PAGE TWELVE

# **BAILWAY BUNGFT**

(Continued from Page 1.)

nineteen millions, nineteen millions, and, singularly enough, comparison of the pay roll of teen millions in wages alone during

Affected by World Conditions.

The operating loss and failure to provide for fixed charges was really a reflection of conditions which obtain-ed all over the world as a result of construction in western Canada to the the war. We reminded the house that in the United States, where economic conditions so closely approxi-mated our own, the lines taken over by the government for operation during the war are reported to have ed in two years by over seven hundred millions to earn the net revenue which the government guaranteed them when taken over by the United States railway administration. Altho the freight earnings of the nationa system show an increase in excess of two and a half millions for the year there was a falling off in freight hardled amounting to three million tons That there was an increase in freigh earnings at all is attributable to the creased rates put into, effect during 1918.

Carried More Passengers. The national system carried eleven and a half million passengers during the year, an increase of about one and

three-quarter mill.ons. Additional services and the return troop movement helped to swell these figures: Total passenger earnings increased from fourteen to a little less than twenty-two million dollars. About million and a half of this increased revenue was attributable to the ter per cent. increase in passenger rates granted during 1918, and in effect for the first time for the full year.

The operating revenue was more than \$93,000,000. The wage bill for the year exceeded \$73,000,000, having, owing largely to the McAdoo series of advances, jumped from \$54,000,000 in 800 stock ca 1918. In other words, out of every dol-25 cabooses. lar of revenue earned, 78c passed arrectly, by way of wages, to the employes.

#### Bettered Employes.

The cessation of hostilities appre-ciably relieved the labor situation, and enabled a start to be made on overtaking considerable maintenance-ofway, and equipment work which had been deferred under war conditions. The deferred maintenance, amounting to over \$5,000,000, is included in the year's operating expenses, and to that extent has increased the deficit. The position of the 55,000 employes of the National System was materially improved during the year.

The relations between the management and the employes had been very satisfactory. Since the Canadian Railway Board of Adjustment No. 1 was established in September, 1918. Canadian railways had been remarkably free from serious labor troubles.

Improve Track Conditions. To improve track conditions, 625 miles of new 85-pound rail were laid, and on 130 additional miles of track the existing rail was replaced with heavier section, this being largely good 80 or 70-pound rail released by the first item.

progres

a number of the 134 section houses re- the economies it should be possible to effect by co-ordination and the re-turn of normal conditions to gradually reduce these deficits until the day (which I personally feel is not far off) when the revenue will prove sufficient to now for correction and laterally A large appropriation is required for general roadbed and track improve-ments, and increasing traffic warrants mprovements and revision of the main line between Montreal and Quebec, Tontreal-Toronto Wire. to pay for operation, and later, also to "The earnings of the Canadian rail-ways last year were \$850,000,000, made

A greatly-needed improvement is the stringing of an additional copper and steel wire between Montreal and

quired

up as follows: nineteen millions, and, singularly enough, comparison of the pay roll of the national system for the two years ehows an increase of practically nine-teen millions in wages alone during the national system for the two years the present wires between these important points, the present wires being required for local business and train despatching. C.P.R., \$117,000,000; Canadian Na-tional; \$94,000,000; G.T.R., \$68.000.000; G.T.P., \$11,000,000. The new wires will also enable new thru business to be handled by the G.N.W. thru Canada, whereas the com-

pany's thru business now goes via the United States connections.

completion of branch lines, on which work is well under way. The program includes work on sixteen branch lines in Manitoba, Saskatchewan, Alberta and British Columbia. The principal items, of track-laying will be Krom Eston south, 35 miles; Humboldt-Melford line. 32 miles; Melford, northeasterly, 32 miles; Oliver, northeasterly, 22 miles; Peace river line, 321/2 miles Swift Current line, 181/2 miles, arM Jackfish lake branch, 27 miles. In all, 349.6 miles of track is to be laid, and

123.4 miles of line is to be graded. Eastern Canada Plans.

