

nish a safety valve such as the promoter desired.

Anticipating an increase in freight traffic the C. P. R. shops at Perth have rushed through the 250 new flat cars which will be in use on the C. P. R. system immediately. The capacity of each car will be 60,000 lbs., and for the late fall business can be converted into box cars.

Manitoba

B. J. Smith is opening a general store at Reston.

Geo. Castle, blacksmith, Treesbank, has sold out to Geo. Clark.

Mr. Gregory has assumed full control of the Queen's hotel, Winnipeg.

Neil McKelvie, general storekeeper, of Rapid City, has disposed of his business to J. J. Moore.

The contract for Winnipeg city police uniforms has been awarded to the Hudson's Bay company.

R. B. Currie, of Markdale, Ont., has located at Brandon, where he will open business in packing and pickling eggs.

R. Johnson has purchased J. Stinson's interest in the saddlery business of Johnson & Stinson, at Stonewall, and will continue the business alone.

It is rumored that the Northwest Central railway will be extended fifty miles west from Hamiota this year. Engineers are now surveying the line.

By-laws relating to auctioneers and to regulate the weight of loaves of bread were introduced at the last meeting of the Winnipeg city council.

W. J. Steele will build a stone block at Morden on the site of the late fire. The building will be 70x25 feet, and will be used as a general store by Carley & Stutor.

Mr. Sherrin is erecting a building at Reston to be used as a furniture store, with a hall up-stairs. He will open in this branch when his premises are ready.

H. C. Stovel has resigned his position as manager of the Winnipeg branch of the Toronto Type Foundry, and J. C. Crome, of Vancouver, has been appointed in his place.

E. De Pencier, general storekeeper, La Riviere, has sold out to P. Winram & Co., of Manitou, who will continue the business as a branch store, in charge of W. Winram.

A. Harstone and W. A. Windatt, coal and wood dealers, Winnipeg, operating as Harstone, Windatt & Co., have dissolved partnership. Mr. Windatt retires and Mr. Harstone will continue the business in his own name.

The Dauphin House, Dauphin, has changed hands, D. C. McKinnon, of Brandon, being the new proprietor. Mr. Clark, the former proprietor, intends going into farming.

The new produce and provision company formed in Winnipeg recently, it is said, will not be prosecuted any further, but will be wound up, owing to disagreement among the members.

Another turn has been taken in the Cloutier assignment case by the arrest of F. Cloutier, merchant, Winnipeg, on request from Montreal, for alleged false pretenses. Cloutier was later released on bail. He denies the charge and says he will defend the case.

The city (Winnipeg) has not gained anything by cancelling the lumber contract with Dick, Banning & Co. The

contract was cancelled on the ground that tenders were not advertised a sufficiently long time to give a fair chance to all dealers to get in tenders. New tenders were called for, but they did not vary materially from the tender formerly accepted, and it was decided to again accept the original tender of Dick, Banning & Co.

Hardware and Paint Trade

Paris green has advanced 2c at Montreal to 161-2c in barrels, 17c in drums and 18c in packages. Dry white lead advanced 1-4c to 43-4 to 5c.

The Montreal Gazette says: The firmness in lead products last week had another development this week in a sharp advance in both lead pipe and shot, both of which articles have risen 2 1-2c per cent. The old discount of the list on lead pipe was 27 1-2 per cent, and this has been reduced to 25 per cent, while shot which was formerly sold at a discount of 12 1-2 off the list is now sold at 10 per cent off. The list prices in both cases remain the same.

Freight Rates.

Chicago Trade Bulletin says: East-bound rail rates continued unsettled. Flour and grain are taken from Chicago to New York at 12 to 13c per 100 lbs. and provisions at 14 to 15c—these are the lowest on record. Ocean rates are steady. A Chicago skipper has within a week taken 28 steamers at New York and outports to load wheat, aggregating nearly 4,000,000 bushels. Rate from New York to Liverpool is 5d per bushel. Through rates from Chicago to Liverpool are 16c per bushel on wheat, flour is 34 to 34 5-8c per 100 pounds. Lake and rail rates to New England are, 9 1-2c per bushel on wheat. Lake rates from Chicago to Buffalo were steadier at 13-8c on wheat, 11-1c on corn and 1c on oats. Corn was taken to Kingston at 23-4c.

