

out \$100 cash a year for having his crop out for him, he may pay the same sum to a machine company for a couple of years and then own a binder for himself, or it may pay him to purchase a team paying only half their value in cash and the balance when by the use of them he has earned it; but it is an abuse of the credit system for a man with 30 or 40 acres of crop to buy a binder because he can get it on time, or to consume his groceries and wear out his clothes months, not to say years, before he has paid for them; for the necessities of life do not earn their own value,—they are an expense which must be paid for by deducting from the profits of the industry we follow.

In conclusion—(1) No man should be able to purchase goods on credit without having material security, either in the articles themselves or in collaterals, to offer in exchange.

(2) No man should expect credit in a business deal merely because he is known to be honest; no praise is due to a man for being honest, but no condemnation is too severe if he is dishonest.

(3) The life of a cash store in Austin and the price at which goods can be sold in it depend entirely upon the support it receives from the neighborhood. The volume of business, cash and credit combined, being done in Austin during the present year would not warrant a cash store at prices that would be satisfactory to purchasers.

(4) No one need expect to pay cash for what his household will require for nine months or a year by merely making up his mind to do so. He must make some provision by which he can carry out his determination, and if necessary set apart a certain quantity of wheat or cattle or start a savings bank account, and no matter where he buys his goods, have the money so placed that he can spend it for no other purpose than for supplying himself and family with household requirements, and now is the time to think the matter over and see what would be the best to do for next year.

(5) If a cash store is to be started in Austin its object should be to better the community and not a mere excuse for refusing credit to long winded customers, and this can be done by treating all, from the railroad tramp to the Governor General, alike, by selling to all at the same price when, and only when, they have the money. If you allow a man credit for three hours why not for three days, and if you allow one man credit for three days, why not allow another who owns several times the value of property credit for three months.

(6) It has always been the endeavor of the management of The People's Store to make it worthy of this name, and if the proprietor can assist in such a movement as the one above suggested, he will be pleased to do it. If, however, the verdict is that only a credit store can exist, he will, as already intimated, retire as soon after October the first as possible, for the reason that the direction of a credit store requires more attention and time than he can devote to it.

**Statistical Returns.**

Receipts at the inland revenue office, Winnipeg division, for June, 1894, were:—

Spirits.....	\$13,543 36
Malt .....	2,329 58
Tobacco .....	17,458 25
Cigars .....	585 15
Petroleum inspection.....	67 60
Other receipts.....	152 12

Total for June, 1894..... \$34,136 06  
 Receipts for June, 1893..... 41,104 16

Decrease for June, 1894..... \$ 6,958 04  
 Receipts for the year 1892 93.....\$415,023 73  
 " " " 1893 94..... 417,911 74

Increase for the year 1893 94. \$ 2,893 01  
 The Dominion Government savings bank transactions at Winnipeg for the month ending 30th June, 1894, were:

Deposits .....	\$16,922 00
Withdrawals .....	10,181 69

Withdrawals exceed deposits by. . . \$ 2,259 69

The following statement gives the value of the goods exported, entered for consumption, and duty collected during the month of June, 1894, and compared with the same month in 1893, from the customs port of Winnipeg:—

Description.	Value.	Value.
	1893.	1894.
Exported.....	\$ 56,695 00	\$ 52,844 00
Entered for consumption dutiable .....	181,197 00	145,763 00
Entered for consumption free .....	45,172 00	52,304 00

Total for consumption \$226,369 00 \$193,067 00  
 Duty collected ..... \$56,155 26 \$45,196 54

The following figures show the returns for the Winnipeg branch of the Dominion Government Savings Bank for the fiscal year ending June 30, as compared with last year:—

Amount of deposits for fiscal year ending June 30, 1893.....	\$258,216 11
Amount of withdrawals for fiscal year ending June 30, 1893.....	209,536 35

Withdrawals exceed deposits by. . . \$61,370 24

Amount of deposits for fiscal year ending June 30, 1894.....	\$263,900 80
Amount of withdrawals for fiscal year ending June 30, 1894.....	277,903 20
Withdrawals exceed deposits by.....	\$14,002 55

Balance at credit of depositors, 30th June, 1893.....	\$691,638 94
Balance at credit of depositors, 30th June, 1894.....	701,241 06

This year's balance at credit of depositors exceeds last year by.... \$9,602 12

**Freight Rates in the Territories.**

AN OFFICIAL INVESTIGATION TO BE HELD.

