

## Manitoba.

W. S. Young, hardware, Selkirk, has sold out to Mr. Dyrks, of Winnipeg.

Mooelck & Co., jewelry, etc., Macgregor, have dissolved partnership.

The total amount of duty collected at Melita last year was \$2,777. The collection for July and August were \$3,100.

Building Inspector Rodgers, of Winnipeg, states that 40% permits for buildings, aggregating \$1,284,100 in value, have been issued this year, as against 27% permits and an aggregate of \$890,029 last year.

The business of Taylor Bros, fruits, Winnipeg, will probably be taken over shortly by a joint stock company, which is being formed to assume the business with a view to increasing the scope of operations.

The Catholics of Winnipeg have accepted a proposition made to them at their own request by the city school board a short time ago and have handed over their separate schools to the board to be conducted as public schools hereafter.

The wholesale fruit dealers of Winnipeg were represented before the city market, license and health committee on Tuesday in reference to the transit of fruit by rail, which is their desire to have passed. The fruit men complain that at certain times of the year eastern people come into the city and sell fruit in wholesale quantities to the detriment of the local business of the city. They complain that these transient traders take away much of the business that rightfully belongs to them; their places of business are under their hats and much of the fruit they sell is of inferior quality and could not find a place in the market if its quality were known before it is sold. The committee has not decided to recommend a by-law.

## Assiniboia.

The Northern Elevator Company will erect a new elevator at Wolseley of 25,000 bushels capacity.

Jas. Mundell has taken over the Windsor hotel business at Wolseley and is applying for a transfer of the license.

## Alberta.

The Lethbridge board of trade met on Monday to consider a proposition to meet the railway freight rate commission, who is now hearing complaints throughout the province. It was decided that Lethbridge had no complaints to make and that it was unnecessary for the commissioner to visit that point.

## Northwestern Ontario.

J. W. Bray & Co. have opened in the hardware business at Port Arthur.

The new Canadian Northern Railway company bridge across the Ratny River between Beaver Mills, Ontario, and Beauport, Maine, was opened for traffic on Monday.

The Ratny River Navigation Company have inaugurated a daily boat service between Port Arthur and Port Frances. The Keenora will leave here every evening and connect with the steamer Agave at Beaver Mills. The navigation company depends on the fact that they are getting on this route for they are steadily putting up a splendid service. Both freight and passenger business have been exceedingly brisk this summer and there seems to be no end to the amount of freight now arriving for Ratny River points.

## Freight Rates.

Business in ocean grain freights has continued very quiet, the demand being chiefly for small lines for prompt shipment, consequently there is still considerable September room offering on the market. In spite of the dullness and at American ports, rates from this port are fairly well sustained, and in fact 3d more was paid to-day for Liverpool room than could have been obtained a week ago. On the whole the market is quiet and little activity is expected until the new crop of grain commences to move more freely this way. We quote: Liverpool, 1s 8d; London, 1s 8d; Glasgow, 1s 8d; Avonmouth, 1s 8d; Manchester, 1s 8d; Hamburg, 1s 8d; Antwerp, 1s 8d; Leith, 1s 8d; Belfast, 2s 3d; Belfast, 2s 3d; Cardiff, 2s 3d; Montreal Gazette.

## Statistical Wheat Report.

## WHEAT IN CANADA.

Stocks of wheat in Canada at principal points of accumulation are reported as follows:

|                      |         |
|----------------------|---------|
| Montreal             | 95,000  |
| Thunder Bay          | 10,000  |
| Coteau, Que.         | 220,000 |
| Depot Harbor, Ont.   | 200,000 |
| Quebec               | 40,000  |
| Port William, P.E.I. | 180,000 |
| Keweenaw             | 518,000 |
| Manitoba elevators   | 250,000 |

|                     |           |
|---------------------|-----------|
| Total Aug. 24       | 1,488,000 |
| Total previous week | 1,780,000 |
| Total a year ago    | 1,657,000 |

## BRADSTREET'S REPORT OF STOCKS.

Total stocks in the United States and Canada, east of the Rocky Mountains, as reported by Bradstreet's Agents, 24, were 37,428,000 bushels, as against 38,067,000 bushels for the previous week. Total stocks in Canada at Pacific coast ports on Aug. 1 were 3,085,000 bushels.

## THE VISIBLE SUPPLY.

The Chicago visible supply statement of stocks in the United States and Canada, east of the Rocky Mountains, for the week ended Aug. 31, was 27,900,000 bushels, as against 27,850,000 bushels for the week. A year ago the visible supply was 22,400,000 bushels. The visible supply of wheat in the United States, 14,500,000 bushels, four years ago 14,817,000 bushels, five years ago 14,817,000 bushels.