In eastern Canada there are several very important connections which can be regarded as essential to economic and unified operation with other liens of the national system, but

which must also be postponed until the financial situation improves. Among these may be mentioned the bein the connecting up of the Grand the from the Trunk lines will give direct access to and Long Lake connection between National Transcontinental and the Ontario. Western Canadian business the Canadian Northern main lines which,

no longer require to be split into three, but can go forward in one long haul over all National lines, and vice versa. when completed, will give the C.N.R. the short route between Winnipeg, Montreal and Toronto. During the year 1919 the following The loss on operation of the Trans-continental last year was \$2,785,000. This was included in the Canadian rolling stock was ordered for Cana dian government railways: 25 Pacific type locomotives, 25 switching loco-motives, 18 standard sleeping cars, 13 compartment observation cars, 9 din-ing cars, 30 baggage cars, 130 colon-ist cars, 20 tourist cars, 20 mail cars, 550 marching cars, 20 mail cars, National figures already referred to

But there was also the Grand Trunk Pacific, which the government found on its. doorstep in March of last year. 550 general service or coal cars, 500 flat cars 750 box cars, 250 ballast cars, The Grand Trunk Pacific for the year ending Dec. 31 last, showed an oper-800 stock cars, 150 refrigerator cars. ating loss of five and one-half millions. To this must be added fixed charges This equipment has been delivered of eight and one-half millions, making

except seven of the standard sleep-

ers, the observation cars. diners, first-class coaches and mail cars, all of which it is expected will be in ser-No Hudson Work This Year. "There is one more railway which was commenced, and which has not vice at an early date. been completed, which is known as the Hudson Bay Rallway," Dr. Reid Passenger earnings have shown such a good increase that thirty ad-ditional heavy passenger locomotives "For the information of the are required, and fifty additional pas-senger train cars. On account of the very high unit prices of rolling stock said. very high unit prices of rolling stock the equirements have been kept down the equirements have been kept down to the lowest point consistent with in evidence, and in much greater nee

The equipment to be ordered is as follows: Locomotives, 20 Pacific type, medium weight; 10 Pacific type, heavy weight; 25 heavy freight locomotives, 20 switching locomotives. Freight 2000 continue for the second "Keen competition, adroit, persiscars: 3000 forty-ton box cars, 500 re-frigerator cars, 650 fifty-ton coal cars or general purpose cars, 350 fifty-ton baliast cars, 100 cabooses, 150 stock cars. Passenger cars. 20 baggage tent, aggressive and fair, is promised by the president of the Canadian Pacific, who expresses the hope that both their own system and the Na-

tional may in future work in commo cars, 18 standard sleepers, 12 standard for the advancement of the country. diners. He says there no longer need be con-Question of Rates. troversy, but that there will always

"The question of rates," said Dr. Reid, "is one which will bear careful be keen competition. That is what the management of the National system expects and welcomes." examination. No system can indefinitely stand the relationship at present Remove Political Interference. 'We have taken steps,." Dr. Reid \$4.40. ing expenses of the National, but beconcluded, "to remove the fore proceeding to a consideration of ment's lines from political interferfuture rates, it may be well to review ence. Experienced railway men are in what has taken place in recent years charge; they are being given money in that connection. Honorable mem- to improve the roadbed, to buy the best equipment to enable the greatbers will recall the agitation, extendtion of rates in western Canada, by many urged because it was felt one railway at least could well afford a re-duction. Just a few months before the duction. Just a few months before the outbreak of war, this western rate as it develops—and it surely will decase was finally decided. The judgvelop. If we imagine Canada to have ment involved a comprehensive reducreached the maximum of develop-ment, then we shall have planned tion in rates in territory west of the great lakes, and very seriously affectfoolishly, but I, for one, have the ed the newer lines. faith to feel and the vision to pro-Only Two Ways.

"The management, therefore, feel

pete with each other all along the line,

whatever freight increase is permit-

Two Great Railway Groups.

apply to Canadian Pacific lines.

States Situation.

MARCH CORN SELLS

**LIVE STOCK PRICES AT HIGHEST POINT HOLDING STEADY** Run Continues Light, With

Other Options Move Irregularly-Some Good Buying of Oats.

CHICAGO MARKETS

STRIKE CLOSES YARDS.

MONTREAL PRODUCE MARKET.

Corn-

Oats\_\_\_

May ... July ... Pork-May ... July ...

Lard-

employes.

