

Duruth and the British market. The total cost is only 1½ cents, including ½ cent shrinkage in weight. The ocean freight rate quoted is very low, being only 1½ cents per bushel, including insurance, from New York to London, though the lake rate to Buffalo is high.

EDITORIAL NOTES.

It is reported that a steamer has been chartered to carry a load of barley from the Black sea to New York. A sample of this Russian barley has been shown in Montreal, where it has been offered at 37½ cents freight and insurance paid to Montreal. This is a new feature in the grain trade. The Russians have always been free sellers of grain at low prices, in British and European markets, but they have not, heretofore, invaded the American markets, but have rather been competitors with American grain in European ports. The barley reported to be shipped to New York, would be subject to the duty of 3½ per cent, as provided by the new tariff, which, with the landing charges, would make it cost about 50 cents per bushel in New York, on the basis of the c. i. f. price offered at Montreal.

AN effort is to be made to introduce one cent coins into circulation in Winnipeg. At least this will be the result of a new departure in the newspaper line in Winnipeg. The Free Press is advertising an evening edition at two cents, and a supply of one cent coins has been secured for change. If the move is a success, it will mean the final introduction of one cent pieces here. Up to the present time the smallest coin in circulation in Manitoba and the West generally has been the five cent silver piece. An effort was made on one or two occasions to introduce the copper coins, but failed. Business people were opposed to the innovation, and they did not encourage the attempt to bring the small pieces into circulation. The one cent coin, however, is bound to come in time, and if the two-cent paper is a success, it will go a long way toward bringing it into general use. There are many little things which now sell for five cents, though not worth that much, because there is no smaller money in use here. This, however, will eventually be changed, to the annoyance of trade people and the cutting down of collection returns.

The Southeastern Railway.

Very little has been heard of the proposed Southeastern railway of late. Many persons seem to have imagined that the reduction made by the Canadian Pacific Railway in freight rates on lumber from the Lake of the Woods mills to Manitoba points had killed the Southeastern. The enterprise, however, has not been dropped. The projectors have been quietly working in the interest of the proposed road, and they have not given up hope yet but that they will succeed in time. The following petition has been prepared and is being circulated for signatures, with the object of inducing the government to do something to aid the enterprise.

To the Honorable the Premier and members of the Manitoba Government:

It is with feelings of regret as well as disapproval, that we the undersigned citizens of Manitoba have perused your final answer to the projectors of the Manitoba Southeastern Railway, and learned your decision, to grant no provincial aid toward the construction of that road.

While in no way doubting your perfect good faith and desire to look after the interests of the province in this matter, we cannot accept any of the conclusions you have arrived at, as being either logical or based upon fair business calculations. The land grant of the company and other securities offered in lieu of aid are, we believe, ample to secure the province from loss, and are certainly much more valuable than those offered by companies, which have secured provincial aid during the years your administration have directed the affairs of the province, while the advantages to be secured by the construction of this road are more valuable than have been secured from any other province-aided road.

The objections in your final report as to the difficulties in the way of making any binding contract with the company, as to freight rates and other matters we consider in a great measure imaginary; and we remind you that no matter how disappointing have been the results from provincial aid given to railways during the past seven years, in every instance where a lower scale of freight rates has been a part of the quid pro quo, that lower scale has been permanently secured; and there is even greater reason to expect similar results from a contract made with the South Eastern company. Your doubts about the honesty of the projectors as to locating lumber mills at or near Winnipeg are entirely fanciful, and cannot draw a single grain of probability from the industrial situation as it now exists. A look at the situation proves that the lumber manufacturers between the Red river and Lake Superior must seek a location within the prairie country where their only market exists, or they must soon be driven out of this market by competition from the United States. Honest intentions are always surest of being carried out, when necessity compels them, and such is the position of these lumber manufacturers at the present time. Further, now that free lumber has become law in the United States, lumber manufacturers on the Red river could open up a valuable export market in Northern Minnesota and North Dakota, which could never be supplied from the Canadian Lake of the Woods mills. To be plain in this matter we consider your objections, doubts and fears in this project are groundless in almost every point, and we therefore humbly request, that you reconsider the question of aid to the Manitoba Southeastern project, as in our opinion it would prove one of the most valuable roads penetrating the province.

In the first place, the construction and operation of this road would insure for all time to come a lumber market in Manitoba where lumber could be purchased at prices close to those quoted at other lumbering centres, instead of at the extortionate rates which have been paid by our farmers and others in the past.

