

## Portage la Prairie.

Dr. H. A. Higginson has taken in a partner in business and the firm name in future will be Higginson & Vineburg.

John Hogg, who has been engaged in the real estate and insurance line for over a year in this city has given up business.

J. H. Dougherty, who has carried on the business of photographer on Dominion street, has gone out of that line of business.

The new paper mill of Mr. McIlvanie will be in running order in a few days, and people are anxious to see a sample of its manufacture.

The annual fair proved quite a success, and the exhibits were numerous and varied. The industrial department showed that manufactures were well represented in and around this city.

The trade of this city has been materially affected by the wet weather of the past week, and merchants complain a little about collections being slow. But a small proportion of the crops have been threshed out around this district, and until threshing is general no heavy cash returns are expected.

Grain still comes into town in large quantities, and quite a number of cars of both wheat and oats have been shipped to Winnipeg and other parts during the past week. Wheat sells at from 80c to 82c and oats at 50c. Very little barley or rye has come in town as yet.

## Emerson.

Wheat sells in the streets at 78c. to 85c.; oats, 50c. Receipts are slow owing to bad roads.

The work on the new bridge across the Red River progresses slowly owing to unfavorable weather, and any rapid progress can scarcely be expected until a freeze up comes.

There are no business changes in the city to report, and no new additions for the week. Messrs. Walton & Bird have nearly finished the addition to their stores, which will give them really extensive and commodious premises.

The wet weather of the past week has caused somewhat of a dullness in business generally, and has made the supply of grain rather limited. Merchants, however, report a steady good business, to which the attendance at the fair had no doubt something to do.

The fair proved a success, notwithstanding the unfavorable weather. The exhibits were numerous, and in the line of dairy produce showed that the district around this city will soon make its influence felt upon the Manitoba butter market.

Work on the grading of the Emerson and North-Western track has not progressed much during the past week owing to the wet weather. The local directors and others interested are still sanguine, however, and the aid and countenance of the Grand Trunk is confidently relied upon. Local sympathy is not wanting, judging from the action taken by the City Council of Brandon, which indicates that material help can be calculated upon should the line run through that city. The construction of the line would bring about a better state of

feeling between the business men of Emerson and West Lynne, if it accomplished nothing more.

## Brandon.

It is rumored that a third elevator is likely to be constructed by a joint-stock company at this point.

The dry goods trade of this city has received an addition through the opening out of J. Bach-hall, in that line of business.

The steamer Alpha has ceased plying for the season and has been hauled up here to undergo a general overhaul during the winter.

Wheat has been selling here during the past week at 75c. to 80c.; oats, 50c.; potatoes, 55c. Coal is now worth \$20 a ton, and wood \$10 a cord.

Although the weather of the past week has been very disagreeable business has been exceptionally good, and merchants report heavy sales.

The city assessors have now finished their work for this year, and their reports place the assessable property within the corporation limits at \$1,084,568.

Prairie fires during the past week or two have been doing much to advance the price of hay. Quite a large number of stacks have been destroyed, and Alderman Pilling, of this city, has lost his entire crop.

At the last meeting of the City Council a letter was read from General Manager Van Horn, of the C.P.R., which stated that the construction of the new depot at this city would be pushed with vigor from this forward, and that it would be ready for use by the beginning of December.

The extension of a license law to this city has been the means of securing two local brewery agencies. Messrs. Carling & Co., of the London, Ont., brewery, have appointed Messrs. Deacon & Hooper their agents, and Messrs. Goldie & Co., of the Portage La Prairie brewery, have appointed Messrs. Burnett & Johnson agents for the sale of their goods.

The scarcity of dwelling houses is still much felt, notwithstanding the number that have recently been erected. The want is not likely to be supplied this winter as contractors have now on hand as much if not more than they can accomplish during the balance of the year. The building trade therefore will be as rushed as ever in the coming spring.

Quite a strong feeling of discontent is now prevailing among the business men of this city regarding the big rates of fire insurance now charged, and some leading merchants have signified their determination to carry their own risk rather than pay a premium of four to five per cent. The greatest cause of complaint seems to be that the insurance business of the city is managed at Winnipeg; and Messrs. Fortier & Bucke, Thos. Burns and other local agents are making every effort to secure agencies direct from their companies.

Some of our lumber millers have been so anxious to have a full supply of logs that they now have on hand more than their mills can possibly saw this season.

## Lake Freights.

We hear every day about the unreasonable freight charges on freight coming to Manitoba by all rail route, and the inconsistencies of some of these charges are made a handle for agitation. It may be interesting, if not pleasant, to look at the anomalous freight rates by lake. A wholesale dealer in this city has supplied us the following figures in connection with the Beatty line of steamers and their connections:—From Montreal to Duluth via the Grand Trunk and Northern railways to Collingwood fourth-class freight is carried for 30c a hundred pounds, while from Toronto and Hamilton, a distance of 300 miles less, a similar rate is charged. These certainly are anomalous rates, but the climax of inconsistency and injustice also is reached in connection with rates from Windsor, from which point a rate of 73c per hundred is charged.

Large business centers naturally have an advantage in freight rates to distant points, but a charge of 30c from Montreal to Duluth and 73c from Windsor, a distance of over 500 miles less, is a mixture of rates which purely commercial minds cannot fully comprehend. Perhaps the managers of the Beatty Line can explain them.

## Commercial Travellers.

Despatch in business is a trait which characterizes the commercial travellers generally, and the manner in which they have undertaken the organizing their Association for the Northwest indicates that they have applied the principle to this work. A meeting was held in the Grand Union Hotel on Thursday evening, at which steps of a very definite nature were taken, and the Association placed practically in a position to apply for a charter. A good attendance was present, and the chair was occupied by Mr. R. W. Langridge.

The committee who were appointed to draw up a set of by-laws reported, and laid before the meeting the results of their labors, consisting of a set of laws similar to those now in operation in the Toronto Commercial Travellers' Association. With a few trifling alterations, the meeting adopted the report of the committee.

The election of officers of the Association was then proceeded with, and the following selection made: Mr. Joshua Mulholland president, Mr. Thomas Johnson vice-president, Mr. W. R. Langridge treasurer, Mr. M. McKeand secretary, and Messrs. J. T. Wilkinson, J. J. Fanning, F. Chilcott, A. B. Coblenz, and W. McPherson directors.

Some other business of an informal nature was transacted, and arrangements were made to have a charter for the Association applied for without delay.

The whole proceedings of the meeting was characterized by a desire to secure organization as thoroughly and rapidly as possible, and the complete manner of the report handed in by the committee greatly facilitated matters. The Association is practically organized and awaiting a charter, and this has all been accomplished within five days from the first meeting was held for the purpose. The name adopted is "The North-West Commercial Travellers' Association of Can. a."