May ... July ... Ribs-

May ... 156 July ... 150 Sept. ... 146

Little Change at Union

G.T.P., \$11,000,000. Leaves Decision to People. A 25 per cent. increase on these earnings would approximate \$85,000, 000, the greater part of which would be earned in Canada. Whether we shall take \$88,000,000 in increased freight rates out of the people of the country next year in order to show a surplus for the national system is a question as to which I myself am not prepared to take the responsibility of deciding either one way or the other at the present time. I leave it to the consideration of the house and of the people of Canada as a whole, and shall be glad to elicit representative opinion in the matter, so that the government may be in a position to give this important question the best prepared to take the responsibility of deciding either one way or the other at the present time. I leave it to the consideration of the house and of the people of Canada as a whole, and shall be glad to elicit representative opinion in the matter, so that the government may be in a position to give this important question the best possible consideration. "The current year will witness the rounding out of the Canadian National Railway system by the acquisition on the Grand Trunk and its subsidiary lines. With these added, it is esti-mated that over 50 per cent. of the domestic freight traffic of the Do-minion will be found to originate

#### GENERAL SALES.

The United Farmers' Co-Operative re-

Stock Yards.

The United Farmers' Co-Operative report these sales: Butchers-2, 1350 lbs., \$14.25; 3, 1260 lbs., \$13.75; 1, 1210 lbs., \$13.75; 1, 150 lbs., \$13; 4, 1220 lbs., \$13; 2, 1080 lbs., \$13; 2, 695 lbs., \$13; 5, 1040 lbs., \$12.75; 1, 1140 lbs., \$12.75; 1, 1010 lbs., \$12.75; 1, 610 lbs., \$12, 50; 2, 1080 lbs., \$12; 1, 830 lbs., \$12; 3, 910 lbs., \$11.60; 2, 910 lbs., \$11.50; 5, 920 lbs., \$11.25; 1, 1100 lbs., \$11:50; 5, 920 lbs., \$11.25; 1, 1100 lbs., \$11:50; 5, 920 lbs., \$11.00; 1, 900 lbs., \$11:1, 820 lbs., \$10.75; 1, 810 lbs., \$10.50; Cows-1, 1110 lbs., \$10.50; 1, 590 lbs., \$11: 1, 890 lbs., \$10.50; 1, 1410 lbs., \$10.50; 1, 1150 lbs., \$10; 2, 1140 lbs., \$10.50; 1, 1150 lbs., \$10; 3, 1100 lbs., \$82.55. Bulls-1, 1580 lbs., \$10.75; 1, 1250 'bs., \$10.50; 1, 1160 lbs., \$9.50; 1, 1100 bs., \$9. Lambs-Good, \$18 to \$19; common, \$14 to \$16. Sheen-Steady mated that over 50 per cent. of the domestic freight traffic of the Do-minion will be found to originate along government railways. The connecting up of the Grand Trunk lines will give direct access to costern industrial contras expecially in

J. P. Bickell & Co., Standard Bank building, report the following prices on the Chicago Board of Trade: Open. High. Low. Close. Close

sheep-Steady. Calves-Choice, 157<sup>1</sup>/<sub>5</sub> 155<sup>5</sup>/<sub>5</sub> 157 156 151 149<sup>5</sup>/<sub>5</sub> 150<sup>7</sup>/<sub>5</sub> 150<sup>1</sup>/<sub>5</sub> 147 145<sup>7</sup>/<sub>8</sub> 146<sup>7</sup>/<sub>8</sub> 146<sup>1</sup>/<sub>5</sub>

Calves\_Choice, \$20 to \$21; few choice, \$22; good, \$18 to \$19; medium, \$15 to \$17; common, \$10 to \$14. J. B. Shields & Son sold: Butchers-1, 910 lbs., \$10.25; 4, 750 lbs., \$5.50; 2, 1680 lbs., \$12.25; 1, 660 lbs., \$12. 86 86% 85% 86½ 86½ 86½ 78½ 79½ 78½ 79½ 78½

\$12.
Cows-6 1000 lbs., \$9.60; 1, 780 lbs.,
\$4.50; 3, 1070 lbs., \$8; 1, 1280 lbs., \$9.50.
Bulk-1, 580 lbs., \$6.50; 1, 720 'bs., \$8.
Eddie Parsons (J. B. Shields & Son),
sold 5 stocker bull calves, 2270 lbs., at
150 'bs., at 125; choice
calves, 18c to 20c; medium, 15c to 18c; 2
spring lambs, \$30, and 1 spring lamb 36.25 36.80 36.20 36.50 26.60 20.65 20.75 20.57 20.22 20.80 21.45 21.52 21.30 21.52 21.50 of eight and one-half millions, making a total deficit of \$14,000,000 over 1918. July ... 19.40 19.45 19.30 19.42 19.37

 spring lambs, \$30, and 1 spring lamb
 C. Zeagman & Sons report among other sales made yesterday the following: Cows-1, 1080 lbs., \$10.50; 1, 1050 lbs., \$4.50; 1, 1040 lbs., \$8; 4, 650 lbs., \$7.50; 1, 880 lbs., \$6; 1, 1010 lbs., \$8.60.
 Steers and heifers-1, 460 lbs., \$5; 3, 1350 lbs., \$14.50.
 Springer-1, \$139.50.
 McDonaid & Halligan's quotations on Tuesday were: Chicago, March 30 .- No live stock market owing to strike of stock yard

