

### The Canadian Route.

Alex. McPhee, president of the Montreal corn exchange, was interviewed in the Hotel Manitoba Thursday by a reporter of the Free Press. Mr. McPhee has been representing the Montreal grain interests, with Mr. Crane, at the meeting of the standards board, and speaking of the decisions arrived at, said: "I think the representative men of the west have shown that they appreciate the responsibilities of their position in selecting the present standards consistent with the requirements of the trade. The grades adopted will enable the grain to be moved so that the farmers of the province and the Territories will receive the greatest value possible for their present crop. The standards, I am sure, will be satisfactory to the eastern grain men and millers. But there is a great question affecting us in the east which I am convinced will receive your sympathy in the west. As you are aware the tonnage of vessels leaving Fort William for the Georgian Bay ports is not sufficiently large to carry away your crop. The result is that United States vessels compete for the trade and take large quantities to Buffalo and other United States ports. Thus Ontario and Montreal lose a great part of this trade. Montreal merchants desire to see all this grain carried to a Canadian port. It rightly belongs to us, but according to the existing laws no foreign vessel is allowed to engage in coast trade in this country. A United States vessel can't carry grain from Fort William to the Georgian Bay ports. The result is that Buffalo, Toledo and other cities benefit by it. Now, what the Montreal exchange would like to see accomplished is either the tonnage of the Canadian fleet increased by subsidies granted by the government or the United States vessels allowed the privilege of going from one to another of our ports. We should be placed on an equal footing with Duluth in the grain business, as far as transportation facilities are concerned. Then our grain would find its way through Ontario and to sea-board by Montreal. When there is a free movement of grain our tonnage is insufficient to meet the requirements of the trade. As a consequence the surplus grain goes to Buffalo. Now, we think it would be in the interests of Ontario and Manitoba people, and naturally to us in Montreal, to have all this trade pass through Canadian channels. We would like your assistance in pressing this matter upon the attention of the government."

"You are making extensive improvements to the waterways of Montreal, are you not?"

"Yes, we are spending nearly \$3,000,000 in a graving dock and a harbor. The revenue from the traffic passing through the harbor is now sufficient to pay the interest on all past and present improvements. The maintenance is well looked after, but what we would like to see is Montreal made a free port. We should have further improvements made in order to give us the most modern accessories. The channel between Montreal and Quebec should be deepened to thirty feet and widened in order that the largest ships may visit Montreal. Vessels have cleared our harbor carrying 350,000 to 400,000 bushels of grain, but with an increased depth still larger vessels would come to our port and naturally it would enable us to compete with any other

port, where the largest ships now trade. The St. Lawrence highway is handicapped by the excessive rates of insurance now in force, which would be modified if the government adopted a liberal policy in relation to the river, such as preparing charts, and other necessary protections, in the way of lighthouses, telegraph service, and fog whistles. These are our views in Montreal. Canada should have a free port and the government should move at once in the matter." Mr. McPhee left Friday for Killarney on a visit to Mr. Finlay Young, M. P.

### Western Business Items.

R. J. Whitla went west Friday evening.

Another big flour mill is talked of for Winnipeg.

D. C. Cameron of Rat Portage, was in the city this week.

R. Wallace is opening a general store at Langenburg.

W. F. Hartwell, is opening a general store at Wawanesa.

Wm. T. Corby, boots and shoes, Calgary, sold out to Jas. Freely.

Edwin Smith, hotel, Fort William, has assigned to C. W. Jarvis.

J. H. Shell, saddler, Port Arthur, has assigned to H. A. McKibbin.

E. L. Williams, jeweller, Fort William, has assigned to F. R. Morris.

S. Rogers, carriage and blacksmith, is starting business at Fleming, Assa.

Thos. Logan has opened business at Carberry, Man., in groceries and flour and feed.

James Kines, grocer and baker, Carberry, Man., has sold out to Albert Whaley.

A match factory is proposed for Winnipeg. The projector, Erick Sedvall, wants a bonus of \$15,000.

Jas. Munro, of the Sandford Manufacturing Co., left for the west Friday evening on a business trip.

Another large shipment of cattle was made from Qu'Appelle last Sunday, when about 350 head were shipped by Heubach & McDonald, of Fort Qu'Appelle.

