

C. P. R. EXTENSIONS.

Enquiries made at the C. P. R. office as to the intention of the company regarding the proposed line from Auburn to Selkirk, show that the company undoubtedly intends to build this line. Surveys for it have already been made with the result that it was found a line could be built with a grade of more than 25 degrees in angle. The grades are said to be nearly level while the cost of grading would be very light. The most important item is that a distance of seven miles would be saved by running a cut-off from Regina to the present route through Winnipeg. It is understood that the plans for this line have already been approved.

Construction work on the C. P. R. lines is now in full swing. Track is being laid now on the Kirkella extension between Bear Creek and Qu'Appelle river and operations will start soon on the Arcola extension into Regina and also on the Yorkton extension.

In all about 200 miles of track will be laid in the west this spring and summer.

This does not include the new sidetracks to be built on the main line between Winnipeg and Regina and also on many of the branch lines in the province and Territories. The sidings are to be built for elevator sites and for the purpose of facilitating the handling of traffic so as to block the main line with freight when passenger and stock trains are to be rushed through.

The difficulty which the Canadian Pacific had now is that they cannot raise enough rails to build the hundred miles of new track from only a part of the graded lines, the company are unable to order the rails that orders for more than this amount for the construction department in this division at least will be filed.

On the Kirkella extension it was learned from the construction department, steel will be laid this summer for a distance of about 60 miles north of Qu'Appelle river. In addition, making altogether a new track of about 100 miles from Kirkella. This is about as much as the company can promise will be laid with steel this season.

They have sent in during the past winter about 1,500,000 feet of timber for the erection of two big trestles at Cassiors and Bear Creeks. Track has been laid along the siding and a crew is now at work erecting a steel span over the Qu'Appelle river.

An appropriation has been made for 30 miles of new steel on the Yorkton extension of the old M. & N. W. R. R. and a total of about 150 miles of new line will be built. It is not likely, however, that the last 30 miles of this line will be traced this summer.

Poley Bros. & Larson, railway contractors, have secured the contract for the building of the Arco line into Regina and 115 miles of new track will be laid this year if it is possible to secure the steel.

There are several large contracting firms tendering on the work of grade reductions between Moose Jaw and Swift Current. Grades on this section will be reduced from one per cent to two-fifths of one per cent, thus doubling the hauling capacity of engines. This work will be done this summer and it is one of the largest improvements that the company has planned. The reduction of the grades is a most important item in the work of the construction department and a very large saving in the amount of power required to operate trains in this section.

MILLING TROUBLES.

Minneapolis, Minn., April 18.—The flour mill and wheat situation in Minnesota and the Northwest is more complicated than it has been since the shut-down. The millers stick to the original explanation, saying no discrimination in tariffs between Duluth and Buffalo against flour and favoring wheat, which, they assert, was the real cause of a big loss to them. Most reliable advices are that every flour mill in the Northwest is laid off in operations, pending instructions from the Minneapolis millers.

The crux of the trouble lies in the statement that the transportation companies have for years discriminated against flour in favor of wheat. It

costs to-day 9 cents per 100 pounds to get a barrel of flour from Duluth to Buffalo. It costs 2 cents a bushel, or 3-4 cents per 100 pounds to carry wheat to the same point.

The action of the millers was sudden and unexpected, and was prompted by developments at the head of the lakes. The head of a local milling firm received a long-distance telephone message from Duluth stating that a deal had just been closed for the carrying of 450,000 bushels of wheat from Duluth to Buffalo at 2 cents a bushel. With the existing rate of 9 cents per 100 pounds for flour, this put the miller out of his business. He sent about, and a meeting of the heads of the various milling companies called. It was decided to close the mills at 7 o'clock.

The trouble lies in the fact that the foreign mills of the New York and New England millers are coming to Duluth and other points and are buying great quantities of wheat, and are taking it to their plants to make it into flour. They can do this and sell the flour produced more cheaply than the Minneapolis mills can sell their flour in competition, for the reason that under existing discriminations in the way they can get the wheat to their plants for much less than the Minneapolis millers can get their flour to the consuming centers.

More than two thousand men directly connected with the mills are out of employment, and many others employed in the cooper shops, bag factories and in the railroad yards will be affected.

It is the belief of railroad men who have expressed themselves that the situation must be quickly handled. They say that the controversy is an old one. It involves the entire question of comparative rates on raw and finished products. Transportation experts believe that the rate on grain should be less than that on flour, in that there are no claims against wheat shipments as there are against flour. Grain is a bulk shipment and does not have to be handled as does flour, which is a package freight. Under the present conditions the boats are glad to take grain to load at whatever they can get for it.

NEW CUSTOMS REGULATIONS.