McDonald & Halligan's quotations on Tuesday were: Butchers-4, 1090 lbs., at \$12.25; 2, 955 lbs., at \$11.50; 4, 860 lbs., at \$11.25; 2, 825 lbs., at \$11; 2, 670 lbs., at \$11: 4, 850 lbs., at \$10.90; 4, 720 lbs., at \$10.75. Cows-1, 1190 lbs., at \$10.25; 1, 1110 lbs., at \$10.75! 1, 1030 lbs., at \$10; 2, 1065 lbs., at \$9.25; 2, 1020 ‰s., at \$10.25; 2, 1100 lbs., at \$9.25; 1, 640 lbs., at \$9; 1, 1010 lbs., at \$9; 1, 1150 lbs., at \$8.75. Special Note. Montreal. March 30.—Local and coun-try trade in oats today was quiet, but the tone of the market was firm in sympathy with the reaction in the Win-nipeg option markets. Business in all grades of flour was quiet. There is no change in the condition of the milified market today, and the baled hay market was dull. The local egg market is with-out new features to note. Prices for poistoes are maintained under a con-tinued good demand. The butter and cheese markets are quiet. Oats—Chandian western. No. 2, \$1.15<sup>1</sup>/<sub>2</sub>; Canadian western, No. 3, \$1.11. Flour—New standard, firsts, \$13.25 to \$13.55. Rolled oats—Bag 90 lbs., \$5.50 to \$5.60. Montreal. March 30 .- Local and coun

1, 1010 lbs., at \$9; 1, 1150 lbs., at \$8.75. Special Note. Ed Seymouf for McDonald and Halli-gan, sold 100 calves for \$18.50 and 50 calves for \$19 per cwt. On receipts of 15 loads, some of the Corbett, Hall, Coughlin Co. prices are given below: Choice butchers, \$12.50 to \$13; good, \$12 to \$12.40; medium, \$11 to \$11.50; com-mon, \$10 to \$11.

Rolled oats—Bag 90 lbs., \$5.50 to \$5.60.
 Bran, \$42.25. Shorts, \$52.25.
 Hay—No. 2, per ton, car logs, \$30 to

ion, \$10 to \$11. Choice cows, \$10.50 to \$11; good, \$9.50 o \$10,25; medium, \$8 to \$9; common.

\$10.25; medium, \$8 to \$9; common,
 \$6.25 to \$7.50; canners, \$5 to \$5.25.
 Heavy bulls, \$10.50 to \$11; butchers, \$9

WEDNESDAY MORNING MARCH 31 1920.

THOROUGHBRED"

Make sure of a bountiful crop of

finest roots to feed your stock, by

Steele, Briggs' Seeds

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lower at 38 7 3-4 off at 71 1-

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section. The day's stocks, 2,593.

war bonds, \$1 2.273, including

**NEW YOR** 

Rise in Ca

New York, stocks today wa more restricted session in seven the further adva

the further advant irregular thrubut Builish enthu dampened by yes vance of call m altho today's ma cent, and that Heaviness of for other deterfent, ing an extreme cents iroth its re

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points, just before steel heid the be gain at 262 and rose 15 points to tions.

Several of the utilities, coopers represented on the lecent aggressive

tose groups tiose groups amounted to 635, There was a r dealings in all cl ing Liberty issues the mann the tone a whole easing fr a point, especially Total sales (par -Old U. S. Lone call.

STERLIN

New York, A change rates we at the opening of Demand sterling 3½c below yester adian dollar was checks were quot

adian dollar much checks were quot for the American and lire checks a 41 centimes. Ge

41 centimes. Ge 1.84 cents each. was around \$3.85.

Dampens

Stuts, H

LOS

Cathinower—California, \$6 to \$6.75 per case; \$3.50 to \$4 per pony crate. Celery—Florida, \$5.50 to \$6.50 per case; Cal., \$10 to; \$12 per case. Cucumbers—Hothouse, \$4.50 to \$5 pc -\$12 per bbl.; domestic, 40c to Endive Lettuce—California Iceberg, \$4.25 to \$4.50 per dozen. Lettuce—California Iceberg, \$4.25 to \$4.50 per case; leaf, 30c to 50c per dozen bunches; large, 85c per dozen. Mushrooms—Imported, \$3.25 to \$3.50 per 3-lb. basket.