## STOCKS OF OATS AND CORN.

The visible supply of oats in the United States and Canada, east of the Rocky Mountains, is 6,001,000 bushels, compared with 4,253,000 bushels a year ago. The visible supply of corn in the United States, compared with 5,515,000 bushels a year ago, according to the Chicago statement.

## WORLD'S WHEAT STOCKS.

Stocks of wheat in America and Europe and about for Europe Aug. 1 in eastern Bradstreet's report:

|      | Bushels.    |
|------|-------------|
| 1901 | 115,000,000 |
| 1902 | 115,000,000 |
| 1903 | 115,000,000 |
| 1904 | 115,000,000 |
| 1905 | 115,000,000 |
| 1906 | 115,000,000 |
| 1907 | 115,000,000 |
| 1908 | 115,000,000 |
| 1909 | 115,000,000 |
| 1910 | 115,000,000 |

## CROP MOVEMENT.

The following table gives the receipts of wheat at the four principal United States spring wheat markets, from the beginning of the crop movement to July 1, 1901, compared with the same period of last year.

|              | This Crop. | Last Crop. |
|--------------|------------|------------|
| Minneapolis  | 6,041,216  | 5,857,825  |
| St. Louis    | 701,701    | 687,750    |
| Indianapolis | 1,531,197  | 1,591,851  |
| Chicago      | 8,369,181  | 7,681,148  |

|             | This Crop. | Last Crop. |
|-------------|------------|------------|
| Total       | 17,303,716 | 16,000,149 |
| St. Louis   | 3,239,000  | 3,153,112  |
| St. Louis   | 2,914,855  | 2,770,201  |
| Detroit     | 684,205    | 878,987    |
| Kansas City | 8,836,900  | 12,229,017 |
| Total       | 22,005,025 | 21,000,307 |

## Grain and Milling Notes.

The exterior work on the Lake of the Woods Milling Co.'s new office building on McDermott street, Port Arthur, nearing completion. The building will be a handsome structure and an ornament to the street.

The contract for a new million bushel steel, fire-proof elevator which the Montreal harbor commission proposes to erect in the centre of the harbor, has been awarded to J. O. Jamieson, contractor and engineer, of 9442-9th, subject to the approval of the minister of public works.

The London Leader in an elaborate summary of the world's production this year estimated it at 2,640,000,000 bushels, of which Europe is credited with 1,200,000,000 bushels, and other countries with 1,440,000,000 bushels, while in 1900 the world's production was 2,528,000,000 bushels. The Leader credits Russia with 320,000,000 bushels, France 204,000,000 bushels, Germany 152,000,000, Italy 128,000,000 bushels, Spain 12,000,000 bushels, United States 930,000,000 bushels, Canada 614,000,000 bushels and India 248,000,000 bushels.

There were 22 business failures in Canada last week as compared with 26 the previous week and 18 a year ago.

## Winnipeg Grain Inspection.

During the week ending August 31 there were inspected at Winnipeg and the following quantities of outward bound grain:

Wheat—No. 1 hard, 42 cars; No. 2 hard, 10 cars; No. 3 hard, 10 cars; 1 northern, 7 cars; No. 2 northern, 2 cars; rejected, 2 cars; condemned, 2 cars. Oats—No. 1, 25 cars. Oats—No. 2, 2 white, 8 cars. Flax—None.

This made a total inspection for the week of 102 cars, as compared with 122 cars, 10 cars, 10 cars, 10 cars, 22 cars in the same week last year. Of the total inspections a year ago 239 cars graining and 10 cars.

With the returns given above the inspector for Manitoba closed his records for the crop year of 1900. The following totals for the year will be of interest at this juncture.

Wheat—No. 1 hard, 1,192 cars; No. 2 hard, 2,188 cars; No. 3 hard, 4,065 cars; No. 1 northern, 10 cars; No. 2 northern, 14 cars; No. 3 northern, 100 cars; No. 1 white, 10 cars; No. 2 white, 10 cars; No. 1 spring, 1 car; No. 1 frosted, 3 cars; No. 2 frosted, 137 cars; No. 2 rejected, 96 cars; No. 3 rejected, 4 cars; condemned, 67 cars; feed, 1 car. Total, 12,886 cars, or 12,355,280 bushels of wheat inspected during the year at graining and 10 cars.

Oats—No. 1 white, 7 cars; No. 2 white, 70 cars; No. 2 mixed, 13 cars; No. 1 rejected, 20 cars; No. 2 rejected, 102 cars; making the total of 418 cars, containing in all 547,900 bushels.

Barley—No. 3, 10 cars; no grade, 4 cars; feed, 14 cars; making a total of 24 cars, or 28,000 bushels.