Secondly, it would locate within the province the foundation of what cannot fail to grow into a great industry, which would aid immensely to the wealth of the province and greatly increase population.

Thirdly, it would give an abundant supply of cheap fuel for the City of Winnipeg, and the question of a new supply of wood fuel is now a serious one in that city.

Fourthly, as the situation now stands, Manitoba must choose between drawing its lumber supplies from the mills of the United States and be as its people were twelve

years ago, at the mercy of foreign railway companies running from the south, who had no interest in the province except so far as they could squeeze out extortionate rates from our citizens, or the province can secure the carrying out of this South Eastern contract and include within its own boundaries the manufacture of its own lumber supply, besides being in a position to export lumber to the south.

Lastly we are satisfied that the promoters of this road are men of standing far above those with whom railway aid agreements have been made in the past, and that their only hope of profit out of this undertaking lies in their keeping good faith with the province, constructing and operating the road, and constructing and operating their saw mills at or near Winnipeg. To follow any other course would be to their financial loss.

Viewing matters thus we desire to express strongly our opinion that the proposed Manitoba South Eastern railway should receive liberal aid from the province of Manitoba, and we earnestly request that you reconsider its claims and hope that you will see your way clearly to grant such financial assistance as will insure its early construction.

Important Changes in the Tariff.

The following are some of the most important changes in the new United States tariff compared with the old:

Article.	Old rate.	New rate.
Borax.....	50 p r lb.	20 per lb.
Coal-tar dyes.....	35 p c.	75 p c.
Castor oil.....	80 p per gal.	85 p per gal.
Linseed oil.....	80 p per gal.	20 p c.
White lead.....	70 p per lb.	10 per lb.
Sulphuric acid.....	40 per lb.	Free.
Sulphate of iron.....	3-100 per lb.	Free.
Indigo extract.....	30 per lb.	Free.
China-ware, decorated.....	60 p c.	35 p c.
China-ware, plain.....	55 p c.	30 p c.
Brown earthenware.....	25 p c.	20 p c.
Glassware.....	60 p c.	40 p c.
Window glass 10 x 15.....	13½ per lb.	10 per lb.
Window glass 10 x 24.....	240 per lb.	140 per lb.
Window glass 24 x 30.....	240 per lb.	10 per lb.
Iron ore.....	750 per ton.	400 per ton.
Pig iron.....	\$8.72 per ton.	\$4 per ton.
Structural iron.....	9-100 per lb.	6-100 per lb.
Steel rails.....	\$13.44 per ton.	\$7.80 per ton.
Tin plates.....	2-000 per lb.	1-150 per lb.
Pig lead.....	10 per lb.	10 per lb.
Lead in silver ore.....	10 per lb.	30 per lb.
Copper.....	10 per lb.	Free.
Type metal.....	1½0 per lb.	10 per lb.
Lumber.....	\$1.50 per m.	Free.
Timber.....	10 p c.	Free.
Furniture.....	35 p c.	25 p c.
Staves.....	10 p c.	Free.
Sugar, raw.....	Free.	40 p c.
Sugar, refined.....	½ c.	10 and 40 p c.
Cigar wrappers, not stemmed.....	81 per lb.	\$1.50 per lb.
Cigar wrappers, stemmed.....	\$2.75 per lb.	\$2.25 per lb.
Fresh fish.....	30 per lb.	Free.
Cotton cloth, plain.....	20 per sq. yd.	10 per yd.
Cotton cloth, colored.....	40 per sq. yd.	20 per yd.

In addition, wool is put on the free list, and woolen goods reduced from an average rate of nearly 100 per cent to 40 per cent.; soft coal is reduced from 75 cents a ton to 40 cents; and flax, hemp, jute and salt are put on the free list.

Winnipeg Clearing House.

Clearings for the week ending October 4, were \$1,489,922, balances, \$369,536. For the previous week clearings were \$1,272,122.

Following are the returns of other Canadian clearing houses for the weeks ended on the dates given:

	Clearings.	
	20th Sept.	Sept. 27th.
Montreal.....	\$12,097,597	\$12,006,890
Toronto.....	4,743,934	4,944,840
Halifax.....	1,023,995	1,174,871
Winnipeg.....	929,733	1,272,022
Hamilton.....	748,926	546,477
Total.....	\$19,538,685	\$19,944,109