

in the Pacific coast cities of the United States, where the bank had large investments. The Pacific coast on both sides of the boundary has suffered considerably from business depression during recent years, but matters are now on the mend. There is every reason to believe that business there is now on a more solid basis than formerly, and the prospects for the current year are much better than they have been for several past years.

WHEN the bill to aid a company to build a railway into the Lake Dauphin country was under consideration in the Manitoba Legislature, The Commercial commented mildly, but adversely to the bill, on one or two occasions. As the bill was passed, it is now within the power of the Manitoba government to grant the aid specified, to the proposed road. Besides the excessive amount of the aid proposed in the act, as objected to by The Commercial in a previous issue, there are some features in connection with this scheme which appear to be exceedingly objectionable. It is a matter which certainly should receive careful watching. The business community, we think, should look carefully into this Lake Dauphin railway scheme. There appear to be several features in connection with this matter upon which it would be well to turn on the light of the new Cathode Ray, if that were possible. The matter is of such importance, in view of the enormous aid which it is proposed to give the road, as to warrant a very full public inquiry into and discussion of the matter.

MR. JOHNSON, of Montreal, who is connected with the Dominion cold storage company, appeared before the agricultural committee at Ottawa last Wednesday with a scheme, whereby he wants the government to guarantee interest at 4 per cent on \$3,000,000 to enable this company to establish a system of cold storage throughout the Dominion. This question of cold storage is a most important one, particularly to Western Canada. Our ability to produce and export several lines of foodstuffs, particularly dairy goods and meats, can never be developed to the best advantage until we have a thorough system of cold storage, extending from the Atlantic to the Pacific. The great hope for our future live stock industry is the establishing of an export trade in dead meats, which can be accomplished with the aid of a proper cold storage system.

Toronto Grain and Produce Market

Wheat—The offerings are small and most holders west are asking 75 to 78c for red and white, but buyers are quoting 75c as the most they are willing to pay. Manitoba wheat is easier. No. 1 hard sold grinding in transit on Monday at 82c. On 'change Monday 77c was asked for No. 1 hard Midland, with 73c bid; No. 1 northern was offered North Bay at 73c, with 71½c bid; No. 2 hard was offered at 72½c Midland, and 71½c was bid; No. 1 frosted was offered to arrive North Bay at 63c and it was offered grinding in transit at 66c.

Flour—There is practically nothing doing. Buyers and sellers are apart. Stocks in the east are very low and it is expected that there will be a good demand when navigation opens. Cars of straight roller are quoted at \$3.65 Toronto freights

Millfeed—Cars of shorts are quoted at \$11.50 to \$12.50 and bran at \$11 west.

Barley—No. 1 is nominal at 41 to 42c outside, fancy at 41c and No. 2 at 38c.

Oats—Easier. Cars of mixed are quoted at 21½ to 22c ordinary white at 22½c and heavy at 23c west. On 'change Monday oats were offered outside at 22c. Three cars of white sold outside at 22½c. A car of mixed sold on the track here at 24c. Clipped were offered west at 28c. White oats were offered May at 24c outside; 22½c was bid for oats on the Midland, with sellers at 22½c. White oats were offered North Bay at 30c, with 29c bid.

Oatmeal—Is dull and easier at \$2.90 for cars here and \$3 for broken lots.

Peas—Are dull and easy. Cars of No. 2 are quoted north and west at 49c.

Butter—Good stuff was scarce. There is a good demand for fresh dairy tubs. We quote: Choice dairy tubs, 15 to 17c; medium dairy tubs, 9 to 11c; low grade dairy tubs, 8 to 10c; choice large rolls, 16 to 17c; dairy pound prints, 16 to 18c; fresh made creamery tubs, 21 to 22c; creamery pound prints, 22 to 23c.

Eggs—Market hold firm, but not over 14c was charged for single cases.

Potatoes—We quote: Car lots, 16 to 18c; farmers' loads, 15 to 16c.

Poultry—Turkeys, 8 to 11c; geese, 6 to 8c; ducks, 60 to 80c; chickens, 30 to 60c.

Baled Hay—Stocks here are very large. For car lots on the track here we quote: No. 1, \$14 to \$14.50; No. 2, \$13 to \$13.50.

Dressed Hogs—Market easy and dull, as the packers hold large stocks of the cured product. Offers of car lots have increased. Cars of selected weights sell around \$1.65. Nothing above 150 pounds is taken. Mixed cars and lots of heavy weights are not taken.

Hides—Demand is slow owing to the dull state of the leather trade. Dealers here are paying 5c for green and quoting cured at 6½ to 6¾c. Sheepskins—The best are quoted at 90c to \$1 and for extra fine lots \$1.05 would be paid. Country skins are quoted at 75c.

Calfskins—There is a fair demand and the market is steady at 6c for No. 1 and 4c for No. 2. Tallow—Dealers here are offering 4c and asking 4½ to 4¾c.

Seeds—We quote: Alsike, \$3.50 to \$1.50; timothy, \$2 to \$2.25; red clover, \$1.50 to \$1.85.—Globe, March 25.

A Dissolution.