Flax—No. 1, 1 car; No. 2, 2 cars; rejected, 27 cars; no grade, 13 cars; making a total of 43 cars, or 35,650 bushels.

With reference to the above yearly totals it may be well to explain that these figures comprise all the wheat shipped to Port William, Port Arthur, Winnipeg and Duluth from Manitoba and the Territories from last year's crop, and also the wheat used at Ogish's mill at Winnipeg. Besides quantities given some wheat was shipped to British Columbia mills and also some to the Territories. None of the shipments were inspected as it is not customary to have British Columbia shipments inspected, so that the quantity sent westward cannot be given.

## Manitoba Wheat Stocks.

There were 318,408 bushels of wheat in stock at Port William on Aug. 24. Receipts for the week were 38,770 and shipments 17,578. A year ago stocks at Port William were 1,070,000 bushels. Two years ago they were 1,012,000 bushels, and three years ago 1,000,000 bushels. Stocks in store at Port William, Port Arthur, Keweenaw, Winnipeg and interior points are estimated approximately at 948,000 bushels, compared with 2,530,000 bushels a year ago, 2,150,000 bushels two years ago, 400,000 bushels three years ago.

## Grain Exchange Council.

A meeting of the council of the grain local board, held on Tuesday, April 2, was attended by a large number of firms to be represented on the exchange and a number of applications for membership. By the by-laws of the exchange any firm wishing to have their clerks admitted to the exchange must apply in writing and become responsible for the actions of the clerk and pay a fee of \$5 for each. Under this rule several tickets were issued.

As half board and commission fees are allowed between members a full list of all the members up to date is to be at once printed and distributed to members.

As contract wheat when tendered for delivery must be at regular warehouse or elevator for elevators or warehouses at Port William or Port Arthur the council has decided that King's elevator, Port Arthur, and C. P. R. elevators, A. B. C. and D. Port Arthur, will be "B" elevators.

A number of associate members were elected. Associate members are admitted on reduced fees and they must not be resident within ten miles of the city. A large number of country dealers and other associate members in taking advantage of the one-half brokerage and commission rates charged to outsiders.

## Winnipeg Prices a Year Ago.

Following were Winnipeg prices this week last year:

