

such as carpets, oilcloths, linoleums, etc.

The third floor is taken up with gloves, hosiery, laces, small wares, gent's furnishings, etc.

The fourth floor is used for reserve stocks, entry and packing room, etc.

The fifth floor will also in the meantime be used only for reserve stocks. New departments will no doubt be added to the business in time when this floor will be more fully utilized.

All these storeys with the exception of the top, are finished with metallic ceilings.

The building is heated by steam from a 35 horse power boiler and is amply protected against fire. Besides a powerful freight hoist it is provided with a light passenger elevator for the more speedy conveyance of employees and visitors to the various floors.

The Brandon Convention.

Brandon, Feb. 9.—A convention of representative men of western Manitoba, under the auspices of the Brandon board of trade, was held in the council chamber, Brandon, last evening. Over a hundred business men from Brandon and surrounding towns, together with representatives from the municipalities to the north, attended. Among those present from Brandon were: Jas. Sherriff, of the Brandon Implement works; John Hanbury, wholesale lumber manufacturer; T. Adams, wholesale harness; F. Smith, wholesale groceries; J. A. Robinson, manufacturer of beverages; A. White-law, wholesale produce; A. F. Campbell, furniture; D. M. McMillan, wholesale coal; A. D. Rankin and A. Shevan, dry goods; A. E. McKenzie, wholesale grain and seed; H. Latimore, trees; A. C. Fraser, dry goods.

A resolution passed by the Reeves in the afternoon was re-affirmed by this meeting, and it was also decided to send a delegate to be appointed by the council of the Board of trade to accompany the delegation.

A petition was read by the secretary which was largely signed. The petition was addressed to the house of commons, and asked that the system of discrimination in freight rates by railroads be forbidden; that a uniform passenger rate of not less than three cents per mile in Manitoba be established; that a railroad commission be appointed, and that surveys be required and companies be compelled to show their ability to carry out the construction of the road before being granted a charter.

Mr. A. C. Fraser, ex-M. P., moved a resolution which was seconded by John Inglis, and unanimously carried. It dealt with the matter of freight rate discriminations and urged strongly that this injustice be removed. Mr. Fraser stated that his resolution applied most directly to the city of Brandon, but that it also applied directly to the farmers in the western portion of the province to whom the development of Brandon meant cheaper prices for their necessities. He thought that the city of Winnipeg was now strong enough to exist without assistance in freight discrimination. Brandon wanted no assistance, simply fair play, and a chance to develop on even terms.

A resolution was moved by Mayor McDonald, seconded by Reeve Pentland asking the government to compel the C. P. R. to give a three cent rate on all its branches as does the N. P. and M. and N. W., and the C. P. R. on a portion of its road.

The following resolution was moved by G. D. Wilson, seconded by Reeve

Poole, of Archie: "Whereas the principle of the public management of rail ways is recognized and adopted the world over, except in Canada, Great Britain and the United States, and whereas in Great Britain and the United States the principle of regulating the private management of railways by means of a national board of trade and interstate commerce commission, is acknowledged and adopted; and, whereas, the federal government has partially recognized the principle of public regulation by constituting the railway committee of the privy council; and, whereas, the railway committee has neither the power nor the machinery necessary to effectually regulate the railways; and, whereas, the unrestricted and unregulated management of railways in Canada has led to numerous and serious grievances, which demand redress; therefore, be it resolved, that this convention strongly urge the federal government to appoint a railway commission, with full powers to regulate and control railway rates, and to redress the grievances of the public."

Alderman Caldwell moved a vote of thanks to those who had so largely attended from a distance.

The attendance at the meeting was a strong evidence of the interest taken in the subject of freight rates and railway extension. The city council chamber was filled with men interested in the subject, some of them having driven 65 miles to be present.

