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Corner Princess and Bannatyne Streets, WINNIPEG.

North West Ontario.

W. Vivian of Fort William intends opening a paint shop at Rat Portage.

Jones & Beaver, Port Arthur, have sold out their stock of stationery and fancy goods to W. H. Arthur.

Letters patent were issued recently at Toronto incorporating the Fort William Electric company with a capital stock of \$10,000.

James Weidman formerly publisher of the Qu'Appelle *Progress* contemplates starting a paper in one of the Lake of the Woods towns.

The Norman Hotel changed hands on Monday. D. Rioux, the present proprietor, is going to turn farmer and his place is being taken by P. L'Hereux, of Rat Portage.

A deputation has gone from Rat Portage to Toronto to interview Premier Mowat with a view to having the Rainy River district erected into a judicial one, in which case there will necessarily be a judge at Rat Portage.

The Rat Portage *News* thinks the fire protective arrangements of that town are not as complete as they might be, and advocates the purchase of a chemical engine, which would come in useful while the steamer is being got ready for operation.

J. B. Davies advertises his general store business at Keewatin for sale. He has bought out Carmichael's branch store business at Norman, at which place he has been appointed postmaster, and wishing to concentrate his business at Norman, he offers the Keewatin branch for sale.

In the Ontario legislature recently a committee presented a petition against the granting of a charter to the Port Arthur and Fort William

electric street railway. The petition sets forth that the proposed railway is deemed part of a scheme of Port Arthur to shift trade and commercial pursuits from Fort William, and divert them to Port Arthur. Evidently the Port is opposing the railway scheme of the Port. We think however, the Port people have nothing to fear in this instance, as the railway should prove a benefit to them generally, as well as advance the value of their property. The opposition seems rather short-sighted.

Port Arthur voted in favor of a by-law a short time ago to raise \$75,000 for the construction by the town of an electric railway to Fort William. The by-law, though carried by a large majority, is now declared defective, and application will be made to the legislature for its legalization. The matter is creating considerable excitement at the Port. There seems to be considerable dissatisfaction with the action of the council regarding the scheme, and the board of trade and town council have had a little tiff over the matter. Thos. Marks & Co. have submitted an offer to build the road and operate it for twenty years. A later report says that an effort will be made to quash the by-law, a notice having been given to that effect.

The Rat Portage *News* says: "About twenty-five men are actively at work at the reduction works and they have all the machinery placed in the building. It is fully expected that the first of May will see the mill running in full blast. Our future will soon be known, and everything depends upon these works. A reporter was informed that the Eureka mine would have 50 tons of ore at the works ready for treatment as soon as the works could operate and that upon the result depended the

future working of that mine and also of the investment of more Michigan capital. He says opinions conflict as regards our ore, many claiming it to be refractory, while others state there is as high as 65 per cent. free milling. Whether the mill can treat refractory ores depends entirely the extent of development that will be done."

Dominion City, Man., grain buyers it is said, recently ran the price of wheat up to \$1 per bushel for No. 2.

The Canadian Rubber Company, at Montreal, has partly closed its works, and 250 hands will be thrown out of work.

They have combines in England as well as in America. A millers' syndicate, which is to comprise about 20 mills in Yorkshire and Lincolnshire, is being formed.

400,000 bushels of wheat have been marketed in Deloraine up to date, but it is estimated there is not a great deal more to be marketed. About 25,000 is expected to come in yet.

"An instance of ways that are peculiar in wheat buying occurred a short time ago in this section," says the *Deloraine Times*. "A well-known farmer got a pointer from a friend that the wheat buyers were 'on to him', and recommended him to prove it. The farmer brought in two loads one day, getting a neighbor to drive one team. The load driven in by the neighbor brought 72 cents, the ownership of the second load was detected, and 68 cents was all that could be got. Both loads were from the one bin and exactly the same quantity. This convinced the farmer, and he at once set about selling his wheat to the eastern market."