

Effect of Bankrupt Stocks on Trade.

A Minneapolis journal bearing the name of Furniture, has the following to say of bankrupt stocks, which is true of other branches of trade also:—After any great public calamity, like, for example the Russian famine, or the great Atlantic coast storms of 1893, there is sure to follow the supplemental calamity of death and depression, as a result of the first great disaster. Pestilence follows famine, flood, fire and war. So some disaster to the commercial world must be expected to follow in the wake of the great business panic of 1893. To the furniture trade this supplemental evil will be found in the bankrupt stocks of furniture that have passed from first and second hands into the hands of retailers. The effect of these stocks on the retail market is to cause a general depression of prices of all stocks offered to the consumer.

It is to be hoped that the end of these failures is near at hand. But their result must be hedged against by the concerns that still remain on top of earth. The bankrupt stocks that have been sold out in job lots or have been bought in at a small fraction of their cost, are yet a menace to legitimate trade. Goods made in the good old way by solvent factories must meet these bankrupt stocks in many a market. The retailer, hearing of marvelous bargains at assignees sales, will leave the legitimate manufacturer to run after the goods sold at a sacrifice. The season's prices have been made largely by the price of goods sold by the shersff.

But there are a few mitigating circumstances to be made not of. The Rockford stocks offered at a sacrifice have been picked up principally by large city buyers. The Grand Rapids bankrupt sales are chiefly of high grade goods competing with but few northwestern concerns. The city trade for the season is demoralized by these bankrupt prices and loaded up with bankrupt goods. But the country is yet in quite healthy tone, and to the country our factories will look largely for the early trade of 1894.

Ripe and Unripe Bananas.

Whether for shipment or for home consumption, says a writer in Science Monthly, the fruit is cut as soon as it is "full"—that is, when it has reached its adult form and size, but is still quite green. The plant is cut off by a single blow of a machete wielded by a powerful arm. As it falls the bunch is caught, lopped off, and laid aside, while the harvester goes on to the next bunch. It is a popular supposition that bananas "ripened on the tree" are incomparably superior to those cut green. But as a matter of fact one never eats them thus ripened in Jamaica. They are said to be not so good; at all events one finds no better fruit in texture or flavor than the best of our own markets. But every lover of this fruit knows that its quality varies extraordinarily as it is offered to us. This is due partly to different sources from which it comes. The best that is brought to us comes from Jamaica. It is also due still more to the condition of the fruit when cut. Bananas which are perfectly full will ripen mellow and delicious; but those cut when immature, as too many are, will turn yellow, yet never truly ripen, retaining always their hard texture and unripe taste. In Jamaica, as elsewhere, the competition of buyers, leads the unscrupulous ones to accept fruit of any sort, even when totally unfit; and this sort of competition makes all the more unavailing the efforts of honest buyers to raise the standard and to teach the people to withhold their fruit until it is properly developed. Americans can give moral support to these efforts by accepting only such fruit as is mature at any price. A little pains will soon enable one to distinguish good from poor fruit, though it is difficult to give a general statement of the distinctive differences. But, as a rule, it will be found that bananas which are largest, deepest yellow, and least angular, are the most mature and best.—Exchange.



The Popular Route

—to—
**Montreal,
Toronto,
New York**

And all Points in the East.

TO

**Vancouver,
Victoria, Tacoma,
Seattle,
Portland,
San Francisco**

And all Pacific Coast Points.

A U S T R A L I A

From Vancouver to Honolulu and Sydney.

S. S. Warrimoo March 16
S. S. Arawa April 16
and every month thereafter.

China and Japan

From Vancouver to Yokohama and Hong Kong.

Empress China March 5
Empress India April 2
Empress Japan April 23

And every month thereafter.

ROBERT KERR,

General Passenger Agent.
WINNIPEG.

NORTHERN PACIFIC R.R.

TIME CARD.

Taking effect on Monday, November 20, 1893.