The announcement is made of the dissolution of the firm of Rublee, Riddell & Co., wholesale fruits, Winnipeg, Wm. P. Riddell retiring. The reason for this step is in order to enable Mr. Riddell to devote his entire attention to the management of the business of the Riddell Manufacturing Co. Mr. Riddell has made a great success of the biscuit and confectionery business carried on here by this company, under his management, and owing to the rapid growth of the business, he finds that it requires his close and entire attention. Mr. Rublee will continue the wholesale fruit business, and with the large and convenient premises which the firm moved into a short time ago, he will be better situated than ever before to cater to the requirements of this growing branch of trade. The style of the firm will hereafter be M. W. Rublee & Co.

Wheat Stocks.

The visible supply of wheat in the United States and Canada, east of the Rocky Mountains, for the week ended Mar. 21, 1896, shows a decrease of 785,000 bushels, against a decrease of 1,100,000 for the corresponding week last year, a decrease of 1,186,000 bushels the corresponding week two years ago, and a decrease of 812,000 bushels three years ago.

The following table shows the total visible supply of wheat at the end of the first trade week of each month for four years, as compiled by the Chicago board of trade and includes stocks at most important points of accumulation in the United States and Canada, east of the Rocky Mountains. There are some important points not covered by this statement:

	1896.	1894.	1893.	1892.
	bushels.	bushels.	bushels.	bushels.
Jan. 2...	83,581,000	80,223,000	81,253,000	45,907,000
Feb. 5...	83,376,000	79,803,000	81,390,000	43,161,000
Mar. 4...	78,755,000	75,569,000	79,038,000	41,556,000
April 1...	74,808,000	71,453,000	77,654,000	41,036,000
May 6...	62,196,000	65,156,000	73,069,000	38,190,000
June 3...	52,229,000	59,394,000	71,030,000	27,910,000
July 1...	41,181,000	54,637,000	62,316,000	24,262,000
Aug. 3...	38,517,000	60,601,000	69,424,000	26,079,000
Sept. 7...	30,754,000	69,168,000	56,140,000	38,700,000
Oct. 7...	41,832,000	73,614,000	63,275,000	61,252,000
Nov. 4...	52,990,000	80,017,000	71,396,000	64,717,000
Dec. 2...	63,003,000	85,179,000	78,091,000	72,580,000

The following shows the visible supply by weeks, for four years:

	1896.	1895.	1894.	1893.
	bushels.	bushels.	bushels.	bushels.
Jan. 4...	69,842,000	87,838,000	79,953,000	81,786,000
" 11...	68,945,000	88,615,000	80,433,000	80,030,000
" 18...	67,858,000	85,238,000	80,332,000	82,227,000
" 25...	67,622,000	84,665,000	80,334,000	81,457,000
Feb. 1...	66,731,000	83,876,000	79,893,000	81,590,000
" 8...	66,119,000	82,322,000	79,660,000	80,973,000
" 15...	65,928,000	80,733,000	78,007,000	80,214,000
" 22...	63,011,000	79,476,000	77,257,000	79,433,000
March 1...	64,069,000	78,701,000	76,569,000	79,038,000
" 7...	62,598,000	77,717,000	74,697,000	79,103,000
" 14...	62,123,000	76,873,000	73,349,000	79,001,000
" 21...	61,333,000	75,773,000	72,163,000	78,209,000

Bradstreet's report of stocks of wheat in Canada on March 14 is as follows:

	Bushels.
Montreal.....	880,000
Toronto.....	32,000
Kingston.....	8,000
Winnipeg.....	865,000
Manitoba interior elevators	2,970,000
Fort William, Port Arthur & Keewatin.....	4,320,000
Total stocks in the United States and Canada as reported by Bradstreet's were as follows, on March, 14 1896:	

	Bushels.
East of the Mountains.....	92,464,000
Pacific Coast.....	4,296,000
Total stocks a year ago were:	
East of the Mountains.....	95,803,000
Pacific Coast.....	11,801,000

Bradstreet's report for the week ended March 21, shows a decrease of 1,257,000 bushels in stocks of wheat east of the mountains, making the total 91,207,000 bushels on the latter date.

World's stocks on March 1, 1896, (United States, Canada, in Europe and abroad for Europe) were 151,052,000 bushels, which is about 16,500,000 bushels less than the corresponding total one year ago, more than 80,000,000 bushels less than were sold two years ago, about 24,000,000 bushels less than three years ago, but about 8,500,000 bushels more than were sold on January 1, 1892, 54,500,000 bushels more than on January 1, 1891, and about 58,000,000 bushels more than on January 1, 1890.

A Magazine's Influence.

The enormous circulation of such a magazine as The Ladies' Home Journal can, in a sense, be understood when it is said that during the last six months of 1895, there were printed, sold and circulated over four million copies—(in exact figures 4,052,891). Figures such as these give one some idea of the influence which may be exerted by even a single one of the modern magazines.—The Ladies' Home Journal, Philadelphia.

The feature of the hay market at Montreal on March 20, was the weak feeling that prevailed, and prices declined \$1 per ton, due to the weak advices from the country and the recent big break in New York of \$2 per ton.