Reeve Poole, of the Municipality of Archie stated in a short but pointed speech that not 50 per cent of their municipality was assessable, simply because they had no transportation facilities. Ald. Caldwell emphasized the fact that the Northern Pacific was the road wanted. The N. P. wanted more mileage in Manitoba and it was the road that would give competition. He pointed out that it was to the interests of those in the west that the road should come from Brandon. The development of Brandon into a populous centre would be directly aiding to all residents of the western portion of the province. Reeve Rodgers, of North Cypress, said the farmers had been drawing their wheat 20 miles for 20 years. They wanted a railroad at all cost. Councillor McNaughton stated that it took the farmers from the time they had threshed until spring to haul their grain to market. Reeve Taylor, of Minota, said many good settlers had moved away because farming could not be profitable so great a distance from market. D. M. McMillan said he understood the N. P., and C. P. R. had entered into an agreement whereby the N. P. for concessions in the state of Washington, would extend their Manitoba lines no farther. He thought they should call upon the government to build the road. R. E. H. Leach, had it on good authority that the N. P. would not extend their Manitoba lines this year. He thought it would be better to have the road built by the government. Reeve Poole of Archie, said it was no time to talk of anything but the immediate building of the road. His people were entirely opposed to the principle of bonusing but they would knuckle down to anything in order to get a railroad.

THE REEVES IN SESSION.

At a meeting composed of representatives of Daly, Woodworth, Minnola, Elton, and North Cypress, held in the afternoon, there were present: From Daly, Reeve Sargent, Councillors Chisholm and Lockhart; from Woodworth,

Reeve Kent, and Councillor McKay; from Minnola, Reeve Taylor and Councillor Thompson; from Elton, Messrs. Waunup and Carswell; from North Cypress, Reeve Rogers and Councillor McNaughton. The purpose of the meeting was the discussion of railway extension, and the following resolution was passed: Moved by A. W. Kent, Reeve of Woodworth, and seconded by D. McNaughton, of North Cypress: "That, whereas the Northern Pacific Railway company, in the building of its line from Portage la Prairie west, has not, in our opinion, received the encouragement from the late government that the importance of the case demands; and, whereas, the introduction of the Northern Pacific railway, in accordance with its proposed charter, would give to the public a colonization road, and also a trunk line; and, whereas, such a line would develop this large stretch of country, relieving the settlers of those heavy burdens they now bear, among which are hauling their grain to market, in some cases a distance of 20 miles; therefore, be it resolved, that a delegation, composed of the Reeve and one councillor from each municipality interested, be sent to Winnipeg to urge upon the government to grant such aid and give such inducements as are necessary for the completion of the road to a point at or near Beulah in time to remove next season's crop." This was carried unanimously.

It was also resolved that Hon. C. F. Meikle, T. C. Norris, M. P., Wm. Howard, A. Fenwick, Thos. Greenwood M. P., and R. F. Lyons be requested to accompany the above delegates.

The resolution was endorsed at the general meeting held in the evening.

Winnipeg Prices a Year Ago.

Following were Winnipeg prices this week last year:

Wheat—No. 1 hard wheat quoted at 69c February delivery.

Flour—Local price per sack: Patent, \$1.35; best bakers', \$1.75.

Oatmeal—\$1.90 per 80 pound sack.

Millstuffs—Bran, \$10 per ton; shorts, \$12 delivered to city dealers.

Oats—Carlots on track, 30c.

Flaxseed—Per bushel, retail, 70 to 80c.

Barley—21 to 25c per bushel for feed grades in carlots on track. Maltng barley in carlots on track, 27 to 30c per bushel.

Corn—In carlots, 41 to 43c per bushel of 56 lbs.

Butter—Dairy, jobbers' selling at 15 to 17c; fresh creamery, 22 to 23c to buyers.

Cheese—9 1-2 to 10c per pound at factories.

Eggs—Dealers asking 20 to 22c per dozen for fresh candled eggs. Lined, 16 to 17c.

Hides—No. 1 green hides, 61-2c; frozen stock, 6 to 61-2c per lb.

Wool—8 to 81-2c for unwashed fleece. Seneca—21c per lb.

Hay—Baled, \$7 to \$7.50 per ton on cars. Loose hay worth \$6 to \$7.50 per ton.

Potatoes—40 to 45c per bushel on the street.

Dressed Poultry—Turkeys, 10 to 12c per lb.; chickens, 10 to 12c; ducks, 10c; geese 9 to 10c.

Gains—Rabbits, 81-2c each; pigeons, 20c per pair.

Dressed meats—Fresh killed beef, if dressed, 6 to 61-2c; country frozen beef, 5 1-2c; mutton, 7 to 8c; lamb, 8 to 9c; hogs, 53-4c; veal, 6 to 7c.

Live Stock—Cattle, 3 to 3 3-4c for butchers' stock; steckers, 2 1-2 to 2 3-4c per lb.; hogs, 43-4c off cars for selected weights.