### British Columbia Items.

J. Hayes, is opening in groceries at Victoria.

R. Wintemute, furniture, New Westminster, has assigned.

W. T. Heddie & Co., groceries, Nanaimo, reported offering to sell out.

Delage & Lafortune have opened up business at Fernie, as painters, paper hangers etc.

M. J. O'Brien, soda water manufacturer, Vernon, is establishing a branch at Revelstoke.

Challoner, Mitchell & Co., jewellers, Victoria, have dissolved. Jno. W. Spring retiring.

Rossland—Challoner, Mitchell & Spring, jewellers, Rossland have dissolved. John W. Spring continues alone.

The Vancouver News-Advertiser announces that there is every probability of a railway to Cariboo being built within a short time.

Jas. McMaster, of Macleod, Alberta, has gone to Fernie, where he takes charge of a branch meat store for Mannsall Bros., of Macleod.

Notice is given of the application for incorporation of a company to construct a railway from Chilcoot Pass along the Dalton trail to Fort Selkirk and on to Dawson.

A telegram from Montreal says: A. R. Muskett, a storekeeper of Vancouver, B. C., is under confinement in the

central police station. Muskett is alleged to have defrauded his creditors of a large amount.

The following items are reported from Vancouver: Urquhart Bros., groceries and liquors, have sold their grocery business to Phoenix & Macklin. The stock of D. W. Howard has been sold to F. M. Wetzel. E. C. Langley & Co., grocers, are succeeded by John Shortree. D. McNaughton, tobacconist, is dead.

### FLOUR MILLERS MEET.

The annual meeting of the Manitoba and Northwest Millers' association was held in Winnipeg on Thursday. The officers elected were: President—A. Kelly, Brandon; vice-president, Mr. McKay, of Hurt & McKay, Bolssevain; second vice-president, S. C. Elkington, Fort Qu'Appelle; secretary-treasurer, R. Muir, of Winnipeg. There are now sixteen members on the roll.

### NEW YORK MONEY.

New York, Oct. 7.—Money on call steady, 2 1-2 to 3 per cent; last loan 2 1-2 per cent. Prime mercantile paper, 2 1-2 to 4 per cent. Sterling exchange, easier at \$4.84 to 1-4 for demand, and at \$4.81 3-4 and \$4.82 for sixty days; postal rates \$4.82 1-2 and \$4.85. Commercial bills: 4.82 1-2. Silver certificates 60 1-2 to 61 1-2. Bar silver 60 1-2 Mexican dollars 46 7-8; government bonds strong.

### LIVERPOOL PRICES.

Liverpool, Oct. 7.—12.30 p.m.—Wheat, spot, steady; No. 2 red western winter, 5s 10 1-2d; No. 1 red northern spring 6s 1-2d. Corn—Spot steady; American mixed, 5s 4 1-2d.

Liverpool closed to-day 7-8d higher. The 130 cable was 3-4d higher; corn, 1-4d higher. Paris opened unchanged, and closed 20c lower, and flour 10 to 35 lower. Antwerp wheat market unchanged.

### MONTREAL STOCKS.

Montreal, Oct. 7.—C. P. London 87; Comme cial Cable Montreal, 180 3-4.

Mr. Nesbit, of Hutchison, Nesbit & Auld, Toronto, arrived in the city this week on a business trip. He will go through to the coast, leaving early next week, going west on the C. P. R. main line. Mr. Nesbit has a full line of samples in woollens and tailors' trimmings for the spring trade.

Argentine shipments of wheat were all this week.

New York, Oct. 7.—Exporters report good acceptances to-day on last night's offers to Europe for all kinds of grain. There is a very good demand for rye. The continent has raised its bids on rye 2 cents a bushel since last Wednesday.

Rather lighter than usual is the verdict which the reader is likely to give of the October "Canadian Magazine." The lightness is due to short stories and photographs in abundance. "Cyrus Pincher's Threshing Bee" is a humorous tale which will appeal to all observers of country life. Charles Lewis Shaw tells a good hunting story under the title "Dodging a Moose." Principal Grant writes on "Newfoundland and Canada," in which he advocates the confederation of Newfoundland and the extension to her of more liberal terms on the part of Canada. S. T. Wood writes on "Social Amelioration." Among the illustrated articles is the last of Sir John G. Bourinot's articles on the "Makers of Canada." Among the portraits in the issue are photographs of all the provincial legislative buildings.