

### Refrigerator Car Service.

Refrigerator cars will be supplied on the Canadian Pacific Railway, for the carriage of perishable freight during the summer season under the following schedule:

Route 1—Winnipeg and intermediate stations east of Brandon, for main and branch line stations, west of Dunmore, the West Kootenay, and the Pacific coast. From Winnipeg Thursday, May 11, and every Thursday thereafter during the season.

Route 2—Brandon and intermediate stations to and including Moose Jaw, for main and branch line stations west of Dunmore, the West Kootenay and the Pacific coast. From Brandon, Thursday, May 11, and every Thursday thereafter during the season.

Route 3—Edmonton and intermediate stations to and including Calgary, for main and branch line stations west thereof to the West Kootenay and the Pacific coast. From Edmonton, Tuesday, May 19, and thereafter on the following dates: June 2, 16, 30, July 14, 28, August 11, 25, September 8, 22.

Route 4—Napinka and intermediate Pembina branch stations to Winnipeg, all points covered by route No. 1, and main line east of Winnipeg to and including Port Arthur. From Napinka, Wednesday, May 13, and thereafter on the following dates: May 27, June 10, 24, July 8, 22, August 5, 19, September 2, 16, 30.

Route 5—Broadview and intermediate stations to Winnipeg, and all points east thereof to and including Port Arthur. From Broadview, Tuesday, May 12, and thereafter on the following dates: May 26, June 9, 23, July 7, 21, August 4, 18, September 1, 15, 29.

Route 6—Napinka and intermediate Souris and Southwestern branch stations to Winnipeg. This car will leave Napinka Thursday, May 21, and thereafter on the following dates: June 4, 18, July 2, 16, 30, August 13, 27, September 10, 24.

### Lake and Rail Freights.

The Toronto Globe has the following to say regarding the new lake and rail freight rates from the East to Western points, a matter which was taken up by the Winnipeg board of trade as reported in The Commercial last week:

"A big rate war of considerable proportions is on between the railways and steamboat lines carrying freight from Montreal to the Canadian West by way of Port Arthur and Duluth, and unless some agreement is arrived at between the contending parties it looks as if freights between these points would be completely demoralized. Already cutting has commenced for the first boats to Lake Erie, and the agreement hitherto existing between the railway and steamboat lines carrying the freight is no longer in force. The trouble appears to be that the Canadian Pacific, Grand Trunk and Northern Pacific Railways and the Beatty Line of steamships have entered into an agreement by which the merchants' Line, whose boats run between Montreal, Toronto, Port Arthur, Fort William and Duluth, are discriminated against. In previous years all these different interests have worked amicably together in the transportation of through freight, with a differential allowed to the boats of so much per hundred pounds. Last year a through rate to Winnipeg from Montreal on fifth-class freight, for instance, was 69 cents by boat and rail. Of this latter the boat got 22 cents, while the railroads got from Port Arthur to Winnipeg 47 cents. This year, while the through rate remains the same, railroads have raised the local rate from Port Arthur or Duluth to Winnipeg 10 cents. This means that the boats have to accept just ten cents less, or 12 cents per hundred pounds on fifth-class freight. This applies to merchandise for the west only, whether it goes by way of

Port Arthur or Duluth. The Merchants' Line are of course the chief sufferers by this move on the part of the railroads. The story is that at the meeting of the Lake and Rail Agents in Montreal recently this new deal was at the last moment sprung on the boats. Both parties made charges of rate cutting against each other, and apparently both parties had been cutting, at any rate all arrangements between the contending parties are off, and war is declared. To get back at the railroad companies the Merchants' Line are accepting freight of all kinds at 12 cents regardless of classification. With first, second, third and fourth class freight the transportation charges are higher than on fifth class freight, but the Merchants' Line is now recognizing no classification, which means severe rate cutting all round. The idea is that by this action on the part of the Merchants' Lines the latter will capture a lot of freight which usually comes by rail over the Grand Trunk and Canadian Pacific from Montreal and Toronto.

The first boat of the Merchants' Line of the season, the steamer Lake Michigan, left Toronto for Port Arthur Saturday well loaded with freight, taken at the lower rate of ten cents. The boats of the Merchants' Line that are running between Montreal and Toronto and Port Arthur and Duluth, are the steamers Lake Michigan, Arabian, Sir Leonard Tilley, Acadia, while the Myles will probably also run and have a working arrangement with the Merchants' Line.

