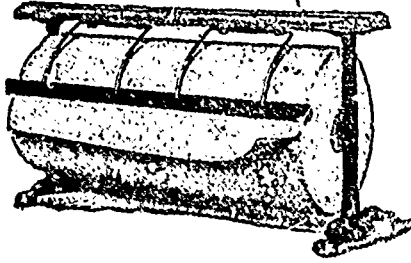


Buy the Star
Use the Star
and Have Comfort



THE STAR in stock in
Six, Nine, Twelve, Fif-
teen, Eighteen, Twenty-
Four and Thirty Inch.

FULL LINE WRAPPING PAPERS.

Butchers' Straw, Butchers' Manilla, Fine Manillas, Browns and Greys. We also have Waxed Papers Manilla and White. Genuine Vegetable Grease Proof Parchments for Dairy Use, all sizes. Twines and Twine Holders, including patent TAKE UP. Bags, Light and Heavy, and the Special Blue Lined for Sugar. Millinery Bags and Hat Bags, Candy Cans, Candy Boxes, Shot Bags &c.

The Consolidated Stationery Co., Ltd.

41 PRINCESS STREET, WINNIPEG, MAN

Montreal Corn Exchange.

At the annual meeting of the Montreal Corn Exchange Association, the president, Edgar Judge, occupied the chair.

In connection with railway freight overcharges on grain, caused by the railway companies increasing the quantity over the bill of lading weight, as the result of track scale weighing, which was frequently inaccurate, A. G. McBean expressed the opinion that it should be an instruction to the incoming committee of management to make representations to the railway companies on this point, in order that the difficulty now attending the grain business, especially from Manitoba to the sections of this country where there were no terminal elevators, might be obviated. If there was a railway elevator at Oatremont, where the grain could be weighed, the difficulty complained of would be settled at once. He suggested that the railway companies be requested to instruct their agents at terminal points where grain was delivered, to superintend the weighing of it, and that freight be paid on the actual quantity found by the receiver and the railway agent.

In speaking of that part of the report which dealt with the Manitoba grain crop being exported via the St. Lawrence, John Torrance said that before we could secure this, the first thing to be done was to get the government to deepen the Welland Canal to 17 feet, so that the large vessels employed in the grain trade on the upper lakes could come to Kingston.

A. G. McBean desired to know if Canadians were prepared to allow a large deflection of the grain trade via Buffalo rather than permit United States vessels to transport it from one Canadian port to another at certain seasons of the year. We had evidence enough to show that for two years, and for one in particular, the Canadian craft were not able to transport the grain from Fort William to Canadian ports, and as a last resort those who had grain at Fort William, in preference to letting it remain there all winter, took United States vessels and had it transported to Buffalo. He considered that, rather than have the grain go to Buffalo, it would be far preferable to allow United States vessels to transport it from Fort William to Canadian ports, such as Midland, Owen Sound, Prescott and Montreal.

A. G. Thompson was of opinion that much of the Manitoba grain was taken to Buffalo because it found better buyers in New York than here.

W. W. Ogilvie considered that if we wished to divert the grain from Buffalo, we had quite a contract before us. He felt sure

that the present government was quite willing to reciprocate with the government of the United States in coasting privileges, whenever the latter was ready.

A. G. McBean moved the adoption of this section of the report, which contained the report of the committee appointed to consider the matter, and which had not been adopted by the committee of management. This report, in order to recover the trade, suggested, (1) reciprocity with the United States in coasting privileges, if it could be obtained, or failing that, (2) to increase Canadian tonnage on the Upper Lakes.

Mr. McBean's motion was seconded by Mr. Alexander McFee, and was agreed to unanimously.

Upon the report on the Congress of Chambers of Commerce of the Empire being read, the president spoke on preferential trade between England and her colonies, and expressed the opinion that a change was coming over the British people in this respect, and they were beginning to learn that the securing of preferential treatment for British goods in the ever-growing colonies of the Empire was a matter well worth looking after.

John Torrance considered that preferential trade with the Mother Country would be a great thing for Canada, but, he asked would it be likely that the British people would submit to taxation on food products for the sake of bringing about preferential trade with the colonies? Until the English mind was educated to accept such taxation, he was afraid it would be very difficult to do anything towards securing preferential trade.

Robert Meighen considered that England, by putting a duty on foreign products in favor of colonial products, would not be taxing the consumer. Why not let us make a direct offer to England by reducing our tariff 10 per cent. All we wanted was immigrants. If we had them we should be able to produce all that England needed, and we should be independent of those to the south of us.

Alex. McFee moved the endorsement of the resolution adopted by the board of trade some time ago in favor of preferential trade between England and her colonies, and this was agreed to.

The report of the scrutineers on the election of officers was read. It showed that the following had been elected:

President—Edgar Judge, by acclamation.

Treasurer—W. A. Hastings.

Committee of Management—Alex. McFee, R. Peddie, A. G. Thomson, E. F. Craig, D. Robertson, J. L. Smith, A. G. McBean.

Board of Review—Thos. A. Crane, chairman, G. M. Kinghorn, J. B. McLea, E. F. Craig, Alexander Mitchell, and Aug. Girard,

Freight Rates and Traffic Matters.

The Canadian Pacific and Manitoba and Northwestern railways have issued new tariffs to Vancouver, Victoria, Westminster and West Kootenay points in British Columbia, on butter, eggs, cheese, poultry, meats, fish, grain, flour, oatmeal, mill stuffs, and vegetables. The rates from the Manitoba & North Western railway districts have been considerably reduced and are now the same as from Canadian Pacific stations in Manitoba.

The Canadian Pacific railway has made a rather important change in its system of freight traffic. Freight carried by this line will be divided into separate classes, "rush," "fast," and "ordinary." All agents of the company are being supplied with discs of cardboard nine inches in diameter with the words "rush freight" on a red background, and "fast freight" on green. These will be affixed to the outside of cars to distinguish the class of goods in each. There are certain classes of goods which in future will be known as "rush" or "red disc" freight, and are to be forwarded with the greatest dispatch. Other classes are to be named "fast" or "green disc" freight, and to receive preference over "ordinary" freight though not over "rush" freight. Red disc freight will comprise tea, silk and Asiatic goods from Vancouver, green fruit, except apples, dressed beef, except shipments between November 1 and April 1, and also freight to be specially nominated. Green disc freight will comprise all except coarse merchandise included in classes 7, 8 and 10 of the Canadian Joint Freight Classification, between points in the Eastern States and Detroit, the Soo, Kootenay, the Pacific Eastern Canada and Manitoba, and between points east of North Portal and British Columbia.

It has been decided to call the Dominion parliament on Thursday, March 11.

Farmers' excursions from Ontario and the east to Manitoba and the west will begin on the first Tuesday in March, and continue every Tuesday till the last of April. W. D. Scott, Manitoba government agent, has returned from Michigan, where he has arranged for the departure of a large number of settlers to Manitoba. Each excursion to the west will be personally conducted.

At a recent meeting of the Dominion cabinet a delegation was appointed to go to Washington to discuss with the United States authorities the question of reciprocity and the alien labor law, with the United States, which at present is causing much annoyance to Canada. Sir Richard Cartwright, minister of trade and commerce, and Hon. L. H. Davies, minister of marine, were appointed for this purpose.