Public Revenues.

Ottawa, May 6.—The official statement of receipts of the Dominion for ten months of the fiscal year expired April 30, shows a total of \$32,155,540, as compared with \$31,934,721 for the same period of the previous year, or an increase of \$220,819 in favor of 1898. The revenue by services for the two periods was as follows.

	1897.	1898.
Customs	\$16,565,325	\$17,973,728
Excise	8,596,713	6,377,531
Postal	2,615,680	2,883,401
Public works and railways	2,300,000	3,112,070
Miscellaneous ..	1,256,858	1,808,808

Total \$31,934,721 \$32,155,540
Expenditure on account of consolidated fund up to April 30, 1898, \$25,450,000, compared with \$25,858,195, or a decrease in expenditure for the current period of \$378,000.

Expenditure on capital account for the ten months ending April 30th, 1898, was \$3,825,000, compared with \$2,828,000 for the same period of the previous year, the increase being accounted for in subsidies to railways, chiefly the Crow's Nest Pass railway.

The net public debt on April 30, was \$258,404,000, a decrease during the month of \$932,000.

Returns of expenditure for the month of April alone show revenue to the consolidated fund of \$3,506,000, as compared with \$4,483,000 in 1897, or a decrease for last month of about

\$900,000, which is more than accounted for by the decrease of \$1,100,000 in the single item of excise.

Customs receipts for April were well maintained, being only \$5,000 less than for April, 1897, while the receipts for public works, including railways, increased by \$114,000.

Hudson Bay Railway.

The agitation for a railway to Hudson Bay appears to have been transferred from Manitoba to Toronto. In Manitoba very little has been heard of late about a railway to Hudson Bay, while at Toronto the matter has been urged so strongly that the city has obtained a charter to build a road to James Bay, the southern extremity of Hudson Bay. The act of incorporation contains a proviso that the charter is to be suspended for two years. If at the end of that time it appears to the governor-in-council in council that the James Bay railway company, which was chartered last year, has not made substantial progress with the line, the suspension ceases, and the civic charter becomes operative.

Manitoba Elevators.

There will be no legislation this year regarding the Manitoba elevator question. This is the latest news from Ottawa. This appears to be the result of a disagreement among the western members as to what should be done during the present session of parliament. A number of the western members agreed to certain modifications of the Douglas bill, whereby farmers only would be permitted to load grain on cars or from flat warehouses. Other members, working in sympathy with the smaller independent grain dealers, wanted the market thrown open to all comers, to ship from warehouses and elevators or by directly loading on cars. The result of the disagreement is, that nothing will be done this session toward compelling the railways to accept grain when not offered through the elevators.

Tenders.

Tenders are called by T. G. Treleaven, Killarney, Man., for the erection of a brick block.

Three tenders for a stone crusher were received by the Winnipeg board of works as follows. The Watrous Engine Co., \$975; W. G. McMahon, Winnipeg, \$1,100; The Canadian Rand Drill Co., Rat Portage, per Geo. J. Ross, \$1,200. These were referred to the city engineer.

At the last meeting of the Winnipeg board of works committee, three tenders for lumber were received as follows: D. E. Sprague, for various dimensions specified, \$14, \$15 and \$16-50; siding, No. 3, white pine, \$23; flooring, No. 3, white pine, \$23; boards, 2nd, common white pine, \$15-50; boards, culls, \$12; shingles, No. 1, cedar, \$2-75. T. D. Robinson tendered at \$14, \$15, \$16-50, \$22-50, \$22-50, \$16-00, \$16-00, \$11-50, \$2-75 respectively, for the different grades. Dick, Banning & Co's figures in the tender accepted, but afterwards cancelled, were respectively \$14-70, \$15-00, \$15-25, \$21-00, \$21-00, \$14-50, \$14-50, \$11-00, \$2-25. The tenders were referred to the city engineer for comparison.