Lignite Coal in Bricks.

Among the larger lignite coal opera-tors in North Dakota much interest is displayed in the process which a 20 displayed in the process which a 20 ting lignite. It is said that his pro-cess is practical and overcomes all of the obstacles which have confronted the lignite operators in their efforts to put the product on the market in a part of the product of the market in a shape.

shape. For some years Germany and other European countries have taken the lead in advanced processes for briquetting lightite. The low grade colision of the leading lightite. The low grade colision was also also the leading lighting ligh would not affect the quality of the fuel and would disappear in burning as readily as the lignite. Experiments made during the poat two weeks in-solved the problem. His binder is said to come from ruw material going to waste annually in North Dakota. The Washburn Lignite Coal at Wilton, N. D., will apply the new process as soon as it is ready.

Stoves which burn test and will be out the market as competiors for on the market as competiors for

on the market as competitors for northwestern business early in the year.—Minneapolis Commercial Bull

Railway and Traffic Matters.

It is reported from the east this reek that the expressed intention of he C. P. R. and G. T. R. roads to alse their general freight tariff to neet increased cost of labor and matrials, will not be carried out in the

meantime.

The Canadian Pacific Railway general freight department has issued a circular stating that it is now in a position to accept freight to stations on the Forrest, Snowliake Wascada Weilwood and Selkirk extensions. As there are no agents at many of the points, the freight must be prepaid.

points, the freight must be prepaid.
There is a report at Toronto that
the Canadian Northern railway has
nade an agreement with the Great
Northern by which the latter will be
erabled to carry freight to Winnipez.
The companies' tracks join at Emersen, on the Manitoba boundary. This
into effect in the spring.
The wave services.

into effect in the spring.

The average railroad company spends more money every year for paper than it spends for steel rails, says an exchange. The statement may seem incredible, but any railroad man, or anyone who has had the least experience in railroad work, or has seen the routine of a vast railroad system, will accept it without hesitation.

will accept it without hesitation. The company which last year secured a charter and subsidy to construct a railway from the Pacific coast into the Kootenay country, has made financial arrangements in New York for carrying out the scheme, providing an additional subsidy is grant ed. The section from Vancouver for the France river will be reconstructed and the property of the results of the results of the scheme and the results of the scheme provided the results of the scheme with the results of the scheme.

Victoria is part of the scheme.

So great has been the car shortage become on railways operating in the northwest that managers are becoming positively churlish where interhange of traffic is concerned. The latest manifestation of 'his is the remain of the Great Northern Railway Company to permit its cars to create the boundary into Manifest claimed, that the C. P. R. holds the cars have long on this side. These cars have long on this side. These cars have now to be unloaded at the boundary and the goods reloaded into C. P. R. cars. Settlers' effects are also subject to this rule.

The preliminary report of the in-terstate commerce cimmission of the United States on the income account of rollways in the United States for the year ended June 20 last, contains returns of railway companies operat-ing 195,948 miles of line or possibly 38 per cent. of the total railway mile-age of the United States. The passenage of the United States. The passen-ger earnings of these railways were \$472,429,165, and the freight earnings \$1,200,884,603. Including these and other earnings from operations, gross earnings amounted to \$1,711,145,200, or \$8,735 per mile of line, and operating expenses \$1,106,157,409, or \$5,645 per nile of line, showing that net earnings were \$605.616,725, or \$3.091 per mile. The net earnings were \$51,395,422 g.eate, than during the previous year.

gentee than during the previous year. Railroads all over the country are preparing to advance freight rates says a Chicago despatch to the New York Times. This, it is declared, will be done to offset the .0 ser c.n. advance in wages of employes lately made by a number of roads, and which will have to be followed by all other roads to avert strikes. The all other roads to avert strikes. The Central Freight Association lines wal meet to-day to consider a proposition to advance rates on grain and flour from Chicago and St. Louis to the Atlantic. The present rate is 17% Atlantic The present rate is 17½ cents from Chicago to New York, and the new rate is to be 20 cents. This will raise the rates on grain and its products from the Missouri river to the Atlantic seuboard. Al₂ cents per hundred. The Pennsylvania railroad, according to reports, will take the initiative in advancing rates on articles. itiative in advancing rates on articles for local consumption. It proposes to advance tariffs on iron and steel pro-ducts 40 per cent, and on stone, brick and relative products 10 cents a ton. An advance in class rates is to be brought about by changing and revis-ing the classification.