### Dates of Seeding.

Wheat seeding commenced on the experimental farm at Brandon, Man., on May 2. Mr. Bedford, superintendent of the farm, supplies the following record of the dates of seeding in previous years together with the yield of red fife per acre, and the prevalence of frost. It will be seen that the late seasons of 1893 and 1894 produced 29 and 30 bushels of red fife per acre, and no injury from fall frosts, so we need not be unduly alarmed by the late seeding of this year:

1889—Seeding March 25: 22 bushels per acre of red fife; amount of frosted grain—none.

1890—Seeding April 5; 25 bushels per acre of red fife; amount of frosted grain—very slight.

1891—Seeding April 1; 29 bushels per acre of red fife; amount of frosted grain—badly.

1892—Seeding April 6; 40 bushels per acre of red fife; amount of frosted grain—none.

1893—Seeding May 1; 29 bushels per acre of red fife; amount of frosted grain none.

1894—Seeding April 20; 30 bushels per acre of red fife; amount of frosted grain—none.

1895—Seeding April 6; 49 bushels per acre of red fife; amount of frosted grain—very slight.

### Grocery Trade Notes.

Lobsters are scarce and canned peas are firmer, and for fine stock \$1 to \$1.10 is asked at Toronto.

A car lot of Valencia raisins was shipped from Toronto for Halifax and the price paid showed an advance of  $\frac{1}{2}$ ¢. Stocks are small and prices very firm.

The stocks of Valencia raisins here are smaller, says a Toronto report, owing to the fact that a round lot has been shipped to Montreal and prices are  $\frac{1}{2}$ ¢ higher at 6½¢ for selected.

A New York report says: London layers were rather quiet, but as the stocks are somewhat limited and closely controlled a very firm feeling prevails. It seemed doubtful that anything could be had below 90¢, and in some cases holders were asking \$1. In foreign raisins there was nothing new except that the report of the probable failure of the Califor-

nia crop is beginning to cause better feeling in Valencias.

A Toronto report says: Canned salmon here are firmer, with the lowest Horseshoe brand at \$1.40. A good demand for these goods are expected before the new pack begins to arrive.

Regarding the late freeze, The California Fruit Grower says: The damage is very extensive in the San Joaquin Valley and in several of the northern counties. The prune crop of the Santa Clara Valley, although badly injured by frost, will under favorable weather conditions, make quite a showing. In very many of the larger orchards of the San Joaquin Valley, in and about Tulare and Visalia, the crop will prove a total failure. It is impossible to form even an idea as to the amount of damage or what the outcome will be until pleasant weather prevails and the frozen fruit falls to the ground. In any event the prospect of two weeks ago has been reduced fully 50 per cent. Some estimate the loss much higher. Some of our larger and best informed growers adhere to the opinion that with the advent of warm weather the trees will shed all their fruit and the prune crop will prove almost a total failure.

### Monthly Trade Returns.

The collections of inland revenue at Winnipeg for April, 1896, were:

Spirits.....	\$ 13,502 49
Tobacco .....	14,441 26
Malt .....	1,974 60
Cigars .....	919 90
Methylated spirit....	285 43
Petroleum.....	61 18

Total..... \$ 31,187 26  
Collections, Apr., 1895 ..... 26,036 10

Increase ..... \$ 5,151 16

The following statement shows the value of goods exported and goods entered for consumption with duty collected thereon during the month of February, 1896, at Winnipeg, as compared with the same month in 1895:

Description	Value 1895	Value 1896
Exported.....	\$ 47,426 00	\$ 33,658 00
Entered for consumption, dutiable....	122,692 00	143,132 00
Entered for consumption, free.....	55,503 00	55,295 00
Total for consumption.....	182,195 00	198,427 00
Duty collected ....	35,424 93	42,118 33

### Lumber Trade News.

Tenders for lumber have been received by the Winnipeg city board of works as follows: Ontario and Western Lumber Co., 2-inch plank \$14.25, 1½-inch also 3 inch plank \$11.25; D. E. Sprague, the same, \$13.25. Thos. J. Robinson, 2-inch plank, al. 1½-inch \$13.49; no tender for 3-inch plank; 3-inch tamarac \$16.75. John Arbuthnot 1½-inch plank \$13.50. On motion of Ald. Wilson the tender of D. E. Sprague was accepted. The city engineer said this was the lowest tender ever had. The figure last year was \$14.20. Ald. Black said the same lumber could not be bought wholesale on the cars for less than \$15.

An exchange asks: Why do our merchants take such very dirty little eggs from some of their customers? Upon the same principal we suppose that they formerly received bad butter. They feared to offend the customer. The creamery has cured the bad butter trade. What means can be devised to leave the fertilizers at home and send the eggs only to market?