THE TORONTO WORLD

portant work of providing a second track, where in previous years serious contention has occurred on the Intercolonial Railway, and at Drumheller, Alberta, where 23 coal mines are grouped.

The construction program of 1919 was, as closely as possible, confined to completing branch lines. which were under construction in western Canada outbreak of the war. Shortat the age of labor and disturbed industrial conditions during the summer prevented the expected completion of certain western branches, but the work on these would be vigorously pushed this session.

#### Toronto and Leaside Plans.

At Toronto and Leaside the terminal yard was further developed. Most of the facilities at this point are now utilized and are proving of great value and the other is by increased business. in handling the business on the lines The Canadian National Railways in southern Ontario.

The following general improvements trade and immigration, in view of the are recommended by the directors as strengthening of weak spots by the being among the most pressing re- inclusion of Grand Trunk lines, and quirements of the system.

On Canadian government railways: The relaying of about 200 miles of track with heavier steel and the utilization of the released steel for addi. tional passing tracks, spurs and sidings.

Other General Improvements. The completion of the 20 miles of double tracking already referred to expenses are to be met out of the earnings. and now well under way. Improve-ments to or replacing of over 200 that, both because we have the same bridges, trestles and culverts, includexpenditures to meet and must comfilling and other permanent worn The construction of 25 stations and seven coaling plants, seven water stated in the United States ought also to tions, nine buildings for the mechanibe applied to Canadian roads.

cal department; engine houses, ma-chine shops. etc., 56 buildings for housing employes, such as section houses.

"I have, however, a larger responsi-bility as minister of railways, having. Provision will be made for the genas such, to do with all Canadian roads, eral improvement of track conditions and at St. John an extension of the and answerable in the final analysis to the people, who at present find the yard trackage is required to relieve cost of commodities sufficiently high. the congestion at that point. The railway situation in Canada has

On Canadian Northern. On Canadian Northern lines: The construction of branch line mileage in construction of branch line mileage in dian National and the Canadian Patunity to replace steel now on main ciffc. In Canada the mileage of the lines with heavier section, the steel latter road is 14,824, but there are 4948 of owned or controlled lines in the viceable for branch line traffic. The United States, so that the system additional traffic being provided by the branch lines is enabling heavier the Grand Trunk lines, the Canadian present demand for all made, and the National System equipment required the utilization c. In the States. These two great sysvery heavy power, making it necessary tems are, from the mileage standto continually improve the standard point, at any rate, fairly evenly balof main line roadbed, track and strucanced, and it is unnecessary to point tures.

The program in respect to rail replacement covers the relaying of 350 miles of new steel on main lines, apply to Canadian Pacific lines, Three hundred and thirty-one bridges, trestles and culverts are to be re-

placed, filled or renewed, involving the replacing of many temporary structures by permanent work. The completion of additional work. The The their railway investment, and this ompletion of additional milea prairie provinces has necessitated the nstruction of many new buildings, a large item being 68 new stations and into the following proposition: Be coaling plants. Build New Machine Shops.

Build New Machine Shops. The mechanical department's facili-tion of new engine houses, machine shops, etc., 19 in all. Some of these are required at the end of new branch are required at the end of new branch lines. Additional lines also account for and trusting to increase in business,

phesy that this great transportation system is not being prepared to per-"Now there are only two ways by which a railway's revenues may be inform this splendid transportation ser creased. One is by increased rates, vice in vain. D. D. McKenzie Opposes C.N.R. Mr. D. D. McKenzie stated that he did

Mr. D. D. McKenzie stated that he did not believe in government ownership and operation of railways. He thought that the proper way to run the railway busi-ness of a country was thru private en-terprise. The best results could not be obtained thru public ownership. As an instance of successful private ownership and operation, he referred to the C. P. R., which was able to declare a ten per cent. dividend. should-in view of the resumption of

eastern industrial centres, especially in

originating on Grand Trunk lines will

Loss on Transcontinental.

especially in view of the traffic possistillties of the sixty steamships, the freight of which will come to National Railways-commence to show a steady increase in business, but the manage-

Turning to the statement just made by the minister of railways, Mr. McKenment has, in the course of public ment in support of his view. Motion Carries. utterances, called attention to the necessity for increased rates if operating

Mr. McKenzie expressed the opinio that the minister of railways must have had great difficulty in bringing himself to present such a statement as he had to present such a statement as he had made. It was probably prepared by his subordinates. "He probably said," re-marked Mr. McKenzie, "Prepare this nightmare for me. I don't want to read it, but I will go into the house, support-ed, perhaps, by a glass of whiskey, and present it." present it.'

