

the moment they receive advice of its being on its way from place of shipment. And to enable them to do this, we would suggest to shippers the advisability of at once communicating with the Red River forwarders, the moment any goods leave their warehouses for Manitoba. The Lake Superior route to Duluth will be open next summer, and this of itself, through competition with the railways, is very likely to cause more attention to be paid to freight on its way to this country. We referred, in a former part of this article, to the exorbitant rates charged during the past season between here and St. Paul. Such, indeed, was the case; and we trust that arrangements are being made this winter to correct this serious drawback to trade in Manitoba. When the carts were used by the traders here as a means of transport for their goods, the standard rate was 16s. sterling per 100 lbs. from St. Cloud to Fort Garry, or about 4 cents (gold) per lb. and $\frac{1}{2}$ cent from St. Paul, making the through rate from the latter place $4\frac{1}{2}$ cents. It is true a commission of 10 cents per 100 lbs, as well as insurance and other charges, were then added for handling the goods at St. Paul, which were done away with last summer; but when we know that the rate of freight between here and St. Paul reached as high as \$5 gold during the past season, it will at once be seen that the Red River merchant has derived little, if any actual benefit as yet by the change from the cart to the steamboat. Another very important feature in this cart system was, that a large portion of the 16s sterling per 100 lbs was paid in merchandise, at Red River prices, thus actually reducing the rate considerably by the profit on the goods. Now, freights have to be paid for in cash, on receipt thereof, and that cash goes out of the country, instead of, as in former years, remaining in it to be distributed amongst the community at large.

However, there is no use crying over what has been done. We must now turn our attention to the future, and endeavour to lessen the difficulties before us. Ere long, we hope to have such information as will "post" our mercantile readers

on the prospects for next season's rates of freight. We will frequently refer to this subject, as we deem it an all-important one to our merchants to have lower rates of freight, and a more "expeditious" management amongst our forwarding friends.

INSURANCE.

We intend to give particular attention to this subject, but as our space will not allow of any lengthy article at present, we will confine ourselves to the question of the necessity for a Fire Warden in the Town. We understand that several meetings were lately held by a number of our most respectable citizens, for the purpose of discussing the propriety of appointing such a functionary, the result being that a gentleman was nominated to fill the position. Steps were then taken to ascertain the proportion which each property holder in Winnipeg would have to pay in order to support the office. So far everything went well, but we are sorry to learn that several residents in the town afterwards objected to have their buildings inspected by the Fire Warden. This is not fair to the rest of the community, as all participate in the risk of a general conflagration resulting from carelessness on the part of any one householder. We can take no better method to induce Insurance Companies to accept risks in Manitoba, than by showing a desire to avoid, as far as lies in our power, the ravages of the Fire King. We certainly hope that this matter of a Fire Warden will not be allowed to drop, and that our citizens will unite without delay, and carry the project through.

REMEMBER CHICAGO!

THE INCORPORATION OF OUR TOWN.

On the 16th of next month, the Legislature will sit, and it is well for us to take into consideration the propriety of incorporating our town. If we let this chance slip, who knows but others more enterprising, may get ahead of us, and thus change the whole aspect of the place

in a few years. Our Province is bound to grow rapidly, and we must not sleep, lest others, awake to the importance thereof, may incorporate a town just outside, or not very far from our present limits. There are many benefits to be derived from an Act of Incorporation; why not, therefore, hold a meeting of the older heads in Winnipeg, to discuss the matter freely. Ere we again appear in print, the chance may be lost. Let it not then be said that the TRADE REVIEW neglected to caution our townspeople on the subject.

ITEMS.

The concert on the 23rd, by the Manitoba Variety Club at the Opera House, passed off well. So did the Masonic Ball on the 27th. Notices of both in our next.—The Stage came in on Wednesday last, minus the Canadian Mail.—Business was never known to be so dull at this season as it is present in Winnipeg, cause probably the extremely cold weather.—The biggest move this year, Deacon and his house.

THE CANADA PACIFIC RAILWAY.

A few days ago we observed a large number of men busily employed in obtaining their outfit preparatory to start for the scene of surveying operations, between here and Thunder Bay, on the above road. These men were employed by Mr. W. W. Russel, who had been sent to Manitoba for that purpose, and we understand the work is to be carried on with vigor during the present winter. As we go to press, a portion of Mr. Moberly's party have just returned from their explorations between here and the Rocky Mountains, after having experienced a very rough trip. These facts show that the Canada Pacific is to be pushed forward in earnest.