

## Wheat Statistics.

## THE VISIBLE SUPPLY.

The following shows the stocks in bushels, of wheat at the principal points in the United States and Canada, east of the Rocky Mountains; also, in transit by lake and rail, on the dates named, according to the Chicago statement:—

	1889	1888.	1887.
February 16.....	33,435,081	39,565,087	69,880,370
February 23 .....	33,739,834	38,462,924	57,027,308

Decrease for the week ended Feb. 23, 695,247 bushels.

## WHEAT AT PRIMARY MARKETS.

The following table shows the receipts of spring wheat at the markets mentioned from June 30, 1888, to Feb. 23, 1889, compared with two previous years:—

POINTS.	1888-89	1887-88	1886-87
Chicago.....	10,270,000	10,463,000	15,180,000
Milwaukee.....	4,726,000	6,517,000	6,429,000
Minneapolis.....	29,351,000	33,713,000	26,027,000
Duluth.....	4,027,000	13,762,000	18,768,000

Total bu ..... 48,974,000 64,755,000 67,024,000

The total receipts of winter wheat at the markets mentioned from July 30, 1888, to Feb. 23, 1889, compared with two previous years, were as follows:—

POINTS.	1888-89	1887-88	1886-87
St. Louis .....	10,923,000	11,084,000	10,616,000
Toledo .....	6,995,000	8,204,000	11,027,000
Detroit.....	6,293,000	5,654,000	8,274,000
Kansas City. ....	1,674,000	1,294,000	2,727,000
Cincinnati.....	1,491,000	1,233,000	2,439,000

Total bu ..... 27,368,000 27,474,000 35,733,000

## BREADSTUFFS ON PASSAGE.

The following shows the quantity of wheat and flour, equivalent to wheat, expressed in quarters, (8 bushels to the quarter) on passage to Great Britain and Europe, on the dates named:—

	F. b. 23, 1889.	Feb. 16, 1889.	Feb. 25, 1888.
To Great Britain.....	2,007,000	2,221,000	1,640,000
To Europe.....	432,000	401,000	210,000

## WHEAT IN STORE.

The following shows the wheat in store, in bushels, at the points mentioned, on the dates named:—

Chicago, Feb. 23.....	4,477,671
Minneapolis, Feb. 23.....	6,559,571
Duluth, Feb. 23.....	1,548,712
Montreal, Feb. 23.....	433,036
Toronto, Feb. 23.....	131,000

## EXPORTS FROM THE UNITED STATES.

The exports of wheat and flour (expressed in bushels) for the first seven months of the fiscal year ending January 31, last, were as follows:—

	1888-89	1887-88
Atlantic ports, bu.....	32,272,986	64,367,363
Pacific ports.....	24,891,178	15,237,162

Total..... 57,164,164 79,604,529

The exports for the month of January were:—

	1889.	1888.
Atlantic ports, bu.....	2,535,913	3,538,717
Pacific ports, bu.....	3,661,251	2,162,143

Total ..... 6,257,164 7,520,860

Exports from principal Atlantic ports for the week ending Feb. 23, and the corresponding week last year, were:—

	1889.	1888.
Flour, brls. ....	141,200	232,300
Wheat, bu ..... 107,100		908,900

## Dairy Matters.

Mr. Fisher's bill has been adopted by the Manitoba Legislature, providing for the simplification of the form for incorporating cheese and butter companies.

At the meeting of the stockholders of the Manitou Cheese Factory Co., the financial report showed a small balance on hand. Messrs. Woolton, Ellis and Robson were re-elected directors.

## The Hudson's Bay Railway.

The Manitoba Government announced its policy toward the Hudson's Bay Railway enterprise, in the following notice of motion, made by Premier Greenway, in the Legislature last week:—

