

Classes 1, 2, 3, 4, and 5 are taken for comparison as nearly all merchandise is carried under some of these classifications though the greatest tonnage is carried fifth class.

From	To	Miles	Rate per 100 lbs.				
			1	2	3	4	5
Fort William	Winnipeg	421	92	70	65	66	47
Chicago	Stratford	416	42	37	27	10	17
Chicago	St. Paul	400	60	50	40	25	20

From	To	Miles	Rate per 100 lbs.				
			1	2	3	4	5
Fort William	Boissevain	0	8				
"	Virton	604	161	127	162	81	69
"	Birtle	617					
Chicago	Ortonville	89	168	83	78	48	39
"	Kington	263	72	62	43	31	29
Moncton	Montreal	661	60	42	31	23	23

From	To	Miles	Rate per 100 lbs.				
			1	2	3	4	5
Winnipeg	Calgary	840	173	142	109	81	
Chicago	Montreal	837	76	65	50	31	31
Halifax	Montreal	818	60	45	32	30	28

THROUGH MERCHANDISE—FREIGHT RATES BY LAKE AND RAIL.

The first comparison shows that of the total rate charged by the C. P. R. for 5th class freight from Montreal to Winnipeg, 25 cts per 100 lbs. is charged for hauling it 368 miles by rail and 800 miles by water to Fort William, but as soon as it reaches the latter point discrimination against the west commences, and the people of Manitoba are compelled to pay 47 cts per 100 lbs. for the same freight for hauling it 421 miles from Fort William into Winnipeg. Leaving out of the calculation the fact that the distance from Fort William to Winnipeg is 42 miles shorter than the rail haul from Montreal to Owen Sound (and excluding altogether the water mileage), the C. P. R. taxes Manitoba 88 per cent more on this class of freight than for the larger rail haul east of Owen Sound.

The second comparison shows that of the total rate charged by the C.P.R. on 5th class freight from New York to Winnipeg, 22 cents per 100 pounds is charged for hauling 758 miles by rail and 800 miles by water to Fort William, but once at Fort William it is solely in possession of the C.P.R., and discriminative charges against Manitoba then commence, and the C.P.R. charges for the balance of the journey to Winnipeg (421 miles by rail only) 47c per 100 pounds. Therefore the C.P.R. tax Manitobans 113 per cent. additional for carrying this merchandise 421 miles west of Fort William than they do for the same class of freight 1,558 miles by rail and water.

Comparing these two statements with each other it is found that the C.P.R. carry 4th and 5th class freight from New York to Fort William (and pay other companies their due proportion) for 24 per cent. and 13 per cent. respectively less than they charge from Montreal to Fort William, a shorter rail haul of 300 miles.

LOCAL GRAIN RATES IN CAR LOTS.

The following are selected from a large number of instances:

Route.	Per.	Miles	Rate per 100 lbs.
Morris to Winnipeg	C.P.R.	42	10½c.
Glenboro to Carman	"	47	11c.
High Bluff to Winnipeg	"	49	11c.
Port Pope, Ont., to Belleville	G.T.R.	50	6c.
Boissvain to Pilot Mound	C.P.R.	58	11½c.
Melita to Brandon	"	66	12c.
Brockville to Cornwall	G.T.R.	58	7c.
Minnedosa to Portage la Prairie	M.N.W.	78	12½c.
Treherne to Winnipeg	C.P.R.	77	12½c.
Morden to Winnipeg	"	81	13c.
Portage la Prairie to Selkirk	"	79	12½c.

Route.	Per.	Miles	Rate per 100 lbs.
Hamilton to Oshawa, Ont	G.T.R.	72	10c.
Napanee to Prescott	"	85	7c.

The rate by the Grand Trunk for 85 miles is charged by cent less than the rate for 81 miles 85 per the C.P.R. in Manitoba.

LOCAL RATES ON GENERAL MERCHANDISE.

Out of several hundred instances given of rates on general merchandise we select the following:

Miles	Between	And	Cost per 100 lbs.				
			1	2	3	4	5
73	Glenboro	Carman	45	58	30	23	21
77	Winnipeg	Treherne	43	38	30	24	22
77	Pilot Mound	Deloraine	47	30	31	24	22
74	Wingham, Ont	London, Ont	28	25	21	18	14
76	Hamilton	London	50	20	23	19	15
75	Minneapolis	Buff Lake, Min	35	29	23	18	
75		Turtle Lake					
		Winnipeg	23	30	23	17	10
76	St John N B	Salisbury, N B	21	15	13	9	8

LUMBER RATES.

The following shows the difference on lumber, being selected from a number of instances:

From	To	Miles.	Rate per Cwt
Winnipeg	Yorkton, Assa	270	21½c.
W. Selkirk	Alameda	270	20c.
Rat Portage	ouris	253	17c.
Rat Portage	Cartwright	281	16½c.
Winton, O	Black Rock, N Y	283	8½c.
Peterboro, O	Montreal	235	10c.
On the Intercolonial Railway		200	14½c.

CONCLUSION.

