

Cormick harvester, so its manufacturers say, is largely composed of steel and malleable cast. We are supposed to have abundance of the raw material for such goods, within easy reach of the city. On Lake Winnipeg there are said to be great deposits of iron ore of high quality, suitable for making the finest steel. With a little improvement to the navigation of the Red river, this raw material could be laid down at our door by a short and cheap water route. Some day these improvements will be made, and some day these natural sources of wealth will be utilized. Then we have a water power also at hand, which could be utilized to turn the wheels of industry. In their present state there are of no value, but some years hence we may be able to offer a harvest machinery company iron and steel made in Winnipeg, with water-power to assist in producing goods at a minimum cost.

**FIRES IN PASSENGER CARS.**

The horrifying accidents that occur upon the railways, such as the late Battle Creek massacre, call loudly for a strict investigation as to the methods of heating and lighting passenger cars. Many of the most distressing railway accidents have been in connection with fires in smash-ups. In case of derailment, collision or violent shock from any other cause, there is always the danger of fire following, with generally the result of unfortunate passengers (who may not have been seriously hurt by the accident) being hemmed in and slowly roasted to death. In the Battle Creek horror, it is quite probable that the majority of those who lost their lives were simply burned to death, and but for the fire which followed the collision the death list would undoubtedly have been much smaller.

How to light and heat cars so as to reduce the danger of fire, is a problem which should engage the attention of railway men, and it is also a fit subject for legislation. It seems possible to do away with fire in passenger cars entirely. On some railways electricity is now used instead of oil lamps, thus removing one great source of danger. It also seems practical to heat cars by steam direct from the engine. If this is the case, legislation preventing the use of oil lamps and stoves in passenger cars would seem justifiable.

In this connection it is satisfactory to note that the Canadian Pacific railway company has decided to inaugurate a system of heating by steam direct from the engine. The McElroy "Commingle" system is that which the company is adopting, and it has already been put in some cars, recently turned out of the company's car shops in Winnipeg. This system of heating will be placed in the company's cars generally at once, as fast as they can be made ready. It is to be hoped that this plan will be found to work satisfactorily, so that with steam from the engine and electric lighting the necessity of fire about cars will be entirely obviated.

**Manitoba.**

Dominion Feather Co., Winnipeg, moving to Toronto.

Hope & Co., tents and mattresses, Winnipeg, is selling out.

G. A. Hogarth, general store, Melita, is giving up business.

W. H. McLean, groceries, Winnipeg, is offering to sell out.

Geo. Rice, contractor, Winnipeg, has embarked in a grain crushing and grinding business.

Smith & Wood, hay shippers, Marquette, have dissolved partnership. Wood will continue the business.

The sheriff is in possession of the stock of Ferguson & Co., stationery, Winnipeg, which is advertised for sale on Nov. 6.

W. H. Irwin, photographer, of Brandon, has disposed of his business to R. F. G. Burges and J. W. Merritt, both of Winnipeg.

The Dominion Government savings bank transactions at Winnipeg for the month ending 31st October were: Deposits, \$21,621.60; withdrawals, \$21,530.25; the deposits exceeding the withdrawals by \$93.75.

Inland revenue collections for October for the Winnipeg district were:—

Spirits.....	\$21,818 85
Malt.....	2,445 90
Tobacco.....	15,442 80
Cigars.....	1,000 00
Licenses.....	237 60
Petroleum.....	283 50
Other receipts.....	170 82
<b>Total .....</b>	<b>\$ 44,146 45</b>

The partnership existing between G. D. Wood, of Winnipeg, as general partner, and Wood, Vallance & Co., of Hamilton, Ontario, as special partners, trading in Winnipeg as wholesale iron and hardware merchants, under the firm name of Geo. D. Wood & Co., was dissolved on 20th day of October last, by the withdrawal of Geo. D. Wood. A. T. Wood, Wm. Vallance, Wm. A. Wood and Geo. Vallance will continue the business under the same name of Geo. D. Wood & Co.

**Alberta.**

R. Secord, trader, has arrived at Edmonton from Athabasca Landing and Fort Smith, accompanied by his brother, John Secord, who has been at Fort Fould du Lac on Lake Athabasca for over a year. Mr. Secord's trade of furs follows shortly. It includes 400 musk ox robes, and is the largest body of fur ever brought from the north by a private trader. The weather in the north has been cold and threatening for the past month, with some flurries of snow. The first frost at Fort Chipewyan occurred on Sept. 10.