The Railway Situation

The Railway Situation.

The railroad situation is certainly a remarkable one, says Bradstreet's, shortages, of lack of motive power or veven of insufficient yard facilities. The fact is becoming appreciated that the railroads is so large that new measures must be devised to meet new conditions. Even among railroad measures must be devised to meet new conditions. Even among railroad measures that the congestion is welcomed. At several centres the one drawback to an otherwise ideal trade situation is the iron and steel, lumber and manufactured merchandise, which have been bought but cannot be delivered to construct the conditions. The second is a second of the second in the second weather will remain mild and that some of the present congestion will be relieved before winter storms render the problem of transportation still

Stove Prices Advance.

At the meeting of the Western Association of Stove Manufacturers in quarterly session at the Auditorium hotel, Chicago, November 18th, a 5 stoves of all kinds was decided upon. A few of the members present favored a raise of 10 per cent, but compromisent advance was established. The increase in the cost of coke, at least 30 per cent, and iron, 60 to 70 per reason given by the manufacturers for taking this step. About 45 or 50 were present at the meeting, including a diagrates from the Southern Association

Canadian Cattle Exports.

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Canada's live stock trade from the pert of Montreel for the season of the control of the season of the control of the control of the control of the control of the season of the control of th

Obituary.

Obituary.

Winnipeggers were shocked to learn of the sudden death at Montreal, this resident of Winnipeg. Deceased formerly lived in this city, and was enlarged with his father, the late Arch. McBean, in the grain business here. Five years ago he moved to Montreal, business and the summer of the

London Wool Sales

London Wool Sales,
London, Nov. 22—Since the closing
of the fifth series of wool auction
sales a good business has been done in
crossbreds at 5 to 10 per cent. advvance. Medium grades have been
manded. The opening of the sixth
scries on November 25 is awaited with
interest. A good general demand is
The arrivals for the sixth series are as
follows: New South Wales, 29,747
hales; Queensland, 8,436; Victoria, 12,
129; South Australia, 15,369; New
Zealand, 27,599; Cape of Good Hopand Natal, 29,094. The following
over forwarded direct to spinners.
West Australia, 22,550. The total
stock available for the sales is about seles is about to Cape of Good Hope and Natal, 10,000: West Australia, 22,500. The total stock available for the sales is about 101,000 bales, including 20,500 old wool. Next week, 57,370 bales will be offered. The sales will be closed on

How to Tell Poor Rubbers.

Hew to Tell Poor Rubbers.

The Rubber Shoe Jobbers' Association of Canada held a meeting recentify, to discuss the matter of the saje of "seconds" as "firsts." When rübbers are completed at the factory they are all examined, and the poorer "seconds." In the hands of unscrupulous retailers these shoes are sold as "firsts." Members of the Rubber Shoe Manufacturers' Association were also din future that all "seconds" shall have a hole punched in the back of each rubber, so that buyers can limmediately recognize such goods. As the meeting represented all the manufacture will be effective. Canada, thenesure will be effective.

Last Sailings.

Close of navigation on the lakes in near at hand, and the regular liners the season before going into whiter quarters in the east. The Canadian Pacific Railway steamers will each make one more trip up and down the trip, this fall, for Owen Sound, on Frisday, Nov. 28: the Athabasca, on Sunday, Nov. 39, and the Manitoba on Tuesday, Dec. 2. There is some talk trip here, if there is an overplus of freight at Owen Sound on her return to that point. The Huronic is billed to leave Sarnia on her last up trip, the sound on the return to that point. The Huronic is billed to leave Sarnia on her last up trip, leave in the control of the point. The Huronic is billed to leave Sarnia on her last up trip, leave in the control of the point. The Huronic is billed to leave Sarnia on her last up trip, leave in the control of the point. Close of navigation on the lakes is

Taking B. C. by the

The Mackensie-Mann combinatecontrolling the Canadian Northern
Railway system, threaten that unless
British columbia gives the subsidy deBritish columbia gives the subsidy dede beyond Edmonton. J. N. Greenida, who is now at the Pacific
the interest of the Canadian

"ve, is reported to have

Lake and Rail Freights.

