

Thrashing the Crop.

The Winnipeg board of trade did expect service to the farms of the west last year in aiding them to secure threshing machines. Thrashing was finished in some districts before early a start had been made in others. The board gathered information up to districts where threshing was delayed, and induced threshers to move their machines to other sections where there were not sufficient machines. The board also secured a special low freight rate from the railways for moving threshing plants and necessary men. This work will be taken up again this year on the same scale as last year. Already Secretary Bell, of the board of trade, has received communications from threshers who have about finished work in their respective districts, and who are willing to move to any other district where the work is behind. Communications have also been received from owners of threshing plants in the United States, quite a number of whom are anxious to cross into Canada with their rigs to assist in threshing out our big crop. It is believed, however, that there are a sufficient number of machines here to handle the crop, and it is not thought desirable to encourage the movement of threshing plants from the United States.

Winnipeg City Council.

The Winnipeg city council met on Monday evening. The usual routine business was transacted, as a part of which a number of public improvements were ordered. The market, license and health committee recommended that the tender of A. M. Nathan for supply of 300 to 500 tons of coal for crematory at \$7.00 per ton, C. P. R. weights, be accepted, the coal to be delivered as required. The fire, water and light committee recommended that the tenders for supply of waterworks materials be awarded as follows: Vulcan Iron Co., 26-6 Corey hydrants at \$41.50 each, Jenkins & Hardy, Toronto, cast pipe at \$4.20 per lb. The Garsshore, Thompson Pits & Foundry Co., cast iron pipe at \$44 per ton. Special castings at 3 1/2 per lb.

Canada Foundry Co., for valves at prices stated in tender. Hersey Mfg. Co., 225 1/2 or 3/4 bronze rotary Hersey meters at \$13 each, with couplings complete at 25 1/2 or 3/4 bronze disc meters at \$9.76 each. National Meter Co., 250 1/2 or 3/4 Empire meters at \$12.50 each, 250 1/4 Empire meters at \$13.75 each, 50 one inch Empire meters at \$25 each. The Hersey Mfg. Co., to furnish a guarantee against loss to aid meters by frost. All the above goods to be furnished f.o.b. cars, Winnipeg, duty paid by contractor.

Winnipeg Board of Trade.

A general meeting of the board was held on Tuesday afternoon. The president reported verbally on the work of the council since the last meeting, a review of which has been previously given in this journal. The principal question taken up was that of grain freight rates, on the resolution referred to the full board by the council. A mass of correspondence from other parts of the province was presented, generally upholding the action of the council of the Winnipeg board in the efforts made to secure a reduction of grain rates from the Canadian Pacific Railway Company to the same rate as now prevails on the Canadian Northern Railway.

J. H. Ashdown was the first to rise in support of the resolution. He reviewed the freight rate situation here over a period of years, which he was well qualified to do from his connection with nearly all past efforts to secure lower rates, strongly urging that every effort should be made to secure the reduction now asked for.

Wm. Georgeson also spoke in support of the resolution, which was seconded by A. Strang. Mr. Georgeson made the point that the Canadian Northern Railway points would be given a stimulus which would result to their permanent advantage, as compared with competitive Canadian Pacific Railway points, if the difference in grain rates in favor of the Canadian Northern Railway were long maintained.

Mr. McDonald said the resolution would not do much good, nor any harm. He would support it in a general way, but he urged the board to

take measures to assist in creating real competition in railway traffic. He referred at some length to the mistakes of the past, which had been made in connection with the assisting of the railways by enormous bonuses in one form or another, without securing any control whatever over the said railways.

Several communications were referred to the council for action.

Brandon Board of Trade.

An interesting meeting of the Brandon board of trade was held on Monday last, mainly to consider grain rates and railway passenger service. Great objection was urged to the passenger service from Brandon westward to Moose Jaw on the C. P. R. main line. It was decided to send a deputation to Winnipeg to consult with the railway officials in the matter. The freight rate on wheat was also discussed and a resolution was passed asking for a reduction by the Canadian Pacific Railway to meet the rate made by the Canadian Northern Railway.

Otis Elevator Company.

The Canadian Otis Elevator Co., which has recently been established at Hamilton, Ont., is the Canadian branch of the company which has its headquarters at New York. Several Canadian concerns manufacturing freight and passenger elevators, have been amalgamated in the new Canadian factory of this company. The Otis Elevator Company is one of the largest concerns in the world in this business, operating factories in Great Britain, France and the United States. The Winnipeg Machinery & Supply Co., who handle these elevators here, have a number of orders in hand now for Winnipeg buildings.

British-Canadian Trade.

According to British board of trade returns, British imports of Canadian wheat increased in the past nine months £714,000; flour increased, £258,000; other increases are: Bacon, £238,000; cheese, £277,000; butter, £217,000; hams, £29,000; cattle, £17-

000; horses, £5,000; hewn wood, £9,000; sawn wood, £190,000. The total imports of Canadian canned salmon were £215,000 from the Atlantic; £790,000 from the Pacific; lobsters, £147,000.

On the other hand maize decreased £417,000; oats, £194,000; peas, £116,000; sheep, £15,000; eggs, £30,000. It is also astonishing the increase in British exports to Canada for the past nine months, part of which is attributed to the favorable operation of the preferential tariff, namely cotton piece goods, £148,000; jute, £19,000; woollens, £90,000; worsted, £23,000; haberdashery, £46,000; pig iron, £71,000; bar iron, £41,000; railroad iron, £110,000; sheets, boiler plates, £51,000; galvanized sheets, £70,000; tin plates, £60,000; castings, wrought, £14,000; which is indicative of remarkable industrial activity.

Fur Values.

That strictly fine furs are high in price is a fact, not a theory to be philosophically accounted for, says the Fur Trade Review, of New York. Such furs are high in price because of their intrinsic excellence, scarcity, and the very considerable amount of money, time, mental and physical energy expended upon their development from the skins upon the cunning and animate creatures in the wild forests, snowy mountains, lakes, rivers and mighty ocean wastes, to the superbly dressed furs and artistically designed articles of apparel so highly prized by people capable of appreciating beauty and real worth.

Prices may seem to be high, but they are only relatively so when compared with previous and unlike conditions and inferior quality, and not when the fact is considered that they represent actual values in harmony with conditions of production.

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