

costing 4c per lb. for freight, and very often having to be sold for 4c or 7c when it got back. Another thing was that many men who came in to sell played off one buyer against another and frequently got considerably more than the cheese or butter was worth if they had a produce exchange and announced certain days on which they would buy, all this would be done away with. Men would then have an incentive to make only the very best article. He hoped those present would discuss the matter freely. He had a small book of rules, regulations and by-laws governing an exchange of this kind in Minneapolis, which might be useful as a guide.

Mr. Macdonald moved that Mr. C. N. Bell act as secretary of the meeting. Owing to great accumulation of business, Mr. Bell felt compelled to decline. Mr. Hicks then moved that Mr. Joseph Carman act as secretary. This motion was carried, and Mr. Rogers then declared the meeting opened.

After some preliminary discussion, Mr. Rogers called on Mr. Clough, buyer for J. Y. Griffin & Co., who came recently from Ontario, to express his views on the subject. Mr. Clough said that he was in sympathy with the idea of an exchange. Before entering into the question he would like to say that he thought neither the dairy superintendent or the government had the slightest need to feel discouraged. He had had twenty-four years experience in cheese making, and he had visited some twenty of the factories in Manitoba, and found that the system reflected great credit on the dairy superintendent. It was true some factories were using poor color and poor rennet, but he thought that was partly the fault of those who supplied these articles, not having a practical knowledge of the requirements. He would strongly favor an exchange. They had them now in all the small towns in Ontario, and they worked well. He did not wish to be selfish, but he thought it a mistake for groceries and others who were not experts from the factories. They were not capable of grading it and with them a cheese was a cheese. As to the matter of inspection, in the east they had a rule that if any dispute arose the buyer chose an arbitrator, and the seller another, and if they could not agree they chose a third, and in that way the matter was settled.

Mr. Rogers next called on Mr. Wm. Scott, but Mr. Scott said he was not prepared to speak.

Mr. Hicks was next called on. He expressed himself in sympathy with the idea of an exchange.

Mr. Carman thought a committee should be appointed to get matters in shape for another meeting.

Mr. Hicks moved and Mr. Margetson seconded, and it was carried, "That in the opinion of this meeting it is desirable to form a produce exchange and that a committee be appointed to inquire further into the matter, draft rules and regulations suitable for such exchange, and that the committee wait upon the wholesale fruit men of the city and secure their co-operation."

It was then moved by Mr. Macdonald, seconded by Mr. Hicks, and carried, that Messrs. Clough, Hicks, Scott, Rogers and Arundle form this committee.

Mr. Hicks moved, seconded by Mr. Arundle, that the second meeting be next Monday night in the same place and that the committee be prepared to report.

The meeting then adjourned. The committee met at the close of the regular meeting.

An Ambitious Enterprise.

Mr. Mann, of Messrs. Mackenzie, Mann & Co., has handed the following statement to the Montreal Herald. It contains all the information he will give regarding the firm's railway projects in Manitoba and the North-west:

"Under our charter we have power to build from Port Arthur to Prince Albert via Winnipeg, and we are asking parliament for powers to extend our line to Edmonton, following the valley of the Saskatchewan river. We will have about 300 miles of this railway completed north of Winnipeg this season, and we intend to build this line on to Edmonton at the rate of about 100 miles a year, or as fast as the country settles up."

"We will build about 150 miles of the line between Winnipeg and Port Arthur this season."

"I do not think that we will be

ed the council, requesting their assistance in an endeavor to get McKenzie & Mann to make connections between Winnipeg and some point on the Dauphin road by reconstructing the old H. B. K. and making an extension to the Dauphin line in the neighborhood of Plumus.

The council referred the matter as presented to a committee of the board which is dealing with the question of the extension of the Dauphin road to Prince Albert, with a request that the council take the first opportunity of interviewing Messrs. McKenzie & Mann on the subject.

TWINE GRASS.

A letter was read from the provincial department of agriculture stating that in response to a request made by the board they would secure all information possible as to the character and quantity of wire grass land in the neighborhood of Winnipeg to



PONTOON BRIDGE OVER THE RED RIVER AT ELM PARK, WINNIPEG.

able to finish the line between Port Arthur and Winnipeg next year. We have no plans at present for a trans-continental line. Our railway programme for the present will be confined to the above lines, namely, from Port Arthur to Edmonton, a distance of 1,300 or 1,400 miles.

"A thousand miles of this distance is a wheat-growing country, as we do not run through the dry belt that the other trans-continental lines pass through, thus giving us a wheat-growing country over the entire distance crossing the prairies."

Winnipeg Board of Trade.

A meeting of the council of the board of trade was held Tuesday afternoon when a deputation, comprising Messrs Tuck, Muir, and Davis, from the Flea Island settlement, between Portage la Prairie and Lake Manitoba, address-

furnish data to a grass twine company in St. Paul, who are desirous of establishing and operating a factory here, if sufficient material is available.

ST. ANDREW'S RAPIDS.

Letters acknowledging receipt of the resolution passed at a public meeting here regarding St. Andrew's Rapids improvements, were read from Sir Wilfrid Laurier, Hon. J. I. Tarte, Hon. C. Sifton, and Hon. A. G. Blair.

CUSTOMS FRAUDS.

A lengthy communication was read from the Toronto board of trade asking the Winnipeg board to endorse a report made by the dry goods section of the Toronto body concerning the notorious fact that efforts are being continually made to defraud the customs revenue by under-valuation and false invoices, and that it is necessary for the protection of the honest im-