

features. Rules for riding and driving on the streets should be posted up and given general publicity in Winnipeg, and these rules should be enforced.

CEDAR BLOCK PAVEMENT.

Winnipeg is still putting down cedar block pavement which has proved so unsatisfactory here in the past. If considered only from a sanitary point of view the objections against wooden block pavements seem strong enough to condemn the use of this material for paving purposes. A paper read before the association of Medical Health officers of Ontario, has the following to say about cedar pavement:

"The round blocks of irregular diameter are merely the untreated wood still carrying the bark. These, placed on a bed of sand are under the most favorable conditions possible for decay, being constantly exposed to moisture, air and warmth. With no preservative treatment they are enabled to absorb to the fullest extent forms of liquid street filth, when in the process of putrefaction, feeds on the organic matter of the wood. The surface, which quickly becomes uneven retains a large quantity of loose matter subject to decay, the whole giving rise at times to noxious odors. The effects, were sufficient of such paving used, would be to subject us to the conditions favorable to marsh fever. From a sanitary standpoint the cedar block pavement of this country would indicate a serious menace to health."

The Ontario provincial instructor in road making, says: "The real life of cedar block paving will average only about seven years. Up to that time the surface is moderately smooth. Many of these pavements are allowed to stand, however, for ten or twelve years, at the end of which time they become almost impassable, for the last half of their existence having received constant repairs, the cost of which is very great. Except for a few years after construction, cedar block makes a very rough road surface, is temporary, dirty, unsanitary, expensive to repair, and the appearance is unsatisfactory. This is the result of Canadian experience with cedar block."

CITY ROADS.

While the question of the improvement of the country roads leading into the city is receiving so much attention, would it not be well to consider the improvement of that portion of the "country" roads within the city boundaries. The city boundaries of Winnipeg extend well out into the country in some directions. There are almost miles of roads within the city limits, leading into the city proper, which are in bad shape. The important Portage avenue road, for instance, is an example of this nature. A long stretch of this road within the city boundary is in very bad shape. In fact one of the worst portions of this road for the first ten miles from the city proper, is within the city limits. During the wet weather last year this section of the

road was practically flooded, though a short cut would have let the water off into the Assiniboine river.

Winnipeg City Council.

At the regular meeting of the city council held on Monday evening it was decided to proceed with a long list of local improvements such as side walks, sewers, pavements, etc., which are much needed. The works department was authorized to purchase 43,811 feet of 4 and 6 inch water pipe at an estimated cost of \$27,000. The tender of the Stovel Company for lithographing was accepted, also the tenders of McIntyre Bros. for printing, of Bulman Bros. for engraving, and of C. H. Black for stationery. The tender of D. E. Sprague for the supply of 560,000 to 1,150,000 feet of lumber was accepted; the tender of W. F. Lee for supply of sewer pipe, of Guilbault & Cote for wood; and the tender of the Winnipeg Rubber Co. for supply of rubber belting and hose. The tenders of several local jobbing concerns for the supply of hardware, oils, white and red lead, dynamite, etc., were accepted each being allotted the orders on which their prices were lowest.

Brandon Board of Trade.

The Brandon board of trade held its regular quarterly meeting on Friday evening, the 20th inst. The meeting was well attended. The action of the council in regard to freight rates was reported upon. Representation has been made to the C. P. R. with a view to securing the same rates as Winnipeg. The matter of a daily train service on the Souris branch was also reported upon, the concession having been secured from the C. P. R. Better train service on the Great Northwest Central line has also been arranged for. The council reported that it was taking steps to secure the construction of a railway northwest from Brandon by the provincial government since the Northern Pacific Railway Company had refused to build. A large deputation to wait on the government is being arranged for.

The Banana Trade.

It may interest dealers in green fruit throughout the country to know that this season's banana trade is to be governed by a combine of United States importers which has adopted the most stringent sort of regulations. This concern is doing business as The Fruit Dispatch Company, and all bananas coming into this market have to be purchased through it. In a recent circular to the trade it declares that it will only sell to jobbers of recognized probity. Prices will be fixed for each week on Monday morning and all orders not filled by midnight Sunday will be cancelled or only filled subject to the next week's prices. Only a cash business is done. It will be seen from the foregoing that prices at which bananas are sold here are practically fixed by southern importers, and it is not possible for jobbers to buy so as to offer better prices than a competitor.

Large quantities of land are being bought this spring from the C. P. R. and other companies and individuals owning land in Manitoba and the Territories.

Anderson Produce Co.

The report which has been quite freely circulated of late that the Anderson Produce Co., Winnipeg, intended retiring from business, is not correct. The Commercial has been authorized to make the statement that the company has no intention of giving up business. Some changes have taken place in the management of the company and in the system of doing business, but this has not been done with the intention of withdrawing from the trade. J. H. Anderson, until recently manager of the company, has retired from connection with the business. A change will also be made in the mode of soliciting business. Fewer travellers will be kept on the road. It is expected that country traders will make consignments to the company without necessitating so much personal solicitation, while the saving made in travelling expenses will enable the company to handle goods entrusted to them to the best advantage. Some changes in connection with the branches have also been decided upon, some of the unprofitable branches being withdrawn. In other respects the business will be continued as heretofore, and all consignments will be carefully handled and returns made promptly. The fruit business will be continued, as the company has premises well adapted for this business, but particular attention will be given to the produce department, in handling butter, eggs, etc. The Anderson Produce Co., like most other concerns handling similar goods, met with some losses last year, owing to season peculiarities, etc., but these have been provided for. The company is composed of well known, responsible business men, and they have no intention of throwing up the sponge on account of meeting with a few losses, such as all business concerns are at times subject to.

New Premises.

The Montreal firm of Matthews, Towers & Co., so well known throughout the west as a leading house of the country in men's furnishings, have been compelled to seek larger premises and will no longer be found by customers visiting Montreal in the Board of Trade building. The quarters there have become altogether too confined and they have moved to the building at 14 St. Helen street, where they will have much more commodious premises. With a frontage of 30 feet on St. Helen, extending back for fully 80 feet, and five floors of that area, they have now one of the spacious mercantile establishments of Montreal, covering some 12,000 square feet of floor space. The firm confine themselves strictly to the men's furnishing trade, handling every class of domestic and imported lines in that branch, and may now be considered a leading house of Canada in that particular line. This house from the first has always held a firm grip upon the western trade, and at present S. C. Matthews, of this firm, is now in the west showing fall samples. This gentleman's connection with the west dates away back into the early eighties, when in his visits he had some of the tough experiences of early days, such as the commercial man of the present day does not encounter in his travels now. Mr. Matthews is only one out of seven travelling men which the firm now keep on the road, which gives an idea of the magnitude to which the wholesale trade in men's furnishing goods has grown in the Dominion.