

THE MARKETS.

WINNIPEG.

WHEAT.

The wheat markets were decidedly flat last week, owing to the continued inactivity in moving grain. Indeed the grain blockade seems to be becoming worse instead of better, during the past two weeks. The road east was blocked most of the week. At least there were few cars getting through, and few cars to be had to make shipments. Some eastern mills depending on Manitoba wheat, were obliged to shut down, including the large Ogilvie mill at Montréal, which it has been found impossible to keep supplied with wheat though the company have had elevators all over Manitoba crowded with wheat all winter. This, of course, means a heavy loss, in capital locked up, carrying charges, insurance, interest, etc. Speaking of the absurd statement that the lack of elevator accommodation was the cause of the trouble, one large dealer remarked, that the more elevators one had, the worse he was off, as it simply meant the locking up of capital and the trouble of carrying a large amount of wheat at a heavy expense. With this state of affairs, trading done last week was unimportant in extent. Quotations were about nominal at 55c for No. 1 hard and 52c to 53c for No. 2 hard and No. 1 northern, on track here.

FLOUR.

There was no change in the flour situations. The slowness in making eastern shipments injures immediate prospects, but the mills keep grinding pretty steadily. Local prices were: Patents, \$2.05; strong bakers, \$1.80; XXXX, \$1.30; superfine, \$1.10.

MILLSTUFFS.

Brand holds at \$11 per ton and shorts \$13 per ton.

OATS.

Were offered freely on the market, the desire being to rush in the grain before the sleighing was all gone. From 28 to 30c appeared to be about the usual price paid for loads, with the feeling easy. Car lots on track were worth about the same figure. 30c being obtainable for good samples.

OATMEAL.

Local prices are unchanged, as follows: Standard, \$2.45; granulated, \$2.60; rolled oats, \$3.00.

EGGS.

Country eggs arrived very slowly last week, owing to the cold weather, and if receipts do not improve, some importing will probably be done for Easter. 25c in case lots was the usual price.

BUTTER.

This commodity is about as dull as ever for the qualities to be had. The only demand is for choice, of which grade there appears to be very little left, as receipts are almost entirely of medium or poor quality. Prices unchanged at 17c to 18c for best qualities of dairy.

CHEESE.

Cheese is quoted in small lots at 13 to 13½c, and only moving in limited quantities.

LARD.

The prices of both local make and Chicago is \$2.30 in 20 pound pails.

CURED MEATS.

Prices hold at the following quotations: Home cured quoted as follows: Long clear bacon, 11 to 11½c; breakfast bacon, 14 to 14½c; rolls, 13c; hams, 14½ to 15c; pork sausage, 10c per pound. Eastern Canada quoted: Long clear, 10½ to 11c;

breakfast bacon, 14c; rolls, 13c; hams, 14 to 15c; Chicago mess pork, \$21 per bbl.

DRESSED MEATS.

Hogs scarce and bringing 7½ to 7½c. A few choice hogs sold on the market at 8c, but this price would only be paid for special requirements. Frozen beef was still offering, farmers sides bringing 4½ to 5½c, and sometimes, 6c for choice. Mutton quoted at 10c; veal 8 to 10c.

LIVE STOCK.

From 4 to 4½c is the usual quotation given for good cattle.

VEGETABLES.

Potatoes readily bring 35 to 40c, the latter price being freely paid for good lots. The same price is being paid at outside points for lots for good no. 1 mixed potatoes for shipment. Other quotations are: Onions, \$1.50 to \$1.80 per bushel; cabbage, \$10 per 100 for good; celery, 50c to \$1 per dozen bunches, as to quality; carrots 50 to 60c per bushel; turnips, 25c per bushel.

HAY.

Pressed, in car lots on track is worth from \$8 to \$8.50 per ton.

