

EGGS.

Eggs have been moving slowly, and are rather easier in price, at 20 to 21c for fresh, in round lots, and 16c for pickled.

BUTTER.

There has been an improvement in the tone of this market, and rather more activity has been displayed than for some time back. Medium grades, which have been very dull all along, moved off a little, but prices were rather low, even for these grades, sales having been made at from 5½ to 6c. Holders, however, have generally stood out for higher prices. Fifty tubs of dairy sold at 14c, and selections have been well taken at 15 to 17c. Rolls of good quantity have sold well, at from 12½ to 14c, and inferior slow at 10c and under.

LARD.

Lard has been in less demand, and only moving in small lots, at 9 to 9½c for tinnets and pairs. Large lots could be had at 8½c.

APPLES.

A steady trade is doing in shipments of car lots. One car of Russets sold at \$1.75. Prices are from \$1.50 to \$2.55 per barrel.

HAMS.

Quiet, and unchanged in price, at 10½ to 11c for new smoked.

BACON.

A few cases of long clear have sold as before, at 6½ to 7c. Cumberland nominal at 6½c; rolls easy, 8½ to 9c; bellies, 10 to 11c.

CHEESE.

There has been some movement in inferior at 6½c, with smaller lots at 7c. Choice is worth 9 to 9½c.

PORK.

Pork is still quiet and unchanged, and receipts light. Prices are from \$13 to \$13.50.

POULTRY.

Little doing here. Turkeys are worth 10c per lb. Chickens, 25 to 30c per pair. Ducks, worth 50 to 60c per pair.

Commercial Summary.

Taking the country as a whole, special telegrams to *Bradstreet's* received this week do not indicate any material gain in the distribution of general merchandise. At Boston there are no new features, and there is considerable anxiety among manufacturers over the low margins of profit, particularly in view of the prevalence of labor troubles. At Philadelphia it is asserted that there is a tendency to improve, but business has been checked by the weather. Baltimore reports are that the severe weather has checked all lines of trade, although dry goods jobbers look ahead to a fair distribution. At Boston the dry goods trade with jobbers starts moderately favorable, the western and southwestern orders for spring prints and dress gingham being above conservative expectations. With agents business is more quiet, and the low range of prices is a prominent feature. Print cloths at the mills appear firmer than for some time at unchanged prices, 3½c. for 64s. Stocks are still light. The seaboard wool markets are steady with no new features. Manufacturers are slow to order until goods making are disposed of, though the average aggregate of weekly sales is good. Australian wools bound hither tend to check any advance in fine wools. At Milwaukee and St. Paul, at St. Louis, and

at Burlington, Iowa, the movement of general merchandise is relatively quiet, with mercantile collections only fair. The movement of dry goods in the central Mississippi river valley has slackened, and prices are not so firm. At Chattanooga and at Memphis there is no material improvement, except in dry goods, to a moderate degree, at the latter. Trade has been visibly checked at the former, the iron industry there being almost at a standstill. At Indianapolis the business situation is disappointing, and collections are slow; there is little disposition to buy, and traders are not so confident as heretofore. At Evansville the commercial outlook is less inspiring also. Chicago reports a slight gain in the distribution of goods. The iron and steel industries have not improved any. On the contrary, there is a perceptible check to orders for raw and manufactured iron. Prices remain unchanged. Anthracite coal is more demoralized, prices are off again, and there has been no decision respecting the quarter's or the year's output. Checked buying of cotton by spinners and continued light exports have permitted spots to go off about 1-16c. and futures about 13 points on the week. The wheat situation looks more bullish. Leading interior storage points have begun shipping wheat back to country milling points, which indicates a very light invisible supply. The outlook for six months of this year promises a far more rapid destruction of the enormous visible supply stocks than had been expected, and has turned attention to the world's demand and supply from a new point of view. Spot wheat closed at 90½c. a week ago. Indian corn and oats, too, are firm and higher. The decline in the supply of hogs at packing points has bolstered up the hog products markets. The movement of grocery staples has been disappointing, and behind those in the like week last year. Dairy products are quiet, with limited export demand. The total number of business failures in the United States reported to *Bradstreet's* this week is 394, against 334 last week, 386 in the third week of January, 1885, 310 in 1884, 269 in 1883 and 210 in 1882. The large increase is striking, as it parallels totals in the early weeks of last year, when the failure list was exceptionally heavy. Canada had 30 failures, as against 28 last week, 30 in the like week in 1885, 38 in 1884, 26 in 1883 and 8 in 1882. The total number of failures in the United States for twenty-two days of 1886 is 1,027, against 1,279 in 1885, 976 in 1884, 948 in 1883 and 565 in 1882.—*Bradstreet's*.

THE Port Arthur papers are working the mining business for all it is worth, and if untold wealth is not discovered among the rocks of that neighborhood, it will not be the fault of the papers. The *Herald* reports that there is renewed activity in silver mining in Thunder Bay, on the north shore of Lake Superior. The Silver Islet people are reported to have struck a new lode on Prophry Point, an island lying between Thunder Bay and Black Bay, on Lake Superior. They have also found gold as well as silver. It is not as yet known, however, that the gold is in paying quantities or not, but silver is booming in consequence of the new strike.

Board of Trade.

ADJOURNED MEETING.

The adjourned meeting of the Winnipeg Board of Trade was held in the Board Room yesterday afternoon, the chair being occupied by the president Mr. Kenneth MacKenzie.

After the meeting was called to order, the question of changes of the by-laws in accordance with notice of motion given at the October meeting was taken up, and changes made appointing a Treasurer and arranging his and the Secretary's duties.

The Secretary introduced the question of a membership fee exclusive of annual subscription, and after some discussion, it was agreed that all new members admitted after the first day of May, 1886, shall pay an entrance fee of \$25, which shall include yearly subscription for the current year, and that this sum shall in future accompany application for membership.

Mr. David Horne, who had been recommended by the Board of Grain Examiners for the position of Deputy Grain Inspector in this city, was further recommended by the Board, and the Secretary instructed to take steps for his appointment.

Messrs. Jas. Pettigrew, N. D. McDonald and H. Leslie were admitted as new members of the Board.

The question of the Exemption Law was discussed at length, and the matter remitted to the council to take steps for its amendment.

Col. Mackeand introduced the question of discriminating freight rates on the C.P.R., and a strong resolution in favor of an independent railway connection with the east was passed, which we have not space for in this issue.

Mr. Ashdown, in an eloquent speech introduced the subject of immigration to and drainage of our vacant lands, urging the necessity for the Local Government grappling with the question.

Messrs. Whitla and Luxton and Capt. Clark also spoke in support of such a course, and a resolution in that direction was unanimously passed, which space compels us to hold over till another issue.

The President read a letter from Pilot Mound complaining bitterly of the action of the C.P.R. in refusing to receive grain for points east of Port Arthur.

The Secretary read a communication from Mr. Kerr, traffic manager of the C.P.R., which stated that the order regarding grain for the east was purely a temporary one, caused by the scarcity of cars, and would likely be rescinded in a week at the furthest. This explanation was deemed satisfactory and the Board decided to take no action in the matter.

After some matters of detail had been attended to the meeting adjourned.

THE Manitoba Southwestern Railway Company have transferred to the province of Manitoba nine hundred thousand acres of land as security for the provincial bonds issued in aid of the extension of the lines in Southern Manitoba, in accordance with the Railway Aid Act of last session. The transfer of 375,000 acres from the Manitoba & Northwestern was made some weeks ago.