

It is learned from the *Northwestern Miller* that the Minneapolis millers have been endeavoring to increase the consumption of millstuffs, and with that object in view, have made practical tests of the feeding and fattening properties of bran. These tests have resulted most satisfactorily as showing the great value of bran for fattening stock, and the millers have decided to publish a pamphlet for circulation among the farmers, setting forth the advantages of using bran for feeding stock. Manitoba promises within a brief time to become a great milling and therefore a large bran-producing province. The researches of the Minneapolis millers will on this account be of value to the millers and stock-raisers of this country.

It seems somewhat peculiar that Manitoba and territorial papers cannot "boom" their own particular localities without decrying other sections of the country. This is a fault which a great many Northwestern journals are guilty of. Each and every locality has its own particular advantages, and in order that these advantages may be presented to the admiring public, the local paper generally considers it necessary to point out the drawbacks—real or imaginary—under which the residents of other localities are supposed to labor. A snow storm a little out of season, or any particular incident or freak of nature happening in another locality, is seized upon by some of these papers in order to make capital, as they suppose, for their own particular district. This custom is at once foolish, and perhaps sometimes injurious to the country as a whole, especially as the adverse reports invariably become greatly exaggerated by a few repetitions. In a country so favored by nature as is almost the entire Northwest, local papers may be excused for exhibiting a little pride concerning their own district; but this is no reason why such papers should enlarge upon the drawbacks of another district, and invent or exaggerate adverse reports concerning other localities.

SIR JOHN FURBACH has recently introduced a bill in the British Commons, providing for the early closing of stores. The bill recites that whereas the health of many employes is injured by long confinement in shops, it is therefore expedient to provide for the limitation of the hours of labor in such places. The bill then goes on to provide that shops shall be closed at an hour not later than ten o'clock on Saturday evening, and not later than eight o'clock on any other day in the week. On any day preceding a bank holiday, shops may remain open until ten o'clock. The local authorities may select any other day in the week in lieu of Saturday, on which stores may remain open until ten o'clock, but in this case shops must be closed at eight o'clock on Saturday. Some exceptions are made in the sale of perishable goods, etc. This is evidently striking at the only practical solution to the early closing movement. So long as the matter is left in the hands of traders themselves, there will always be some whose greed for gain will defeat any combination of dealers looking to the early closing of stores; likewise, efforts to educate public opinion to refrain from purchasing from those who keep open late, will not accomplish much, for even those who re-

cognize the justice of the principle, will not in practice adhere to it.

THE *Chicago Journal of Commerce* gives a list of the numerous new railway enterprises and extensions of old lines, which are likely to be proceeded with in Minnesota and Dakota during the present season. It is stated that in Minnesota railway building will be unusually active, and that about 2,000 miles of new road will be constructed by Minnesota railways. The St. Paul and Manitoba road will have work going on upon thirteen different branches, the most important of which is the extension through Northern Dakota to Helena. Some 700 miles of this line will be constructed, and 50,000 men, if they can be had, will be put to work, so that connection may be had with Helena by next fall. According to the *Journal of Commerce*, it is proposed to build branches from this line to tap Canadian territory as far west as the foot of the mountains. In this extension the new feat of building a railway by electric light will be accomplished, so that the work may go on uninterruptedly day and night. The completion of the line to Helena will bring the Manitoba road to within 750 miles of the Pacific coast, whither it will undoubtedly be extended in due time. A large number of other roads are mentioned among those in course of construction, including the Duluth and Manitoba, a branch of which it is said will be built from near Fertile, in a northwesterly direction, via Crookston, to the east bank of the Red River, at a point near the boundary line between Polk and Marshall counties.

THE article in a late issue of THE COMMERCIAL, regarding the involved municipalities of this province, has created a good deal of hostile criticism from the provincial press. No doubt, owing to the circumstances under which these debts were contracted, as lenient a view as is consistent with justice should be taken of the case. It is not the wish of this journal, as some have charged, that unduly harsh measures should be instituted against the embarrassed municipalities. Having regard for the welfare of the province as a whole, and not being restricted to any mere sectional interests, THE COMMERCIAL has on several previous occasions referred to the desirability of an equitable settlement of the affairs of the involved municipalities being arrived at, in a way as nearly satisfactory as possible to both creditors and debtors. Undoubtedly the towns interested are desirous of coming to terms with their creditors, for while matters remain in this unsettled state, very little progress can be made by the involved municipalities, and the situation is alike as unsatisfactory to the residents as to the creditors. THE COMMERCIAL will not make any mean insinuations to the effect that these towns which are laboring under financial difficulties, wish to repudiate their debts, but will hold to the opinion previously expressed, that all are anxious to meet their obligations to the fullest extent possible. It is natural that the creditors should take a somewhat different view of the case to that presented by the advocates of the embarrassed corporations, and these differences tend to aggravate rather than secure the settlement of the existing troubles. Th-

Minneapolis *Tribune*, for instance, makes out a good case for that town, as viewed from the local standpoint; but on the other hand, the strict justice of the case presented by the creditors must be admitted. Now that a special committee of the Legislature has been appointed to enquire into the matter, it is likely that more light will be thrown upon the situation at an early date. THE COMMERCIAL does not expect any unduly harsh action on the part of the Legislature toward the corporations now in difficulties, but will hope that the move now made may result in the securing of a satisfactory settlement of the troubles between the municipalities and their creditors.

ONE advantage which would be derived from the completion of the Hudson's Bay Railway, would be in the development of the fisheries of that vast body of water and its tributary rivers. The fishing industry in the bay has heretofore been largely monopolized by United States vessels. These vessels carry out cargoes of goods from New England ports, which they trade with the Esquimaux inhabitants of the region, gathering furs and other valuables in exchange. The attention of the Canadian Government has been directed to this illegal trade, and no doubt it will be put a stop to. As the waters of Hudson's Bay are entirely within Canadian territory, both the fishing and trading vessels of the United States should be excluded from the bay, except in cases where the larger vessels are engaged in lawful carrying trade. The fisheries of the bay are said to be very valuable, including whale, walrus, seal, etc., besides salmon and other varieties of food fishes. With the railway completed to the bay, the product of the region would be shipped by rail via Winnipeg, and a valuable trade might grow up here in some of the merchantable commodities of these northern waters. A good trade would also be done in furnishing the supplies for the fishing industry, and for the Esquimaux, which would also be drawn from this city. The food fishes of the bay would prove a most acceptable addition to the tables of the population of this great central portion of the continent. For such there would be an unlimited market in Manitoba, the territories, and the states to the south.

THE railway situation remains unchanged. The two charters for railways from Winnipeg to the boundary, have been passed by the Legislature and forwarded to Ottawa for the approval by the Dominion Government. In the event of neither of the companies being able or willing to build the road, should the charter be disallowed by the Dominion, the Local Government has prepared a bill to build a road to the boundary as a public work of the province. The Government bill will be passed under the title of "An Act respecting the construction of the Red River Valley Railway." The measure will be called into force, if necessary, on the proclamation of the Lieutenant-Governor. The bill provides for the construction of a road from Winnipeg to West Lynne, to be under the management of the Railway Commissioners for Manitoba. The Government will be authorized by the bill to issue debentures on the credit of the province to the amount of \$1,000,000, pay-