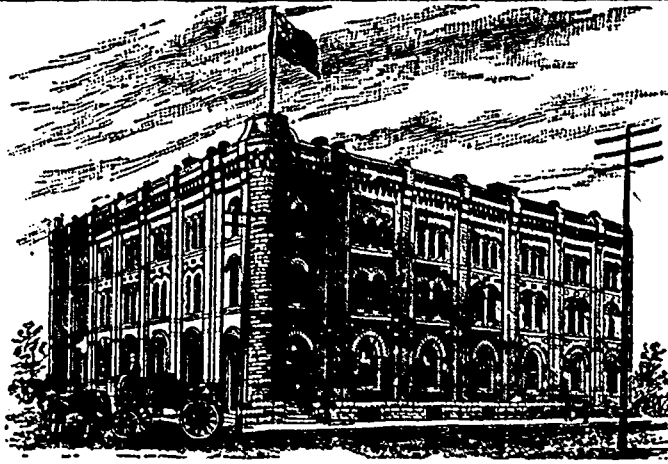


GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,

DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

THE Calgary district has this year produced about 200,000 pounds of wool, of a fine quality. There are, it is said, about 40,000 head of sheep in the immediate vicinity of Calgary. These western ranch sheep are all cross breeds of Merinos, similar to the Montana sheep. Indeed, the sheep were originally imported from Montana. The cross is mostly with the Shropshire breed, which makes an excellent wool. The Calgary district sheep owners have formed an association, and they are holding their wool on account of the low prices offered in eastern markets. They are making an effort to induce the establishment of a woolen mill in the district. The sheep raising industry of the Calgary district promises to become one of great importance in the future.

OPPOSITION to the Interstate Commerce Act is continually cropping up in different sections of the United States, particularly in the West. The St. Paul Chamber of Commerce has adopted a report which expresses the firm conviction that the entire policy of the interstate law, under its present workings, is detrimental to the interests of the far Northwest, and that the growth in population and wealth, which has taken place in Minnesota and Dakota during the last decade, has been owing, more than to any other cause, to the unrestricted movement of grain eastward and merchandise westward, by the railroads of the country, upon such terms as unrestricted competition has made necessary. The Chamber demands that the railroads be left to compete for business upon the same basis as other business is done. Delegates in Congress are called upon to use their influence to endeavor to defeat this bill, as well as any other bill which imposes restriction upon the railways.

THE United States is having a labor case, something similar to the one lately tried at Hamilton, Ontario. The discharge of one Hart, foreman of a shoe factory in New York, was demanded by the Knights of Labor, owing to the fact that he had discharged a workman on the alleged offence of stealing. The Knights decided that the discharged man was not guilty

of the offence charged against him, and they consequently insisted upon the discharge of the foreman. Through fear of a strike, the firm complied with the demand of the Knights, and discharged the foreman. Hart subsequently obtained employment in a Baltimore factory, but here the Knights discovered him and again demanded and secured his discharge. Hart then decided upon trying legal measures to stop the persecution which he had been subjected to, and he had certain of the Knights arrested on the charge of conspiracy. The Knights have been committed to stand trial, the Court of Appeals having confirmed the decision of the lower Court. The case is exciting considerable interest in the United States, as upon the decision will depend whether or not this form of persecution can be continued with impunity.

FROM the *Northwestern Miller* it is learned that the manager of the Scandinavian Elevator Company is in financial trouble. This is the company which was formed lately in Minnesota for the purpose of supplying Minnesota and Dakota hard wheat to British millers. Recently THE COMMERCIAL made reference to the efforts of the company, to induce British millers to take stock in the enterprise. The manager of the company, who went to England with the object of enlisting the financial assistance of British millers in the enterprise, has made an assignment and resigned his position of manager, of the elevator company. The *Northwestern Miller* says: "This seems to plunge the whole scheme into a very tangled condition. With his affairs and the affairs of the Scandinavian Elevator Company, we have nothing to do except as they affect the general scheme of direct shipments to British millers, which we pronounced over a year ago a foolish notion. Mr. Wolcott, (manager of the proposed company) will probably encase himself in his own private life preserver and get ashore the best way he can, leaving the balance of the crew to shift for themselves."

THE United States Congress has shut down on the practice of making the postal system of

the country available as a dumping agency. An Act lately passed, provides that any postal card, or any other mail matter upon the envelope, or outside cover of which appears anything which reflects injuriously upon the person addressed, or any one else, or upon his character or conduct, or is plainly calculated and intended to injure his feelings or reputation, or bring him into discredit, or which threatens him, will be excluded from the mails. Anything in the nature of a threatened dun apparent upon the envelope, outside cover or postal card, or conveying the suggestions that such dun is enclosed, as by the words, "bad debt," will be excluded as non-mailable matter under this Act. The law provides that any person who shall knowingly deposit such matter for mailing or delivery, or cause the same to be taken from the mails for the purpose of circulating, disposing of, or of aiding in the circulation by disposing of the same, shall be deemed guilty of a misdemeanor, and shall for each offense be fined not less than \$100 nor more than \$500, or imprisonment with hard labor for not less than one year or more than ten years, or both, at the discretion of the court.

ANOTHER of those bold strokes of business which are rapidly bringing the company into notoriety, has apparently been made by the C. P. Ry. corporation. Scarcely had the announcement been made of the purchase by C. P. Ry. magnates of a controlling interest in the Minneapolis and Sault Ste. Marie road, than it is announced that the company has gobbled up another important railway. This time it is the Duluth, South Shore and Atlantic railway that has fallen under the control of "the greatest and most aggressive railway corporation of the world." Thus within a few weeks, two important railways, each hundreds of miles in length, have been added to the C. P. Ry. system. With some slight improvements which will no doubt be at once carried out, the Duluth, South Shore and Atlantic will give the C. P. Ry. a through line into Duluth, and it also gives the latter road a monopoly of the routes via Sault Ste. Marie. What the outcome of this latter move will be, it is difficult to say. For the time being the Northern Pacific is cut off from connections east of Duluth, and the Michigan Central is cut off at the Straits of Mackinaw. It is stated, however, that the company will give other roads favorable terms for traffic over the Duluth, South Shore and Atlantic. The C. P. Ry. could certainly use its latest acquisition in bringing about a promiscuous traffic arrangement with the Northern Pacific, and on this account, the result of the purchase will be watched with interest here. It is also intimated that now the C. P. R. has a through line to Duluth, the company will build a road from the latter place to Winnipeg. This idea does not seem at all improbable. In connection with these railway purchases by the C. P. R. magnates, one of the questions being asked is: Where is the money coming from? The \$15,000,000 loan recently floated by the C. P. Ry., with the aid of the Dominion Government guarantee, it was understood, was to be applied in providing rolling stock for the main line, putting the North Shore section in good shape, etc. This Government guarantee