

## REMOVAL NOTICE.

## O'LOUGHLIN BROS. &amp; CO.,

Have removed to their

New Premises, No. 41 Princess Street

Where they will be Pleased to see all Friends and Customers.

Wholesale Paper, Stationery and General Jobbers,  
AND PRINTERS.

41 Princess Street,

WINNIPEG.

## Montreal Markets.

Flour—On local account there is a fair movement. In straight rollers it is said that Ohio brands are offered for spring delivery at equal to \$2.80 laid down here. A lot of 500 barrels of Ontario rollers was sold recently at \$2.90 laid down here, but the brand, it is said, was not the best. Good roller flour is quoted at \$3 here on track, at which figure business has been done. In strong bakers a round lot of choice city brand was sold at \$3.50. We quote:—Patent, spring, \$3.60 to \$3.65; Ontario patent, \$3.30 to 3.50; Straight roller, \$3 to 3.20; extra, \$2.70 to 2.90; superfine, \$2.45 to 2.65; fine, \$2.15 to 2.30; city strong bakers, \$3.40 to 3.55; Manitoba bakers, \$3.25 to 3.55; Ontario bags—extra, \$1.35 to 1.40; straight rollers, \$1.50 to 1.55; superfine, \$1.15 to 1.30; fine, \$1 to 1.10.

Oatmeal—Western millers are offering car lots of rolled at \$4.10 on track. In jobbing lots prices are quoted as follows:—Rolled and granulated, \$4.20 to \$4.35; standard, \$3.95 to \$4.15. In bags, granulated and rolled are quoted at \$2.10 to 2.15, and standard at \$1.95 to \$2.

Bran, etc.—The scarcity of bran continues, with sales of two car loads reported at \$18 to arrive. Shorts are in fair demand, with sales of car loads at \$19.

Wheat—Prices keep nominal in the absence of actual business, and we quote No. 1 Manitoba hard wheat at 76 to 77c and No. 2 at 74 to 75c. Quotations are also nominal at 64 to 65c. for No. 2 red winter. The sale is reported of two cargoes white winter wheat at 62c aboard New York.

Oats—Here car lots have been sold at 41c per 34 lbs for No 2 Ontario, and we quote 40½ to 41c for the local trade.

Barley—Prices steady, with sales of feed barley at 43c.

Cured Meats—In lard there have been sales of 500 pail lots of compound at \$1.45, and we quote \$1.45 to 1.50. A better demand has sprung up for smoked meats at easier prices, sugar-cured hams having sold at 10½ to 11½c, while breakfast bacon has sold at even higher prices than hams, sales transpiring at 11 to 12c.

Dressed Hogs—The season is nearly over, with packers short of their usual supply. Two or three car loads of heavy hogs were delivered here this week at \$5.90 to \$6 per 100 lbs.

Apples—Prices are ranging at \$4.50 to \$6 per barrel. Stocks are very light.

Eggs—The wind up of the egg season is very disappointing to dealers and packers, an unexpected range of low values having set in, which are anything but profitable to holders. The depressed state of the market is owing to the large quantities of western limed and held stock that have been flung on this market for

realization, and hence the unprecedented low prices that have ruled for weeks past. Western limed range all the way from 7 to 9½, as to quantity and quality. Montreal limed are quoted at 9 to 11c, and held fresh at 8 to 10c. Fresh boiling stock is quoted at 18 to 19c.

Butter—There is a marked scarcity in finest goods, and there is no difficulty in getting top figures for such qualities. There are sufficient secondary grades. Finest creamery has sold in jobbing lots at 25c, with single tubs of selected bringing 26 to 27c. Finest Eastern townships dairy has sold at 23c, and finest western at 20c. Single packages new butter have brought 24 to 25c.

Cheese—There has been considerably more activity in cheese during the past week, and sales amounting to about 8,000 or 9,000 boxes have been made at prices ranging from 10½ to 11½c, one or two lots of under grades going at less money. The wind up of the season has been a disappointment to holders on this side, as 12 was confidently looked upon as being the ruling figure long before this for finest goods.

Onions—Are booming, and very good sales are reported for Canadian red and yellow onions at \$2.25 to 2.50 per barrel. Stocks are very light.

Potatoes—Potatoes are having very slow sales at 55 to 60c on track and 10c a bag extra for small jobbing lots. The supply is more than equal to the demand, and lower prices are looked forward to.

Hides—The prices of light hides has been reduced ½c per pound to 3c for No. 1 to dealers and 3½c to tanners. But Holders are not willing to sell to tanners at the reduced rates. Calfskins are selling at 5c to dealers, but not many coming in. Sheepskins are unchanged 75 to 80c. We quote prices as follows:—Nos 1, 2 and 3 light hides, to tanners, 3½, 2½ and 1½c, and to dealers, 3, 2c and 1c. Heavy steers, 3 to 4c. Calfskins, 5c; lambskins, 75 to 80c.—Trade Bulletin, March 2.

## Morden Board on Freights.

The board of trade of Morden, Man., has been in correspondence with Mr. VanHorne, of the Canadian Pacific, upon the question of lower grain freight rates. Following is an excerpt from a letter of the board to Mr. VanHorne:—

"When wheat fetched higher prices the farmers of this province recognized the right of the Canadian Pacific railway to charge the present rates on grain, and for years they have cheerfully acquiesced in your tariff rates, but the truth must be told, the time has arrived through the decline of wheat values in the markets of the world when it is found impossible to obtain a decent living in Manitoba and pay the present rates for freightage. Therefore we urgently ask you to make a substantial reduc-

tion in grain rates, as nothing short of a considerable reduction will satisfy the people of this country."

The following reply has been received from Mr. VanHorne:—

Dear Sir,—I have your letter of the 1st February. In a letter written some months ago to the Winnipeg Board of Trade, I went fully into the question of wheat rates, and gave what our directors deemed to be conclusive reasons against a further reduction under present conditions. This letter and the figures accompanying it, were published in the Northwestern papers at the time. I also wrote a letter to Charles Braithwaite on the same subject, a copy of which I enclose.

I do not see that I can add anything to what I have stated in these communications except that the Canadian Pacific Railway Company is suffering with everybody else, as is clearly indicated by the fact that its net earnings for December fell off about a quarter of a million dollars as compared with the same month the year before.

I am sure that any right thinking man will agree with me that anything tending to stop the dividends of the Canadian Pacific Railway and break down its credit, will be about the worst calamity that can befall the Dominion at large, and that it would make our situation in the Northwest immeasurably worse than it is now. Railways embracing nearly one-third of the mileage in the United States are to-day in the hands of receivers, although they have been receiving higher rates than are charged by the Canadian Pacific. You must pardon us if we are disinclined to follow them. Their bankruptcy has brought distress to the communities traversed by them, such as has never been known in the Canadian Northwest.

It is now seen that the railway has become the nervous system of the body politic. Other things may cause local aches and pains, but when the nervous system is affected the case becomes serious indeed, for all parts then suffer.

Your chief competitors in wheat producing are the United States, Russia, India, and perhaps the Argentine Republic, and it should not be forgotten that they have as high, and in most cases, higher rates to pay for the carriage of their wheat to the seaboard and to the world's markets, than you have to pay from Manitoba; and therefore you are as well able to withstand competition as any of them, particularly in view of the fact that your wheat is better than theirs.

Periods of depression in the price of wheat and periods of high prices have occurred in the past, and will occur in the future. The present depression in the price of wheat is greater than has been known within our experience, but it should not be forgotten that the cost of transportation has been enormously reduced in late years, and that the farmers are getting about as much money for their wheat to day as