Oregon and Washington state millers are buying their wheat comparatively very much lower than has been paid for wheat in Manitoba. As a consequence, the millers of the Pacific coast states are giving the Manitoba millers a very hard time of it in the British Columbia coast markets. One leading miller said that they had been selling flour in British Columbia at less than cost, in order to hold their trade, and they had lost as much as $30 per car on shipments to the coast. In fact, the way matters now stand it looks, he said, as if they would have to abandon the coast markets. The Washington and Oregon millers are also supplying large orders for the Klondike trade at figures which would make a heavy loss to Manitoba millers, based on the price paid for wheat here. The Manitoba millers are feeling the reduction in the duty very keenly, in their struggle to compete with cheap Pacific coast states' wheat.

Another complaint from Manitoba millers is to the effect that the United States Klondike relief expedition will admit a large quantity of flour from the Pacific coast states into Canadian territory free of duty.

An absurd statement appeared in some of the papers recently to the effect that Ontario millers were being called upon to supp'y flour for the Klondike. Any person possessing only slight knowledge of commercial conditions would at once realize the ridiculous nature of such a statement. When Manitoba millers cannot compete with the Pacific coast mills, how could it ever be possible to ship flour from Ontario, thereby adding 1,500 miles more of a railway haul to the cost of laying down the flour at Pacific coast points.

GETTING TO KLONDIKE.

Many people are straining their ingenuity to invent ways of getting to the northern gold fields. Via the overland route from Edmonton, the usual way is to take pack horses. Some, however, it is said, are taking oxen. The oxen will be used to haul supplies by cart as far as the carts can be used. After the rougher country is reached further north, the carts will be abandoned and the oxen will be transformed into pack animals. During the summer season it is believed the oxen will be able to rustle their living all the way through, and will be saleable for food when the end of the journey is reached. E. F. Hutchings, of Winnipeg, has fitted out some parties with harness, saddles, etc., who are going in this way.

The most remarkable outfit which has yet started for the Klondike, was a party of English gentlemen who passed through Winnipeg not long ago. This was the party which The Commercial previously referred to as having brought baled hay along with them, when they could have bought it at half the price here or at Edmonton, and saved freight. This party, it is said, was heavily stocked with liquors, the "wine list" including no less than 75 cases of champagne. At Calgary, it is said, a part of the supply of liquors was exchanged for food, the supply of the latter having been short. The party started with $75,000, but the bulk of this had been expended before Edmonton was reached. A number of British military men were said to be in the party, but they appeared to have scarcely the faintest idea of the necessities and requirements of a northern trip. Men who are totally unused to roughing it, and who require a wholesale supply of liquors along with them, are not likely to make a huge success of it mining in the Arctic regions or thereabouts.

ROBERT MUIR
President Winnipeg Grain and Produce Exchange

ROBERT MUIR.

Robert Muir, of R. Muir & Co., president-elect of the Winnipeg Grain Exchange, may almost be considered a native of Manitoba, as he located here in the early days of the opening of the West. Mr. Muir came to Winnipeg in 1878 and engaged in the machinery business, devoting his attention mainly to mill and other heavy machinery. He founded the business now so energetically carried on by Stuart & Harper. It was but a step from mill building to carrying on a milling business, and in 1886 Mr. Muir began the operation of a flour mill at Shoal Lake, Man., which he had built that year. In 1892 this mill was moved to Gladstone, a point further east on the the Manitoba and Northwestern railway, thereby ensuring a more liberal supply of wheat and cheaper fuel. This mill has been operated steadily since it was established at Gladstone. It has a capacity of 150 barrels per day.

Mr. Muir sold out his machinery business in 1891, but continued to keep an office in the city and since he established the mill he has also carried on a general grain business. Mr .Muir is a popular member of the Grain Exchange and his election will give general satisfaction.

Inability to secure a photo in time, prevented the production of the accompanying cut of Mr. Muir, along with the annual report of the Grain Exchange, which was published last week in The Commercial.

UNITED STATES COTTON INDUSTRY.

The cut in wages in the New England cotton mills went into effect on Monday last. The cut includes about fifty mills in the six states, of which New Bedford, Lowell, Pawtucket, Fall River, Manchester, Salem, Biddeford, Burlington and Fitchburg are some of the principal manufacturing points. At some of the e points the reduction in wages was made previous to Monday. The reduction in wages ranges mostly about ten per cent. At New Bedford the operatives refu ed the reduction, and about 9,000 hands went out. At some other points the operatives have gone out, while at some of the smaller places the hands have accepted the cut.

British Columbia Business Review.

Vanco r, January 18th.

On certain hours every day the streets of Vancouver and Victoria present the appearance of a fair. Hundreds of Klondikers have arrived and are outfitting. Interested parties have persisted in stating that Vancouver could not outfit 1,000 people at a time, nor Victoria either, for that matter. The absurdity of the statement was illustrated yesterday when Mr. Tuttle of Chicago, signed a contract with the Hudson's Bay Co., whereby the company is to outfit 2,000 men or over at Vancouver, which will necessitate the expenditure of something like $500,000, and this is only a small fraction of what the Hudson Bay and other firms will outfit. The man who could make the statement that the Canadian Pacific coast is not on the eve of prosperity, must be short-sighted, indeed. Business in all lines continues to steadily