

Thos. T. Thompson, of Nova Scotia, who represents a firm in that country, has decided to locate at Fort William East and manufacture stoves, etc. An acre of ground was the inducement given to locate there.

Another vessel has come to grief on the bar at the mouth of the Kaminiistiquia. The Macey and consort Camden which arrived on Sunday morning headed for the river. The large worked her way through, but the schooner stuck fast in the mud. The tug Salty Jack was called into requisition and worked on the Camden - I got her off about noon. The schooner was then taken to No. 1 dock to be lightered.

Thos. Marks and Co., of Port Arthur, have closed a contract for the transportation of ten thousand tons of Pennsylvania coke from Lake Erie ports to Algoma Mills, thence to be transported via Canadian Pacific to Sudbury. The steamship Algonquin left Cleveland last week with 1,300 tons. The first cargo of this coke will be used at Sudbury for smelting copper, nickle and other ores before their final shipment to Swansea for refinement.

The steamer City of Cleveland and consort John Martin went ashore eight miles east of Two Harbors on Thursday last. Both are loaded with coal. The City of Cleveland registers 1,319 tons, was built by Quayle & Sons in 1882, and is valued at \$110,000. The John Martin is 895 tons, and was built and owned by the same people, and valued at \$35,000. Four steam pumps were sent to their assistance. The boats must be in pretty bad

shape. The Cleveland is reported badly damaged.

The steambarge North Star, Capt. Thorne, of the Northern Steamship Co., better known as the J. J. Hill line, which was bound downward on Lake Superior, loaded with ore, flour and bran, collided with the steambarge C. J. Sheffield, Capt. Allen, about 60 miles west of Whitefish Point. The Sheffield was on her up trip, light, and went to the bottom in six minutes in 300 feet of water, a total loss. The North Star took the crew of the Sheffield to the "Soo." The unfortunate barge was valued at \$150,000, was built by the Globe iron works of Cleveland, was of steel, and was owned by H. H. Brown of Cleveland. She was a very pretty barge, classed A 1 and of 1,300 tons capacity. The North Star was also considerably damaged by the collision. A dense fog prevailed at the time of the disaster. The crew of the Sheffield had not time to save their dunnage. The North Star was built in 1888 by the Globe iron works of Cleveland, has a capacity of 1,885 tons, and is valued at \$225,000.

#### Anti-Combine Legislation.

Among the numerous laws on the statute books of different western states against combines, that of the state of Kansas is undoubtedly the most far reaching in its details, and shows least respect for exceptions which the power of conventionalism have exempt from legislative interference in other states. Not only does it declare unlawful combinations of manufacturers or merchants for controlling

prices of their products, but it places the same ban upon combinations for the fixing of attorneys or doctors fees, the advancing or controlling rates of insurance, and the fixing or controlling of the rate of interest to be paid by borrowers on loans.

Whether or not the Kansas legislators were right in their anti combine legislation on general principles, is a question requiring a great amount of study, before an opinion could be risked. That they showed more consistency than is usually displayed in such legislation, is beyond doubt. They are not afraid to apply their legislation to professions which owing to fossilized ideas of dignity attached to them, have been allowed not only to fix in the most arrogant manner the charges a suffering public must pay, but actually to have their scale of charges established by law. Of course we can hear of competition being a breach of etiquette in these learned professions, as they are called. But if it requires the power of law to regulate the financial arrangements between themselves and with the public their learning has evidently failed to give them a fair conception of their duty to their own circle or their patrons. With insurance business the present state of affairs is even worse. A combination of representatives of companies fix rates in the most arbitrary manner for their patrons to pay, and agents are compelled to abide by these is evident from the fact that recently the Canadian manager of one of the largest British fire insurance companies doing business in the Dominion was dismissed from his position for secretly cutting the rates fixed by a board of underwriters.

Kansans legislators would stand none of the nonsense above referred to, or establish any restrictions on men actually engaged in trade, while at the same time exempting professional men and others, who in some instances are simply parasites upon trade.

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