The motion carried, and the house went into committee. The item of \$5,-000,000 for construction and betterment of Canadian government railways was first taken

King Objects to Loan Clause. King Objects to Loan Clause. Hon. Mackenzie King called attention to a clause in the Grand Trunk agree-ment which he thought was too much like a clause that the opposition had had removed from the Grand Trunk bill, when that measure was before the house last session. The clause provided for the loaning by the government of moneys necessary for the operation of the rail-way. He asked Mr. Reid if there was any difference between these two clauses. undergone a marked change, the entire way. He asked Mr. Reid II there was any difference between these two clauses. The minister said the question could bet-ter be answered by the minister of fi-nance. As he understood it, it was en-tered with the intention of assisting in National System will comprise 22,356

tered with the intention of assisting in financing the Grand Trunk, but no money would be loaned for the purpose until it had been voted by parliament. Litigation Difficulties. Jacques Bureau, Three Rivers, had several questions on the difficulty of litigation when the transcontinental road was the defendant company. He was apparently not satisfied with the answer of Dr. Reid that the govern-ment was waiting for Grand Trunk arout to honorable members that any nt was waiting for Grand Trunk arrangements to bring all the government roads under one law. Dr. Reid then promised to look more fully into the

matter. J. H. Sinclair advocated an increase in they appear to be able to do notwithrates on the Canadian National sys-tem, "to teach people who are shouting standing present abnormal conditions. The question resolves itself, therefore tem, to teach people who are shouting for national ownership of railways." Public ownership, he declared, had been a failure in Great Britain, in the United States, and last but not least, in Can-ada. The net result of it, at present, was a deficit of \$47,000,000 and a threat-ened rise in rates "Shall Canadian freight rates he in-

ened The rise in rates. committee finally arose and reported progress. Consider Vote for Ships.

Further consideration was then given to the \$20,000,000 vote for the comple-

Cheese-Finest easterns, 27c to 271/cc. Butter-Choicest creamery, 64 to 65c. Egge-Fresh, 55c. WINNIPEG GRAIN MARKET.

Lambs, \$17 to \$19.

Galves, \$18 to \$22. Dunn and Levack's prices on a few Winnipeg, March 30 .- Oats closed 10 higher for May and 1½c up for July. Barley, %c higher for May, and ½c up for July. Flax, 1c higher for May and Durn and Levack's prices on a few sales yesterday, were: Butchers-I, 1110 lbs., at \$12.50; 1, 880 lbs., at \$12; 6, 710 lbs., at \$11; 4, 820 lbs., at \$11.50; 2, 810 lbs., at \$10.25; 19, 790 lbs., at \$11.50; 1, 970 lbs., at \$10.25; 1, 990 lbs., at \$10; 12, 790 lbs., at \$10.65; 4, 780 lbs., at \$10,75. Jarley, W. Flax, 1c higher for May and for July. Flax, 1c higher for May and 3c higher for July. Rye, 1%c higher for May. Quotations: Oats-May, open 96c to 95%c, close 97c;

July, open 91c, close 92c 780 lbs., at \$10.75.

July, open 91c, close 92c. Barley-May, open \$1.50, close \$1.50% bid; July, open \$1.45, close \$1.45½ bid. Flax-May, open \$5.25 to \$5.26, close \$5.26 bid; July, open \$5.07, close \$5.08. Rye-May, open \$1.90, close \$1.91. Cash prices: Oats-No. 2 C.W. 98c; No. 3 C.W., 94c; extra No. 1 feed, 94c; No. 1 feed, 93c; No. 2 feed, 92c; track, 96c. Bulls-1, 840 lbs., at \$10.25. Cows-1, 1130 lbs., at \$10; 1, 1030 lbs., at \$10; 5, 1030 lbs., at \$9.50. Springers-1 at \$145; 2 at \$185; 1 at

Barley-No. 3 C.W., \$1.64; No. \$1.44%; feed, \$1.32%; track, \$1.50%. Flax-No: 1 N.W.C., \$5.23; No. 2 C. W., \$5.16; No 3 C.W., \$4.56; track, \$5.23. Rye-No. 3 C.W., \$1.91.

