. P. M. & M. and C. P. R. to Winnipeg, in Manitoba, via Fargo, Grand Forks, Crookston and St. Vincent. From Winnipeg the excursion will pass over the C. P. R. to the Lake of the Woods and elsewhere, returning via Gloydon, thence over the N. P. R. to Duluth, the "metropolis of the unsalted sea," and via the St. P. & D. to St. Paul and home again.

There seems to be a great amount of bitter feeling among locomotive engineers over Sir Charles Tupper's recent order forbidding engineers of the Intercolonial railway from joining the Brotherhood of Locomotive Engineers, and numerous caustic criticisms of his action have appeared in the columns of the eastern Press. Some denounce his course as arbitrary and even tyrannical, while others look upon it as a step toward curbing the power of a dangerous organization.

Trade in the New World, as well as the Old, is too much at the mercy of organizations of employers as well as employes, and any movement to free it from such fetters is one in the right direction, if it does not interfere with personal liberty. Workmen's unions, as they are now conducted, are simply so many monopolies of different branches of the labor market, and should be counteracted as much as monopolies of another class; while their members are entitled to as much consideration and individual right of judgment as members of any other trade monopoly.

It is difficult to know where to draw the line on this subject, and Sir Charles has on hand a subject which will require all the great tact and ability of which he is undoubtedly possessed.