The documents closed with tables of the rates on horses and cattle, cheese, butter, eggs, etc., showing in every instance that the rates are higher in Manitoba and the North-west Territories than in Ontario and the Maritime Provinces.

J. H. Ashdown asked on what date the commission would sit in Winnipeg on their way east, as he could not say at present what the board of trade wished to do in the way of a supplementary report.

Mr. Archibald said it would probably be three weeks and they would then receive a supplementary report if desired.

James Elder then read the statement of the Central Farmers' Institute, which will appear in full in another issue.

The Thos Davidson Co.

With the first of the year the firm of Thos. Davidson & Co., Montreal, changed the style of their firm to "The Thos Davidson Mfg. Co., Ltd." The management will be the same as before, the officers being: James Davidson, president; T. Chas. Davidson, vice-president; Edward Goodwill, director; John Hamilton, secretary. The same eight travellers will thoroughly canvass the country from Halifax to Western Ontario. Merrick, Anderson & Co. will handle their goods for Manitoba and the Northwest, and Mr. John Burns will act as agent in British Columbia. A new catalogue of various lines is in the printers' hands, and will be forwarded to customers in about three weeks.

During the last year a large quantity of German and American machinery has been added, necessitating a new engine, and one of Goldie & McCulloch Co.'s was put in and started the first of the year.

The goods made by the firm are stamped, pieced, and japanned tinware, galvanized iron enamelled ware, tin boxes for packing tea, coffee, tobacco, etc., lithographed advertising signs, etc.

Mr. McMillan, agent for the Manitoba government at Liverpool, England, is at present in Winnipeg, the offices in Liverpool having been closed for the present.

Wheat Prices in England.

The London Miller, of January 7 reviews the course of the English wheat markets during December as follows:

December, 1893, lowered the English wheat average from 27s. 3d. to 26s. 8d. per qr.; December, 1891, raised it from 18s. 9d. to 20s. 6d. per qr. Thus, though December, 1893, had the better price, December, 1891, had the better promise. As regards foreign wheat, Argentine cargoes on the 1st December were making 21s. 9d.; No. 2 Red winter, 22s. 6d.; hard Manitoba, 21s. 9d.; and California, 25s. 9d. per qr.; thus the month started off with an improved feeling in imported grain as well as in English. On the 5th there was 1s. advance at Glasgow and Edinburgh, the impetus being derived mainly from stocks being ascertained to be much smaller than expected. On the 6th, Birmingham, Bristol and Manchester were fully 6d. dearer for all sorts of wheat and flour. London, on 7th, declared an English wheat average of 22s. 1d., while foreign was held for 6d. to 1s. advance. On the 8th, Argentine wheat advanced to 23s., the new crop being put at 10 million qrs. only, against a 12 million estimate accepted in November. The 10th and 11th were dull days for trade, and on the 18th Bristol and Birmingham lost ground for both English and foreign wheat. On the 14th, at the Baltic, California wheat cargoes were sold for 25s. 3d., being 6d. decline from the 1st. Red winter, however made 22s. 6d. per qr., the same price as at the beginning of the month. The country markets of the 15th were dull, and the bad condition of the grain told against demand. On the 17th, London was dull for all sorts of wheat and flour, and some descriptions were the turn cheaper. But top-price flour was firm at 25s. per sack, and fine white English wheat made the same price, 25s. per qr. Liverpool, on the 18th, was weak, and the price of American wheat declined a penny per cental. The Baltic, on the 19th, saw 22s. 6d. accepted for Argentine cargoes, being 6d. decline from the 8th. On the 20th, Bristol and Manchester were steadier, and Birmingham was dull, but without decline. On the 22nd, Red winter wheat cargoes fell to 21s. 9d., the American holders showing increased desire to do business. California, however, closed firm at 25s. per qr. Mark Lane, on the 21st, quoted 21s. for No. 2 Club Calcutta and 25s. for No. 1 Bombay, thus removing Indian samples from competition with English wheat, of which the very finest lots could be bought for less than the Bombay, while average quality was 1s. 6d. cheaper than Calcutta. On the 27th, trade resumed after the Christmas holidays without spirit, but value was not lower on the week. On the 28th, there was a slight rally in Red winter cargoes, 22s. 6d. being made. Owing to large arrivals into London during the six days, 24th to 30th December, the last market of the old year was rather depressed in tone. Holders, however, asked old terms, and were contented to wait for the new year to bring business to Mark Lane. The feeling at the Baltic was quiet, with a California wheat cargo sold for 25s. per qr.; Argentine new crop offered at 21s. 9d. for February shipment; red Kurrachee similarly offered at 20s. 9d.; and Odessa Ghirka, arrived, sold for a sovereign per qr.

A New Wall Coating.

Jell-stone is the name of a new preparation for coating walls and ceilings. It is sold in a dry state, and is ready for use by simply adding cold water. Dry colors can be added to produce any required tint. The cost is not materially greater than ordinary cal-somine. G. F. Stephens & Co., Winnipeg, have the agency for the preparation.