TRANSFER OF ACCOUNTS.

A. L. Hudson & Company will 'orm-ally take over all the former J. P. Bick-ell accounts today, and the Bickell wires and financial connections will hence-forth be handled by A. L. Hudson &

WINNIPEG CATTLE RECEIPTS.

bs., at \$10.25, 1000 108., at \$10; 1, 1030 1bs., at \$10.25; 2, 1180 108., at \$11. and 1 cow at \$150. Bulls—1, 1470 1bs., at \$11. Swift Canadian Co. bought 100 but-chers, steers and heifers; best, \$12.25 to \$13.25; fair to medium, \$10 to \$11.50; cows, \$7.50 to \$10.50; canners and cut-ters, \$4.50 to \$6.50; bulls; \$8 to \$10. Gunn's Ltd., bought 4800 cattle (two days). Choice, \$10.50 to \$13.50; cows, \$8.50 to \$11; bulls, \$8 to \$11. Geo. Rowntree (Harris Abattoir), bought 500 cattle (two days).  $3^{10}$ p steers, \$125 lbs., \$14.25; 1 load good steers, \$13; good steers and heifers, \$11.75 to \$12.50; fair to medium, \$10.25 to \$11.50; cows, good, \$9 to \$11; fair; \$7 to \$8.50; canners, \$5.25; bulls, \$8.50 to \$11. Winnipeg, March 30.—Receipts today: Cattle, 91; hogs, 135. Light trading. Approximately 250 cattle was the total offered for sale. The market was gener-ally steady, with good quality heifer butchers slightly stronger. Best steers were gathered up at \$12,50. There is also a good demand for milch cows but ally steady, with good qualty hence butchers slightly stronger. Best steers were gathered up at \$12.50. There is also a good demand for milch cows, but this class of stock is arriving in small quantities. Hogs opened with light receipts, on a

line with yesterday's close in prices.

## CONVENIENT TRAIN SERVICE TO MONTREAL AND OTTAWA FROM TORONTO "YONGE STREET STATION."

cars

Toronto "Yonge Street Station" is situated in the heart of the great residential section and is reached from downtown by the Yonge street Excellent train with sleeping cars. for Montreal and Ottawa leaves

9.30 p.m. daily, except Saturday Further particulars from Canadian Pacific ticket agents. Canadian ADVISE EXPULSION

### OF SOCIALIST MEMBERS

Albany,, N.Y., March 30 .- The charges preferred against the five Socialist members of the New York state assembly have been sustained, in the opinion of a majority of the 13 members of the judiciary committee, which investigated the qualifications of the suspended members.

In a report submitted to the assembly today the majority of the committee state that the Socialists are disqualified from holding their positions in the legislature, and that the seats to which they had been elected

Several minority reports were subnitted, declaring against the recommendations of the majority.

tion of the government shipbuilding

les selling at \$6 to \$7 per bbl.; a car of potatoes at \$4.85 per bag; onions at \$9 per sack; Spanish at \$7 to \$7.50 per case; turnips at \$1.10 to \$1.25, carrots at \$1.75, beets at \$2.50, and parsnips at \$2.75 per bag. Choice sheep, \$12 to \$13; heavy, \$9 to per bag.

D. Spence had Texas cabbage selling

D. Spence had Texas cabbage selling at \$7 per bbl.; turnips at 90c to \$1, beets at \$2.25 to \$2.50 per bag; oranges at \$4.50 to \$8.50; grapefruit at \$5 to \$6 per case;
Winesap apples at \$4.25 to \$4.50 per box.
The Ontario Produce Co. had potatoes selling at \$4.75 to \$5 per bag; Texas cabbage at \$6.50 per bbl.; carrots at \$1.75, parsnips at \$2.50 per bag; oranges at \$8 per 75 lbs.; Spanish at \$8 per case; Blood oranges at \$4.25 per halfbox.