H. W. McNeill, manager of the Anthracite coal company, has returned from a visit to the state of Iowa and the big cities to the south. Mr. McNeill states that his company are pushing operations at Anthracite and have between four and five hundred men engaged. The average output a month is between eight and nine thousand tons. A great deal of this comes east to Winnipeg. Mr. McNeill claims that the prospects for the development of the coal industry in the territories are good, and his company intend to further enlarge their operations. At present they have some 2,300 tons in their yards in Winnipeg.

**Northwest Ontario.**

A very valuable shipment of silver ore was made to New Jersey from the Rabbit Mountain mine, Port Arthur district.

Competition is the life of trade, so the people think down at our Lake Superior ports this cold spell, with the price of coal reduced from \$8 to \$7 per ton by a little rivalry among local dealers.

The Lake of the Woods Milling company have let a contract for 2,000 cords of stove bolts, to be got out on the Rainy river during the coming winter. They will also require about 1,000 cords more, making in all 3,000, which will also be got out during the winter for their barrel factory, in connection with their flour mill at Keewatin.

D. F. Burke, M.P.P., of Port Arthur, was in

Duluth recently, and to a reporter stated that coal had been discovered in the bed of Rainy river on the international boundary line. He states that the matter has been kept quiet as long as possible, but that the finds are of undoubted value. They probably extend to both the Minnesota and Canadian sides of the river. The foundation of the country is oraceous as recently determined by Prof. Winchei, of the State university, and geologists who have investigated the matter agree that coal may be found there in quantity. For the past year or more occasional pieces of float lignite have been found near the boundary, while one or two underground finds have been made.

**Grain and Milling.**

A building filled with flax seed, at the linseed oil mills, Winnipeg, collapsed on Thursday last, spreading the contents about the ground.

Wilson & Co. is the style of a new firm of grain brokers lately established in Winnipeg. John Wilson is a grain buyer of Mark Lano, and the other, S. B. Flower, comes from Brandon.

The new flour mill at Melita, Man., erected by Peter Powell and John Ferguson, is nearing completion. The mill building is 36 by 48 feet, four stories high. The engine house is 36 by 24 feet, built of solid stone. The building will be lighted with electricity, and the plant generally is claimed to be a very complete one.

**Lumber Trade Notes.**

It is said that Capt. Robinson, who has several mills on Lake Winnipeg, will consolidate them and build one large mill at Selkirk on the Red river, to which the logs will be towed from points along the lake.

H. B. Mitchell, who proposes building a large saw mill at Selkirk, Man., next spring, has returned from his lumber camp on Lake Winnipeg and reports everything in readiness to commence a heavy winter's work in the camps.

A Rat Portage correspondent says: "One by one the different saw mills in this vicinity are closing for the season. Last evening the Kewatin Lumber Co.'s mill shut down, and in a few days the others will follow. The season's cut with them all has not been as great as former years, as there seems a slight depression in the lumber trade. The lumbering firms in Rat Portage and Norman, which are co-operative, will not send any men to the lumber camps this winter. This means that Rat Portage and the vicinity will harbor a large number of idle men this coming winter unless they find employment elsewhere."

**Activity in Cancellation of Orders.**

Considerable activity and no little excitement has recently been created in the wholesale grocery business, by the large number of letters that have been received by customers, coolly cancelling their orders without assigning any reason whatever. A large number of orders for canned salmon, Valencia raisins and other goods have been revoked, but these can probably be accounted for by the fact that one house has issued postal cards which have been scattered broadcast through the country offering choice canned salmon at \$1 per dozen. Another wholesale firm has sent out postals offering to sell prime Valencia raisins at 4c per lb. These prices are below the true market value, and consequently those customers who had previously ordered salmon and raisins from their regular houses are now flinging them up, regardless of the chances they run of buying cheaper but at the same time probably much inferior articles, to those they had bought in the first place. But what an exhibition of laxity in honorable dealing, when traders will send in their orders at a stipulated price, put the houses they order from to the trouble and expense of providing