

### The Manitoba Railway.

Nothing in railroad building heretofore in the Northwest has approached the rapidity and army-like system with which the Manitoba Company is sending forward material for the construction of the Montana line. For the past three months there have gone through this place daily, on an average, 175 cars laden with all kinds of construction material. At Minot, the present terminus of the track, 137 miles west of Devil's Lake, the company has laid something like ten miles of sidings to receive this material, and along both sides of these numerous tracks are piled great quantities of ties, bridge material, piling and thousands of the best quality of steel rails. Said an old railroad contractor after visiting Minot: "It is worth a day's travel to see these mountains of costly material." And still it goes forward in increasing quantities. For the past twenty-four hours the trains have averaged one in every two hours, and it is estimated that it will require two hundred cars daily the entire summer of this material to be sent forward, that there may be no delay in the building of this great line of railroad. All engines do not wait at the terminus for the unloading of trains, but hasten back for more cars, and it is not an uncommon sight to see ten of these monster iron horses on their return with a single caboose car attached to each; speeding along the track only a few hundred yards apart. In all this gigantic work there is no confusion, not an accident of any kind has occurred, and all material is separated and placed where it can be reloaded at the minimum cost. The road bed for a hundred miles west of Minot is ready for the rails, and all bridges (one of which is 1,800 feet long) and water tanks are completed for a distance of 35 miles beyond that point. Several engineer corps are already in the field many miles in advance of last year's work, making ready for the army of over 15,000 graders that will soon follow.—*Helen Independent.*

### Stocking Country Stores.

One great cause of ill success in conducting the business of a country store is the tendency on the part of some dealers to load up their shelves and counters with goods for which there is no local demand. In this way many get their money tied up. The goods lie about the store until they become stale, dusty or shop-worn, and when finally disposed of they will scarcely bring a moiety of their original cost.

It is a great temptation to a merchant to buy goods because they seem to be offered to him at a price below their quoted value. He does not always stop to consider whether or not they are such things as customers are likely to call for. They please his eye, and the persuasive drummer convinces him that they are cheap, and his money passes out of his possession, perhaps never to return to him again.

In buying goods always consider first what the demands of customers are likely to be. Never buy a large amount of fancy goods because they are offered to you at half price. The very fact that their being on the market at a low figure is often an indication that they are either going out of fashion or they have ceased to be a novelty. Buy cautiously, cy-n

in staple goods, unless you have positive reasons for believing that they are going to immediately advance, and never, under any circumstances, assume liabilities far beyond your ability to meet if a sudden decline should come.

I have been in country stores where the attic was full of unsalable good—"traps" that had been laid aside to decay because they were not in demand and because the space they occupied below was needed for other commodities. These things, in some instances, cost hundreds of dollars, and what they were ever bought for is a mystery to a practical business man.

It is better not to overstock country stores, but rather to send to market frequently for fresh, attractive and new style goods. With the present railroad and transportation facilities and the promptness in filling orders by jobbing houses a country merchant can do a large business on a comparatively small amount of capital and without taking any serious risks. He can please his customers better, and, with a proper system he need not suffer much inconvenience by sending frequent orders and receiving small consignments.

Half of the retail grocers who fail in business get into financial troubles by investing in unsalable goods. Shop-worn goods do not make an attractive display. Sell them at any price and get them out of the way before they become a dead loss. They disfigure a store and give a frowny appearance to better things that surround them.

Buy cautiously, carefully and for your customers, and determine in the first start in trade not to accumulate an unsalable lot of odds and ends that represent a large investment, but cannot be sold at any price.—*Ex.*

### Grain and Milling News.

A Chicago broker says: "Although Duluth wheat is worth 5 to 6c more than Chicago spring for export and sells about 3c less at this writing, it must be remembered that our shippers have an advantage over Duluth of about 1c in freight and other charges.

Exports from the United States for the first ten months of the current crop year, ending June 30th next, as compared with the same time for the previous year, were:—

	1887.	Value.	1886.	Value.
Flour . . .	9,697,702	\$43,005,331	6,389,835	\$30,375,737
Wheat . . .	79,731,527	69,022,706	40,138,218	35,167,252
Corn . . .	34,505,437	10,577,176	52,261,729	20,523,061
Oats . . .	358,828	144,549	5,432,732	1,853,006
Rye . . .	223,050	133,376	169,116	117,340
Barley . .	1,218,210	804,864	205,768	140,393

(Flour is given in bbls and grain in bus.)

E. M. GATLIFF has purchased the hardware and tin business of Phillips Bros., and will continue it in connection with his lumber business.

The New York *Commercial Bulletin* makes the startling announcement that recognising that the port of New York is the port of the American continent, the Canadian Pacific Railway, after having become divorced from Canadian authority, now proposes to become the grand colossus—the grand octopus, or great Northern power and is already on the high road to a consolidation with, or an absorption of the New York Central, Harlem and West Shore systems as its outlets from Niagara and Montreal.

JAS. WALTON, butcher, Stonewall, Man., has added groceries to his business.

ANDERSON, of Brandon, has a car of hogs which he will ship to Winnipeg.

HANBURY, of Brandon, has purchased the grocery stock of the estate of Kirkpatrick, of that place.

T. T. ATKINSON, boots and shoes, Brandon, has announced a clearing sale, with a view to giving up business.

The municipality of Rockwood has forwarded a petition to the representative for Lisgar at Ottawa, setting forth the advantages which that district offers for the location of the proposed experimental farm.

The Ontario Government will at once take steps to investigate disputed and other claims for land in the Territory west of Lake Superior, and issue patents for the same. This will remove the great grievance of the people of the Rat Portage district.

As the Canadian Pacific is completing its connection with the Lake Superior ore region over the Saulte, and building connection across Maine to the Atlantic, has connection nearly completed to Boston, and threatens to parallel the Canada Southern and Michigan Central to Chicago if refused favorable traffic arrangements the importance of this grand scheme becomes apparent.—*Chicago Journal of Commerce.*

The *Brandon Sun* says: The first car load of Banff anthracite coal has reached here. It is really an excellent sample, and gives unbounded satisfaction. It will cause quite a revolution in the fuel question of the North west. The selling price is now \$9.00, but there is no reason why it should not be sold at even less figures.

At a public meeting of the citizens of Portage la Prairie held for the purpose of discussing the town indebtedness, the following resolution was passed. "That this meeting having discussed the proposed Act respecting municipal indebtedness, advise the member for the town to support it generally with such amendments as are suited to the circumstances of the town.

SIR CHARLES TUPPER and Hon. Mr. Bowell have received a deputation from the dry goods men, corset manufacturers, crockery and glass ware firms regarding changes in tariff. The dry goods men asked that the specific duties (per pound) of prints, calicos and similar goods be changed to an ad valorem duty, and graded according to the price of the goods; also where heavy purchases have been made abroad, but not yet delivered, some mercy be shown. It is understood that in response to these requests the Government has ordered as follows: "All goods actually contracted for, ordered and sold prior to the 12th inst., to be delivered duty paid on arrival in Canada, or actually sold to be delivered duty paid ex-warehouse, but not actually delivered prior to that date, may be entered at old rates of duty on production of satisfactory evidence to that effect, not, however, to include goods to replace any delivered out of duty paid on stock. This concession to terminate on the 30th of June prox.