In Parliament on Thursday Mr. MacDonnell, of Assinibois, brought up the question of railway freight rates in the Territories and the building of the Hudson Bay railway. He had recently had an interview with Mr. Van Horne, who told him the Canadian Pacific railway were not charging excessive freight rates, for the reasons set forth in a letter addressed to the government. He asked that the contents of that letter should be made public. It was clear, he said, that the Canadian Pacific railway did not intend to reduce the present rates. It was utterly impossible for the farmers of the West to pay the present rates owing to the extremely low prices of their products. He therefore asked the government to appoint a committee to go into the whole matter of these freight rates.

Premier Thompson said petitions from the Territories against excessive freight rates were numerous signed. He read one of those petitions alleging that exorbitant freight rates were driving settlers out of the country and that the company refused any redress. The petition also asked for parliamentary aid to build other railways and the Hudson Bay railway. The petition was considered by the government and the Canadian Pacific railway asked what they had to say. A letter dated June 14, addressed to the minister of railways by the secretary of the railway company, had been received in reply. The directors of the Canadian Pacific railway took the ground in this letter, that their freight rates up there were lower than those upon any grain transportation in the world under similar conditions, and considering the fact that cars had to be returned empty, and that the cost of fuel was so high, they were therefore unable to see how they could reduce their

rates. The directors asserted that Canadian settlers were better off than those in other wheat producing countries, and in the interest of Canada as well as to the company, the directors suggested that the government should compare the condition of the farmers of the Territories with those of the western states and other wheat producing regions of the world with regard to the cost of reaching the world's grain markets. The secretary of the railway company presents the following:—  
 "Fleming is the most eastern point from which wheat is shipped on our lines in the Territories and Edmonton is the most distant point from which grain is shipped. The grain rates from these points respectively are as follows:—"

Station.	Distance.	Rate per 100 lbs.	Rate per bushel.	Rate per ton per mile.
Fleming .....	637	27c	12.6 10	66.100
Broadview .....	690	21c	12.06	61.100
Qu'Appelle .....	750	22c	13 02	59 100
Moose Jaw.....	824	23c	13 08	56.100
Swift Current .....	937	25c	15.53	100
Medicine Hat .....	1036	27c	16.2 10	58.100
Calgary .....	1265	29c	17.4 10	46.100
Edmonton .....	1459	33c	19 5	46.100

The secretary proceeds: "I am prepared to say that these rates are lower than the rates of grain transportation by railway anywhere else in the world under anything approaching similar conditions." Then follows a comparison of the freight rates between points on the Canadian Pacific railway and points situated relatively the same on the Great Northern and Northern Pacific. The premier said that a portion of the petitioners some months ago made application to the railway committee of the privy council to have a reconsideration of the schedule of rates of the Canadian Pacific Railway Co. The railway committee of the privy council met for the purpose of hearing their application, but the application was not pressed at the two or three occasions the opportunity was given to bring it forward. It is quite easy to understand, of course, that the petitioners could be at very considerable disadvantage in pressing a case like that which they desired to present before the railway committee of the privy council, sitting at a place so distant from their residence as Ottawa. They have probably no organization possessed of sufficient funds to defray the expenses of pressing their case fully at such a distance, and inasmuch as the letter of the secretary, which I have just read, agrees in stating that a full investigation and authoritative definition of what the real position of the company is as regards their rates, that it would be an advantage to the company as well as to the settler, that the government have arrived at the conclusion that a thorough investigation into all the questions which affect transportation in these regions ought to be made as soon after the session of parliament as it can be set on foot. The premier added that it was not quite decided whether it would take the form of a royal commission, but the inclination was that it should be a departmental enquiry. He could not state at that moment the range it would take.

**Winnipeg Clearing House.**

Clearings for the week ending July 5, were \$363,545; balances, \$140,960. For the previous week clearings were \$662,428.

Following are the returns of other Canadian clearing houses for the weeks ended on the dates given:

	Clearings.	
	June 21st.	June 23rd.
Montreal .....	\$10,012,990	\$ 9,195,501
Toronto .....	4,964,892	4,615,471
Halifax .....	863,028	1,126,687
Winnipeg .....	791,097	662,428
Hamilton .....	599,635	575,870

Total ..... \$17,231,642 \$16,175,957