Wheat—No. 1 hard closed at 81c in store. Port William. Flour—No. 1, 10c; No. 2, 9c; No. 3, 8c; No. 4, 7c; No. 5, 6c; No. 6, 5c; No. 7, 4c; No. 8, 3c; No. 9, 2c; No. 10, 1c; No. 11, 1c; No. 12, 1c; No. 13, 1c; No. 14, 1c; No. 15, 1c; No. 16, 1c; No. 17, 1c; No. 18, 1c; No. 19, 1c; No. 20, 1c; No. 21, 1c; No. 22, 1c; No. 23, 1c; No. 24, 1c; No. 25, 1c; No. 26, 1c; No. 27, 1c; No. 28, 1c; No. 29, 1c; No. 30, 1c; No. 31, 1c; No. 32, 1c; No. 33, 1c; No. 34, 1c; No. 35, 1c; No. 36, 1c; No. 37, 1c; No. 38, 1c; No. 39, 1c; No. 40, 1c; No. 41, 1c; No. 42, 1c; No. 43, 1c; No. 44, 1c; No. 45, 1c; No. 46, 1c; No. 47, 1c; No. 48, 1c; No. 49, 1c; No. 50, 1c; No. 51, 1c; No. 52, 1c; No. 53, 1c; No. 54, 1c; No. 55, 1c; No. 56, 1c; No. 57, 1c; No. 58, 1c; No. 59, 1c; No. 60, 1c; No. 61, 1c; No. 62, 1c; No. 63, 1c; No. 64, 1c; No. 65, 1c; No. 66, 1c; No. 67, 1c; No. 68, 1c; No. 69, 1c; No. 70, 1c; No. 71, 1c; No. 72, 1c; No. 73, 1c; No. 74, 1c; No. 75, 1c; No. 76, 1c; No. 77, 1c; No. 78, 1c; No. 79, 1c; No. 80, 1c; No. 81, 1c; No. 82, 1c; No. 83, 1c; No. 84, 1c; No. 85, 1c; No. 86, 1c; No. 87, 1c; No. 88, 1c; No. 89, 1c; No. 90, 1c; No. 91, 1c; No. 92, 1c; No. 93, 1c; No. 94, 1c; No. 95, 1c; No. 96, 1c; No. 97, 1c; No. 98, 1c; No. 99, 1c; No. 100, 1c; No. 101, 1c; No. 102, 1c; No. 103, 1c; No. 104, 1c; No. 105, 1c; No. 106, 1c; No. 107, 1c; No. 108, 1c; No. 109, 1c; No. 110, 1c; No. 111, 1c; No. 112, 1c; No. 113, 1c; No. 114, 1c; No. 115, 1c; No. 116, 1c; No. 117, 1c; No. 118, 1c; No. 119, 1c; No. 120, 1c; No. 121, 1c; No. 122, 1c; No. 123, 1c; No. 124, 1c; No. 125, 1c; No. 126, 1c; No. 127, 1c; No. 128, 1c; No. 129, 1c; No. 130, 1c; No. 131, 1c; No. 132, 1c; No. 133, 1c; No. 134, 1c; No. 135, 1c; No. 136, 1c; No. 137, 1c; No. 138, 1c; No. 139, 1c; No. 140, 1c; No. 141, 1c; No. 142, 1c; No. 143, 1c; No. 144, 1c; No. 145, 1c; No. 146, 1c; No. 147, 1c; No. 148, 1c; No. 149, 1c; No. 150, 1c; No. 151, 1c; No. 152, 1c; No. 153, 1c; No. 154, 1c; No. 155, 1c; No. 156, 1c; No. 157, 1c; No. 158, 1c; No. 159, 1c; No. 160, 1c; No. 161, 1c; No. 162, 1c; No. 163, 1c; No. 164, 1c; No. 165, 1c; No. 166, 1c; No. 167, 1c; No. 168, 1c; No. 169, 1c; No. 170, 1c; No. 171, 1c; No. 172, 1c; No. 173, 1c; No. 174, 1c; No. 175, 1c; No. 176, 1c; No. 177, 1c; No. 178, 1c; No. 179, 1c; No. 180, 1c; No. 181, 1c; No. 182, 1c; No. 183, 1c; No. 184, 1c; No. 185, 1c; No. 186, 1c; No. 187, 1c; No. 188, 1c; No. 189, 1c; No. 190, 1c; No. 191, 1c; No. 192, 1c; No. 193, 1c; No. 194, 1c; No. 195, 1c; No. 196, 1c; No. 197, 1c; No. 198, 1c; No. 199, 1c; No. 200, 1c; No. 201, 1c; No. 202, 1c; No. 203, 1c; No. 204, 1c; No. 205, 1c; No. 206, 1c; No. 207, 1c; No. 208, 1c; No. 209, 1c; No. 210, 1c; No. 211, 1c; No. 212, 1c; No. 213, 1c; No. 214, 1c; No. 215, 1c; No. 216, 1c; No. 217, 1c; No. 218, 1c; No. 219, 1c; No. 220, 1c; No. 221, 1c; No. 222, 1c; No. 223, 1c; No. 224, 1c; No. 225, 1c; No. 226, 1c; No. 227, 1c; No. 228, 1c; No. 229, 1c; No. 230, 1c; No. 231, 1c; No. 232, 1c; No. 233, 1c; No. 234, 1c; No. 235, 1c; No. 236, 1c; No. 237, 1c; No. 238, 1c; No. 239, 1c; No. 240, 1c; No. 241, 1c; No. 242, 1c; No. 243, 1c; No. 244, 1c; No. 245, 1c; No. 246, 1c; No. 247, 1c; No. 248, 1c; No. 249, 1c; No. 250, 1c; No. 251, 1c; No. 252, 1c; No. 253, 1c; No. 254, 1c; No. 255, 1c; No. 256, 1c; No. 257, 1c; No. 258, 1c; No. 259, 1c; No. 260, 1c; No. 261, 1c; No. 262, 1c; No. 263, 1c; No. 264, 1c; No. 265, 1c; No. 266, 1c; No. 267, 1c; No. 268, 1c; No. 269, 1c; No. 270, 1c; No. 271, 1c; No. 272, 1c; No. 273, 1c; No. 274, 1c; No. 275, 1c; No. 276, 1c; No. 277, 1c; No. 278, 1c; No. 279, 1c; No. 280, 1c; No. 281, 1c; No. 282, 1c; No. 283, 1c; No. 284, 1c; No. 285, 1c; No. 286, 1c; No. 287, 1c; No. 288, 1c; No. 289, 1c; No. 290, 1c; No. 291, 1c; No. 292, 1c; No. 293, 1c; No. 294, 1c; No. 295, 1c; No. 296, 1c; No. 297, 1c; No. 298, 1c; No. 299, 1c; No. 300, 1c; No. 301, 1c; No. 302, 1c; No. 303, 1c; No. 304, 1c; No. 305, 1c; No. 306, 1c; No. 307, 1c; No. 308, 1c; No. 309, 1c; No. 310, 1c; No. 311, 1c; No. 312, 1c; No. 313, 1c; No. 314, 1c; No. 315, 1c; No. 316, 1c; No. 317, 1c; 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