J. J. PHILP, of Philp & Co., fruits, Winnipeg, returned from the east last week.

EX-ATTORNEY-GENERAL HAMILTON, of Manitoba, now of St. Paul, was at Calgary last week. The Calgary Tribune says: "Mr. Hamilton, of St. Paul, who is in town, is on a mission that may prove of a good deal of interest to Calgary. He is sent on behalf of capitalists to enquire into the general resources of the country, and the approximate cost per mile of building a road south to connect with the American stem of railways. He inquired particularly into the coal and iron resources of the neighborhood."

THE following will show the necessity of railway competition for Winnipeg. On a shipment of several cars of apples, which lately were received here from Ontario, the freight from Ontario to Chicago was 16 cents per 100 pounds, from Chicago to Minneapolis 10 cents per 100 pounds, and from the latter place to Winnipeg 69 cents per 100 pounds. The last amount included the C. P. Ry. rate of 25 cents from Emerson to Winnipeg. To bring the apples to Minneapolis, say two thirds of the distance, the cost was \$52.75 per car. The remaining one-third of the distance - Winnipeg cost \$208.50 per car.

THE Winnipeg Salesmen's Early closing Association, held a meeting on Friday evening last. The following draft of a petition to the Legislature was submitted and approved. It will be at once circulated for signatures: We, the undersigned voters of the electoral divisions of North and South Winnipeg, humbly petition your honorable body that you will cause such legislation to be passed as you in your wisdom think necessary in order to provide that such a large section of the community as the retail salesmen may not be compelled to remain confined in their various places of business for such a large portion of the twenty-four hours. We would respectfully call your attention to the fact that the Legislature of the province of Ontario have passed such a remedial measure. The chairman stated that he had received a cheque of \$50, from a merchant, towards defraying legislative expenses.

A Possible Northwest Industry.

The attention of capitalists, says Mr. Pearce, of the Land Department, in his annual report, might well be directed to the prospect of tanning being conducted with large profits at some point along the line of the Canadian Pacific Railway. In the Selkirk range of the Rocky Mountains any amount of hemlock bark should be cheaply procurable in close proximity to the road, and any number of water powers could readily and cheaply be rendered available for bark grinding mills. It is stated the practice is now to ship the portions of the bark valuable for tanning purposes in a pulverized state, pressed into bales. There are now available annually at, say Calgary, at least 10,000 cow hides and 3,000 sheep skins. This supply would be double in probably a couple of years, from the fact that once there was a fair market for hides every available one would be brought to market; at present cattle that die natural deaths are seldom skinned. In proportion to the population probably three times more leather is consumed here than in the Eastern part of Canada. Harness, saddles and leather leggings add extensively to the consumption.—*Lethbridge News*.

SIMS & Co. have opened a carriage Manufacturing establishment at Brandon.

I. A. COWIE has returned from Morden to Emerson to go again into the manufacture of pumps.

D. T. REID, of the late firm of Reid & Co., fish dealers, Selkirk, is said to intend starting again in the business, with headquarters at Winnipeg.

J. H. BROWNLEE C. E. and Ed. Hughes of Brandon have formed a partnership in the real estate business. They will handle all classes of farm and city property.

MACKEY, superintendent of the new experimental farm at Indian Head, Assa., is on his way bringing with him the horses, cattle, etc., for the farm, and it is expected operations will be commenced immediately after his arrival.

JUST as the shipping season is all but over, the customs officials at Ottawa have discovered that it is possible to allow the exportation of wheat in bond over the Northern Pacific. The Emerson Times says: "The agitation which has been in progress since November last, over the difficulties presented by the department of customs, to the shipment of grain over the Northern Pacific Ry. to Ontario in bond has resulted in the opening of that route. A communication was received on Saturday last by Mr. Burnham, from the railway officials, enclosing a telegram from Ottawa to the Grand Trunk railway, advising that no certificates need be issued by the collector here to facilitate re-entry of the grain into Canada, but that it need merely be entered and American officers satisfied that the grain is of Canadian growth, when they will bond it to its destination. The Customs Department assert that there is no desire to prevent free flow of the traffic by American channels. It is the intention very soon to send a trial car to the boundary line, which will be loaded and pushed east as rapidly as possible, after which an ample supply of cars for the trade will be provided."