Lake and Rail Freights.

At the commencement of the week, says the Montreal Trade Bulletin, about 200,000 bushels of wheat were taken in Chicago for Buffalo at 15c. and 100,000 bushels corn at 15c. William to Buffalo have transpired at 2½ to 2½c, and from Buffalo to New York 4¼ to 4½c. From Chicago through to Montreal wheat has been taken at 5½ to 3½c; and from Fort William to Montreal; to 7½c.

Trouble in Grain Trade.

Suit has been entered by three gra-firms having offices in the M-Inty-bfock, Winnipeg, against a number -grain firms having offices in the gra-exchange building, claiming damag-for alleged boycott. The complai-alleges that the grain exchange firm alleges that the grain exchange firm and companies have instituted a boy cott against complainants, have trie to compel others to do likewise, an have tried to prevent plaintiffs from securing shipping facilities, etc. The complainants are:

Fire at Dauphin.

Dauphin, Man., Nov. 27.—Last nigi-about 11.20, fire was discovered in the photograph gullery occupied by Mi Mathhas, over Sutherland & Steick hardware store, in the Murray block-it was weil advanced when discover-cd, but considerable of the stock of hardware was saved. The total low hardware was saved. The total lox is placed at \$7,000; partly covered b

Prices of Staples.

Comparative pr York.		
Flour Wheat Corn	77%c	
Oats Cotton	8,50c	46% c 8c 3c
Print cloths Wool, Ohio Pork, mess	26@27c \$18.25	24c \$15.50
Lard Butter Cheese	28c	9.10c 25c 1046c
Sugar, gran Coffee, No. 7	4.41e	4,90c e 6 13-15c
Petroleum *Iron, best, pig *Steel billets	\$22.00	\$16.50@\$17.0 \$28.00
Steel rails Copper, lake ing.	., 1b 11.55c	\$28,00 16.85c 4.3736c
Lead, fb		28.50c

Labor Notes.

The commercial telegraph operator f America are forming an organiza on which will unite all under on-entral union, similar in scope an-ower to that of the railway telecentral graphers.

Insurance Notes.

The loss of the St. Lawrence rout-on hulls during the past season wa-\$500,000, and the loss on cargoes \$400.

J. M. Johnston, of Carruthers, Brock Johnston & Day, who has been in the St. Boniface hospital with a mild au tack of diphtheria, is getting better.

St. Boniface hospital with a mild at unke of diphthera, is getting better. The Equitable Life Assurance Society announced at the close of businesses the second of the society would forthwith insure the life of each employee for \$1,000, and keep the policy in force so long as beremained in the employment of the second of th

vice of the society. Over six hundre-persons are affected. Control, contain The Economist, of Tutlem of the In-dependent Order of Foresters, which should make the members of that or-der sit up and think. The facts upo-which it is based upon the facts upo-which it is based upon the facts upo-which it is based upon the facts upon or of the state of Connecticut. Per haps the substance or this criftician can best be given by quoting a part of can best be given by quoting a part of travagant expenditure of the order is very direction: improper dealing with the funds of the order improvi-to their care, the Temple Building, white elephant on their hands, and source of loss to the order; conceal ment of vital facts from the con-ment of vital facts from the con-sense out of all proportion to the business done.

Acording to The Annual Wool Bytew for 1902, just issued, there at 42,184,122 sheep in the United State exclusive of lambs under one year ole and the clip exclusive of pulled would find the last year, comprised 274 341,062 pounds, as against 265,502,32 pounds in 1901.

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