

EMERSON.

J. P. Jalloway, watchmaker and jeweller, is selling out.

W. B. Robertson, has re-opened his grocery on the West Side.

John Taylor, butcher, is selling out preparatory to his leaving for Dakota.

Wm. Beech & Co., hardware, have sold out to R. Hamilton, who is continuing the business in the old stand.

Messer & Sparling, stationery, have removed their stock to Port Arthur, where they have opened a new store.

It is rumored that F. T. Bradley, collector of customs at this port, is to be superannuated, and that one of Winnipeg's favorite customs officers is to be appointed in his place.

Business this week has been quieter than it has been for the last month, little grain and produce being offered for sale, although there are a good many buyers on the market, and very fair prices are offered.

Pyke & Allan, boot and shoe manufacturers and dealers have dissolved partnership, Mr. Pyke continuing the business. Mr. Allan will in a few days start for Calgary, where he intends locating, and engage in the same line.

The financial difficulties of the city are still unsettled, and, although discontent is general, few, if any, have any suggestions to make which would better the situation. This state of affairs cramps business, ruins the reputation of our city, and discourages our merchants. Everybody is anxious for a fair solution of this vexatious problem. The question is being asked everyday, "How can we get out of it?" and remains unanswered. A few figures will give your readers a fair idea of the position we are in and which is generally misunderstood. To clear the city of all indebtedness \$320,000 are required, of which \$157,000 are in the shape of judgments against the city. The amount of debentures to be disposed of is \$386,000, which, sold at \$5c on the dollar, the rumored amount offered by the Federal Bank and their agents, would net \$328,000, leaving the city a surplus of \$8,000. The interest, at 6 per cent, on debentures alone, not counting the sinking fund to be provided for, would amount to over \$23,000 yearly. To issue the debentures, under those circumstances, means ruin, possibly within the next six months. To keep matters in the present *statu quo* means little less. Such is the dilemma we are in. The Railway and Traffic Bridge, the cause of all our difficulties, is completed, and is unquestionably the finest structure in the Northwest. The loop line connecting Emerson with the Southwestern Branch of the C. P. R. is also in perfect readiness and it seems more than a misfortune that with every thing completed to give us the prosperity we have worked for we should be condemned to the stagnant position we are placed in. The Mayor is now framing a Memorial to the Dominion Government, which will be presented by our member, the Hon. Jas. Royal, asking the Government to take the bridge from the hands of the city, thus reducing the indebtedness to the amount of \$200,000, and great hopes are entertained that this effort, in *extremis*, will

be successful, relieve our now struggling population, and mark the commencement of a new era of prosperity.

Freight Rates and Exports.

In New York ocean freights have been very slow and lower, the market being unusually weak. The following rates, reported by Henderson Bros., agents of the Anchor line, were current on the New York market during last week:

Ports.	Flour, per 100 lbs.	Wheat, per bus.
Liverpool ...	14.06c	7.5c
London	14.06c	8.0c
Glasgow	16.88c	8.0c
Bristol	19.69c	8.0c
Leith	19.60c	9.0c

These rates are said to have been freely cut, a practice which has been in vogue of late among the steamship lines.

Exports from New York last week were 30,924 bags flour and 405,090 bus. wheat.

The regular tariff on flour is as follows:

To Chicago, per 100 lbs.	15c
To New York, "	45c
To Boston, "	50c

Cuts of 20c and over between here and New York and Boston are being made, so that these figures are no guide. The lake and rail route rate is lower. It is charged that a 20c rate has been made from St. Louis to the seaboard, and a campaign of cutting and irregularity seems to have set in.—*Northwestern Miller*.

Centrifugal System of Creaming Milk.

There has been introduced into the United States within the past year a principle of extracting the cream from milk which bids fair to revolutionise the dairy business in America. It does away with all methods of settling, dispenses with the use of ice, gives 10 to 20 per cent. more cream, enables the production of better butter, and leaves the skim milk fresh and sweet for cheese making or feeding to stock. It also saves much time and labour, as the cream is extracted as quick as the milk comes from the cow. A most important fact is that the system has been demonstrated to be in all respects what it is represented, and is in no wise an experiment, machines being in daily use in the best creameries and private dairies in America, and over ten thousand are in operation in Europe. The principal was discovered by Dr. Gustave De Laval, of Sweden, and is the application of centrifugal force. The machine stands about three feet high, and is two feet wide by eighteen inches deep at the base, and about fourteen inches in circumference at the top. A steel bowl twelve inches in diameter rests on a perpendicular shaft in the frame, and when in practical operation revolves at a speed of seven thousand revolutions per minute by the application of less than one horse-power. The milk flows in through a small faucet at the top, and two pipes conduct the cream and skim milk away. The supply and discharge are both continuous, and the capacity is seventy-five gallons or six hundred and fifty pounds of milk per hour. The machines are of great durability, never having yet worn out, although in use in Europe five years, nor is there anything about it to get out of order.

The United States Indian Office has received information of an ingenious method recently adopted by traders to evade the law against selling liquor to the Indians. A gallon of pure alcohol is flavored with extract of lemon and then placed in small bottles similar to those in which extracts are sold. The bottles have the regular label, bearing the inscription. "Jewel extract of lemon for flavoring ice cream, jellies, custards, sauces, cakes."

The Secretary of the Iron and Steel Association, in his review of the year's trade, estimates shrinkage in price of No. 1 anthracite foundry pig iron at \$4 per ton; gray forge pig iron, \$3 per ton; steel rails, \$5 per ton; bar iron, 40c per pound; nails, \$1. The secretary says: "It will be seen that the decline is very serious, much more so than is generally supposed. It would seem that prices cannot go lower than they now are, and this theory would appear to be sustained by the fact that the owners of furnaces, rolling mills and steel works have put out their fires because the future offered no hope of their realizing living profits."

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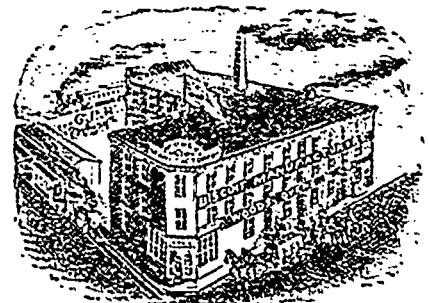
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