

Freight Rate on Sugar.

The Montreal and Halifax sugar refiners, and the wholesale and retail grocers of British Columbia, who have handled the product of these refineries, are protesting against the increased freight rates on the transcontinental lines. Formerly, the rate on sugar from Montreal was \$1 per hundred and from Halifax, \$1.15. When the Vancouver refinery was started, the freight rates from Montreal and Halifax were increased to \$1.15 and \$1.35 respectively, which practically excluded the Eastern article and gave the British Columbia market to the Vancouver refinery. This freight rate became a sort of protective policy in the interest of the local refinery, and it is to be assumed will be endorsed by all good protectionists in Victoria. But the protectionist is always inconsistent, and so it is not surprising that they look upon the increased freight rates with disfavor. We do not know that the present tariff is excessive, or that the railway companies can carry sugar 3000 miles at less rate than they charge, at a profit; but as they carried it before at \$3 per ton less, it is assumed by those directly concerned that the increase was made for the benefit of the Vancouver refinery. The effect has been, practically, to drive the Eastern sugar out of the Victoria market, and if we can credit quotations of prices, it has also given a monopoly of the market along the line of railway to the fortunate Vancouver concern. The *Columbian*, on the authority of an experienced grocer, gives the prices of Vancouver granulated sugar at various points, as follows: Vancouver and Victoria, seven and a half cents, Westminster, seven and three-fifths cents; Calgary, seven and fifteen-sixteenths cents; Lethbridge, eight and one-sixteenth cents; Medicine Hat, seven and thirteen sixteenths cents; Regina, seven and five-eighths cents; Brandon, seven and three eighths cents; Winnipeg, seven and three sixteenths cents. The price at Winnipeg is thus less than it is at the point of shipment, which is, we suppose, one of the anomalies of the trade, or perhaps a curiosity of the transportation rates, plus competition. At Winnipeg, of course, the Eastern sugar is met. Victoria, B. C., *Times*.

Winnipeg Trade Returns.

The following statement shows the value of goods exported, imported and entered at Winnipeg for consumption with duty collected there on during the month of April, compared with the same month, 1890

Description.	Value, 1890	Value, 1891
Exported	\$ 21,668 00	\$19,750 00
Imported - dutiable	182,264 00	138,458 00
Imported free	25,622 00	45,884 00
Total imported	207,886 00	184,342 00
Entered for consumption - dutiable	\$186,780 00	\$144,534 00
Entered for consumption free	25,622 00	45,884 00
Total for consumption	\$212,402 00	\$190,418 00
Duty collected	\$ 69,958 16	\$ 48,442 37

The transactions at the Dominion Government Savings Bank Winnipeg during April were as follows:

Deposits	\$ 4,433 50
Withdrawals	29,732 47
Withdrawals exceeded deposits by	\$ 25,298 97

The collections of inland revenue at the Winnipeg Office for April were as follows:

Spirits	\$ 9,943 02
Malt	1,532 43
Tobacco	9,440 00
Cigars	883 40
Petroleum Insp	94 20
Seizures	115 60
Total	\$21,543 05

Nails Demoralized.

The nail market is very active and for a very good reason. With the agreement broken and the manufacturer trying to outdo another concession is the order of the day, and, of course, buyers are taking advantage of the fact. In the present state of affairs it is hard to fix a price, but \$2 10 to \$2 25 is given as a nominal basis, but is claimed, and there is reason for believing it, that round lots have been turned over at a concession from this. *Montreal Gazette*.

The annual report of the Department of Marine on steamboat inspection just issued shows that the number of vessels remaining in the register books of the Dominion on the 31st of last December, including old and new vessels, sailing vessels, steamers and barges was 6,991, measuring 1,024,974 tons registered tonnage, and that the number of steamers on the registry books on the same date was 1,464, with a gross tonnage of 206,855 tons. Assuming the average value to be \$30 per ton the value of registered tonnage of Canada on Dec. 31st last would be \$30,749,220.

There yet remain two months in which new subscribers may enter the great Dominion Illustrated prize competition and try for one of the 100 prizes, aggregating over \$3,000 in value which the publishers of that journal offer. The competition closes Jan. 31st, but new competitors may enter it any time provided their answers to the 35 questions are received at the office of the journal prior to the above mentioned date. The questions are published in monthly installments of six each, and the answers are to be found in the pages of the *Dominion Illustrated* for the six months ending June 30th. For sample copy and full particulars send 12 cents in stamps to the publishers, the Sabiston Litho & Pub Co., Montreal.

Some of the Duluth elevator companies have been getting into trouble. A committee was appointed by the legislature to investigate a charge of wheat stealing which was brought against them. Two reports have already been filed by this committee with the legislature and they have not finished yet. The way in which the stealing was accomplished is as follows: "By means of concealed 'pocket bins' a portion of each car of wheat weighed in has been abstracted. This accumulated wheat has been loaded secretly at night and labelled 'screenings,' and shipped away. Much of it has gone by boat to Buffalo, and the remainder has been shipped out by rail. The stealing has been going on for a number of years, according to one of the reports. This report says that in 1888, 1889, and 1890, some 651 cars have been loaded and shipped without inspection. This if the cars were all full, would mean 393,000 bushels. The committee has been authorized by the legislature to sift the matter to the bottom and some astonishing facts will no doubt be brought to light.



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10 45	Connects with Mixed for Morden, Nanton, Killarney, Deloraine and Intermediate Stations.	13 50
a 11 30	Morris, Morden, Manitou, Killarney and Deloraine.	17 15
a 11 50	Headingley, Carman, Treheene, Holland and Glenboro.	15 15
b 7 50	Stony Mountain and Stonewall	12 35 b
b 18 00	Kildonan, Parkdale, Lower Fort Garry and West Selkirk.	10 35
c 7 00	Niverville, Otterburne, Dominion City and Emerson.	21 20

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