Read Up.			Read Down.		
North Bound			South Bound		
Freight No. 163 Daily.	St. Paul Ex. press No. 107 Daily.	Miles from Winnipeg.	STATIONS.	St. Paul Ex. press No. 108 Daily.	Freight No. 164 Daily.
1.20p	4.00p	0	Winnipeg	12.15p	5.30
1.05p	3.40p	0	Portage Junction	12.27p	5.47a
12.36p	3.30p	9	St. Norbert	12.41p	6.07a
12.10p	3.10p	16	Cartier	12.53p	6.25a
11.37a	2.50p	23	St. Agathe	1.12p	6.51a
11.22a	2.30p	27	Union Point	1.20p	7.02a
10.00a	2.35p	32	Silver Plains	1.32p	7.19a
10.27a	2.20p	40	Morris	1.50p	7.45a
10.01a	2.05p	46	St. Jean	2.05p	8.25a
9.23a	1.45p	56	Letellier	2.27p	9.13a
8.00a	1.20p	65	Emerson	2.50p	10.15a
7.00a	1.10p	63	Pembina	3.00p	11.15a
11.05p	9.15a	168	Grand Forks	6.40p	8.25p
1.30p	5.25a	223	Winnipeg Junction	10.50p	1.25p
	3.45p	453	Duluth	7.55a	
	8.30p	470	Minneapolis	7.05a	
	8.00p	481	St. Paul	7.35a	
	10.30p	883	Chicago	9.35p	

MORRIS-BRANDON BRANCH.

East Bound.			West Bound.		
Fr. No. 120 Mon. & Fri.	Ex. No. 123 Tues. & Sat.	Miles from Morris.	STATIONS.	Fr. No. 127 Mon. & Fri.	Ex. No. 129 Tues. & Sat.
1.20p	4.00p	0	Winnipeg	12.15p	5.30p
7.00p	1.45p	0	Morris	2.25p	8.00a
6.53p	1.22p	10	Lowe Farm	2.49p	8.42a
6.49p	12.5 p	21	Myrtle	3.17p	9.27a
5.23p	2.40p	25	Roland	3.23p	9.45a
4.39p	12.0p	33	Rosebank	3.47p	10.15a
3.53p	11.55a	39	Miami	4.03p	10.40a
3.14p	11.33a	49	Deerwood	4.28p	11.28a
2.51p	11.20a	54	Attamont	4.37p	12.07p
2.15p	11.02a	62	Somersat	4.59p	12.45p
1.47p	10.47a	68	Swan Lake	5.17p	1.17p
1.19p	10.33a	74	Indian Springs	5.30p	1.50p
12.57p	10.22a	74	Marcapolis	5.47p	2.15p
12.27p	10.07a	81	Greenway	5.53p	2.50p
11.57a	9.52a	82	Baldur	6.15p	3.22p
11.12a	9.3 a	102	Belmont	7.00p	4.13p
10.37a	9.14a	103	Hilton	7.13p	4.45p
10.13a	8.57a	117	Ashdown	7.33p	5.23p
9.49a	8.50a	120	Wawancas	7.44p	5.47p
9.32a	8.41a	123	Elliotts	7.53p	6.04p
8.05a	8.28a	129	Rounthwalto	8.03p	6.37p
8.28a	8.0a	137	Martinville	8.27p	7.18p
7.50a	7.50a	135	Brandon	8.45p	8.00p

Number 127 stops at Baldur for meals.

PORTAGE LA PRAIRIE BRANCH.

East Bound.		West Bound.	
Read up Mixed No. 144. M, W & F.	Miles from Winni. p.m.	STATIONS.	Read Down Mixed No. 143. M, W & F
5.30 p.m.	0	Winnipeg	9.03 a.m.
5.15 p.m.	3.0	Portage Junction	9.15 a.m.
4.43 p.m.	11.6	St. Charles	9.44 a.m.
4.20 p.m.	13.5	Headingley	9.54 a.m.
4.07 p.m.	21.0	White Plains	10.17 a.m.
3.15 p.m.	35.2	Bustaco	11.05 a.m.
2.43 p.m.	42.1	Onkville	11.36 a.m.
1.45 p.m.	55.5	Portage la Prairie	12.30 p.m.

Stations marked -†- have no agent. Freight must be prepaid.

Nun bers 107 and 108 has through Pullman Vestibuled Drawing Room Sleeping Cars between Winnipeg and St. Paul and Minneapolis. Also Pal-co Dining Cars. Close connection at Chicago with eastern lines, connection at Winnipeg Junction with trains to and from the Pacific coast.

For rates and full information concerning connections with other lines, etc., apply to any agent of the company, or

CHAS. S. FEE, H. SWINFORD,
G. P. & T. A., St. Paul. General Agt. Winnipeg
H. J. BELCH, Ticket Agent, 463 Main St., Winnipeg.