"Whereas, the legislature of Manitoba did, during the session of 1886, pass an act authorizing the Lieut.-Governor-in-Council, under certain conditions, to grant aid to the Winnipeg & Hudson's Bay Railway and Steamship Company by guaranteeing interest on the bonds of the company not exceeding \$4 500,000; and whereas, it is now believed that the maximum of such guarantee for such purpose is too great a liability for the province to assume; and whereas, a cash bonus instead of a guarantee of bonds is a preferable mode of assisting railways; and whereas, for said reasons it is desirable to repeal said act, and whereas, it is desirable that the province should assist to a reasonable amount the construction of a railway to Hudson's Bay; be it resolved, that this House is of opinion that aid should be granted to the company if they are prepared to construct and operate a railway from Winnipeg to Hudson's Bay in a sum not exceeding \$2,000 per mile as a cash bonus for that portion of the main line of said railway within the limits of this province, not exceeding in all 300 miles, such aid to be paid on completion and operation, or in instalments as the work progresses, providing the company furnishes guarantees satisfactory to this House of its ability to complete and operate said road. And this House is further of the opinion that before any aid be given by the province the company should secure the payment of the principal and interest of the bonds already issued in aid of said railway. And this House is further of the opinion that this offer should be open for acceptance until the next regular session of the legislature; and in case an offer is accepted by the company under conditions satisfactory to the Lieutenant-Governor-in-Council, this House should be forthwith summoned to consider the provisions of a contract to be entered into by the company on the foregoing basis."

A JOINT deputation from the municipalities of Emerson and West Lynne were in Winnipeg last week, interviewing the Local Government regarding the debts of the two towns. It is said the Government purpose consolidating the debts, which, although in excess of \$105,000, that is really the amount which the creditors would be willing to take. The government will guarantee the bonds issued, and as security will take a lien on the Emerson steel bridge, spanning the Red River, the estimated value of which is \$200,000. It is proposed to unite the towns into one corporation. Should the corporation thus united be in default at any time in the payment of interest to the extent of \$5,000, then the latter will have a perfect right to dispose of the bridge. The members of the deputation are anxious to have the debt consolidated, and agree with the general principles of the proposed bill, but they consider the security asked by the government in excess of what is reasonable.

A DEPUTATION, consisting of R. H. Myers,

A. C. Sowell and G. W. Reynon, from the town of Minnedosa, Man., were in Winnipeg last week in the endeavor to effect a settlement with the creditors of the town. After interviews with the creditors a satisfactory conclusion has been reached. It is proposed that new debentures be issued, payable in 20 years, with interest half yearly at three per cent. per annum. The interest will be guaranteed by the government, who will appoint the clerk and treasurer of the town, in order to protect the province, and collect and pay over to the Provincial Treasurer the levy necessary to pay such instalments of interest. The town has not repudiated a dollar, but pays all claims in full up to January 1st. 1889. The debentures are to be dated August 1, 1890, but will be issued and handed over to the creditors when they prove their claims by statutory declaration immediately after the reorganization of the town council.

We have received a circular announcing that F. G. Smith, Thos. N. Christie and Hy. Le Jeune, late managers respectively at Calgary, Moosomin and Regina, for the late firm of Lafferty & Smith, bankers, etc., have formed a partnership, under the style of Le Jeune, Smith & Co. The circular further states that Le Jeune, Smith & Co. have purchased the books and business of the Regina and Moosomin branches of the late firm of Lafferty & Smith, and will continue the business at these points. Le Jeune, Smith & Co. have also opened an office at Calgary, where F. G. Smith will take charge. The other two branches will be under the care of the old managers at those points. In connection with this circular, it may be stated that Lafferty & Moore advertise in the Territorial papers as successors to Lafferty and Smith at Calgary, Edmonton, Lethbridge and Vancouver.

THE Boissevain correspondent of the *Deloraine Times* says: We are bound to have a grist mill. A number of citizens met some weeks since and decided to start a subscription list throughout the country, subscriptions payable in two yearly payments. The town subscribed \$1,500. They will also utilise the Deloraine municipality bonus of \$2,000, and with other lists not yet to hand, they expect to give a bonus of \$6,000. The bonus committee have already had offers to build both from parties in the immediate vicinity and in Ontario, but they are in communication with some leading mill men of the east.

AN Ottawa telegram, of Friday says:—A deputation from Port Arthur, headed by Marks, interviewed the Government to-day, and urged improvements to the Canadian system of canals, so as to permit of sea-going vessels to ascend to Port Arthur. It was pointed out that the Government was building the Sault canal, and that other canals would be improved as soon as the traffic warrants. It is not likely the work will be done at the request of the deputation. Men from Toronto and other points interested accompanied the deputation.

McKENZIE and Campbell, of Winnipeg, have had several interviews with Sir Hector Langevin, at Ottawa, urging the placing of a sum of money in the estimates, to deepen St. Andrew's rapids.