"Interfering to the clause in the resolution submitted to parliament under which it is to be imposed on German goods, which provides that no such surtax shall apply to goods actually purchased on or before the 10th day of April, 1903, by any corporation, firm or person in Canada, the question of interpretation to be placed upon this exemption clause will be a matter for the government. I am authorized to state that such regulation will provide for the application of this exemption to goods which have arrived in Canada and are entered for duty on or before the 30th day of June, 1903, provided satisfactory proof be furnished in each case, that the order therefor from the importer or consignee was made on or before the foreign export on or before the 10th day of April, 1903."

This interpretation of the interpretation to be placed upon the exemption clause will enable business men to take advantage of it and in regard to orders they may have placed up to April 10, for German goods.

Canada's imposition of a surtax on German goods was seemingly not expected in military quarters at Ottawa, where the step is not regarded as changing the trade relations. Canada has only been buying such articles from Germany as were not obtainable elsewhere. The preferential duty accorded to Great Britain already had placed Germany in a disadvantageous position.

Nothing is likely to be done by the German government, as it is recognized that it is not expected that might be taken in connection with Germany's exclusion of Canada from most favored nation treatment. In any event, the German government will not protest until Chancellor Von Buolow returns to Berlin.

PEACE RIVER SURVEYS.

Edmonton, N. W. T., April 15.—B. Burns, in charge of the C. N. R. survey outfit returned from the Peace River survey for about three months. The parties left Edmonton some time in the middle of January and went first to the Athabasca Landing, where

the party freighted to Lesser Slave lake and from there to Peace River crossing, entering the Grand Prairie country by way of the Peace river, from the N.W. Burns worked his way towards the mountains.

The Grand Prairie country, as the Peace river district is commonly called, had little snow this year, and cattle belonging to the few ranchers all over the country were looking splendid. The fur traders at Little Slave Lake and at the Peace River crossing are doing a first-class trade this year and expect to bring out larger quantities of pelts than ever before. Freight rates between Lesser Slave Lake and the Peace River are in full swing and the traders are rushing the goods for the points to Peace River, Smoky river and north, so as to have them laid down before the thaw and bad roads. At the Athabasca Landing boat building is going on vigorously and some five scows designed to carry freight down the Athabasca river, are in process of building. Anybody who knew the Landing some few years back would hardly recognize it in the bustling and bustling place of to-day. Business depots have sprung up, and the employees have built themselves comfortable frame houses. The sawmill is taxed to its utmost to keep up with the demand for lumber. Gagnon's new hotel could not accommodate all the trade and it is found it necessary to build another. Mr. Burns finished his survey and started back to town about the 17th of March. At this time the snow at Grand Prairie had disappeared. The party came back with pack horse by way of Sturgeon Lake and Lake Athabasca. The Landing post at Sturgeon has been doing an enormous fur trade this season and the traders at the Landing are well paid. The settlements are reaching out already within close vicinity of the lake and fences and houses and other signs of human habitation have made their appearance when only a few years ago there was practically wilderness. Mr. Burns will stay a few days in town and then return to Winnipeg.

NAVIGATION OPENS.

Fort William, Ont., April 19.—To-day navigation was opened at the Port of Fort William. The season of 1903, with the arrival of the steamers from Duluth at 3 p.m. This morning the first steamer to be seen making headway for this port, arriving about 10 o'clock, and the steamer proved to be a very desirable ice breaker as she cut a channel through the ice for a distance of about 15 miles. Closely followed in the Sonera's wake were the four Algoma Central steamers, the Sonera, the Montshava and tow, Bartum; and the Leadhead with her large steel barge, the Agawa. The docks presented a holiday appearance, a large concourse of citizens assembling to see the steamers arrive. The line of boats moving slowly up the channel in the ice presented a sorry sight. The steamer Leadhead didn't fare as well as the other boats, owing to her tow barge Agawa being a wider boat than the channel cut by the Sonera, which caused detention in the arrival of the Leadhead, and her tow till this evening. The Sonera and the Bartum all tied up at the C. P. R. docks here in port. Their total carrying capacity represented a million tons of grain. The captains of the steamers are: Sonera, Capt. Reid; Theano, Capt. Pearson; Pallika, Capt. Garvey; Bartum, Capt. Cadott; Agawa, Capt. Slammers. The Kaministiquia river is all free of ice.

MAIL CONTRACT.

Sailed Tenders, addressed to the Postmaster General, will be delivered at Ottawa until noon, on Friday, the 26th May next, for the conveyance of His Majesty's mails on a proposed contract for four years, eighteen times per week each way between Winnipeg and Winnipeg, from the 1st of July next.

Private tenders, containing further information as to conditions of proposed contract may be seen and blank forms therefor be obtained at the post offices of St. Boniface and Winnipeg, and at the office of the Post Office Inspector.

W. W. McLeod, Post Office Inspector.

Winnipeg, April 17, 1903.

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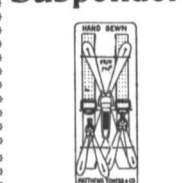
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