Springers 1 at \$140, 2 at \$100, Rice and Whaley sold: Butchers 3, 1030 lbs., at \$12.25: 10, 1090 lbs., at \$13; 23, 980 lbs., at \$12.50; 2, 960 lbs., at \$12.75; 2, 890 lbs., at \$12.50; at \$11.25; 2, 980 lbs., at \$12.5; 27, 890 lbs., at \$11.25; 2, 980 lbs., at \$12; 3, 780 lbs., at \$11.25; 2, 980 lbs., at \$12.5; 2, 1000 lbs., at \$10.75; 1, 720 lbs., at \$10.75; 1, \$30 lbs., at \$11.2; 2, 1090 lbs., at \$10.75; 1, \$30 lbs., at \$11.2; 2, 1090 lbs., at \$10.75; 1, \$30 lbs., at \$11.2; 2, 1090 lbs., at \$10.75; 1, \$30 lbs., at \$11.2; 2, 1090 lbs., at \$10.75; 1, \$30 lbs., at \$11.2; 2, 1090 lbs., at \$10.75; 1, \$10 s., at \$10.2; 2, 1180 lbs., at \$10; 1, 1030 Lbs., at \$10.2; 2, 1180 lbs., at \$11. and 1 cow at \$150. at \$4.50 per case; cabbage at \$7.50 to \$8 per case; at \$4.50 per case; cabbage at \$7.50 to \$8 per case; at \$4.50 per case; cabbage at \$7.50 to \$8 per case; at \$4.50 per case; cabbage at \$7.50 to \$8 per case; at \$4.50 per case; car of Blue Goose at \$4.50 per case; car of Blue Goose at \$4.50 per case; car of Blue Goose at \$4.50 per case; acr of Blue Goose at \$4.50 per case; acr of Blue Goose at \$4.50 per case; acr of Blue Goose

cauliflower at \$7.50, and Iceberg lettuce at \$4.50 per case; a car of Blue Goose brand Mediterranean Sweet oranges, at \$5 to \$8.50 per case; a car of Ben Davis apples at \$7 to \$10 per bbl.; carrots at \$3 per hamper. Hens, over 5 lbs., No. 0 40 White & Co., Ltd., had a car of Cal. seedling oranges selling at \$7.50 to \$8 per case; a car of Florida cabbage at \$8 to \$8.50 per case; celery at \$6 to \$6.50 per case; hothouse tomatoes at 30c per lb. (No. 2's); Florida tomatoes at \$7 to \$7.50 per six-basket crate; leaf lettuce at 30c to \$5c per dozen; green onions at 60c per basket; cucumbers at \$4 50 per dozen; choice

 to \$11.50; cows, good, \$10.50; bills, \$30; to \$11.50; counters, \$5.25; bulls, \$35.0; to \$31.50; canners, \$5.25; bulls, \$35.0; to \$50; per dozen; green onions at 60c per dozen; Bulk going at ..... 0 60 Duck eggs, per doz... 0/75 Butter, farmers' dairy. 0 40 Spring ducks, lb.... 0 40 Chickens, roasting, lb.. 0 40 

 

 Cheese, new, lb.
 0 32

 Honey, comb, doz.
 0 28

 Honey, strained, per lb.
 0 25

 Pure Lard—
 Tierces, lb.
 314/2

 90-lb. prints
 0 32

 Pound prints
 0 33

 Shortening—
 0 33

 \$2.50 to \$2.75 per bag; apples at \$3.50 to \$4.50 per box. The Longo Fruit Co. had oranges sell-

ing at \$4 to \$5.50 per case; Messina and Cal. lemons at \$4 per box; grapefruit at \$4 to \$5 per case; apples at \$3.50 to \$4.25 per box; Iceberg lettuce at \$4 per case; sweet potatoes at \$3.25 per hamper; coanuts at \$10 per sack.

Wholesale Fruits.

Apples-Western boxed, \$3.50 to \$5 ber box; Ontario, \$6 to \$12 per bbl., 60 to 85c per 11-quart basket, and \$3 to \$4 per box; Nova Scotlas, \$3 to \$7 per 

sinas, \$4 to 5a per case. Oranges—California navels, \$4 to \$8.50 per case; late Valencias, \$5 to \$8.50 per case; Floridas, \$7 to \$9 per case; blood oranges, \$4.50 pcr half, and \$8.50

Pineapples—None in. Rhuharb—Hot-house, \$1 to \$1.50 per Hens. over 5 lbs. .... 0 35 Turkeys, young, lb. ... 0 55 Roosters. lb .... 0 25

Tomatoes-Florida, \$6 to \$7.50 per six-Guinea hens, pair .... 1 50

Onions-\$7 to \$10 per cwt.; small size 55 per cwt.; Spanish, \$7 to \$10 per cwt.; small size, \$5 per cwt.; Spanish, \$7 to \$3 per case, \$6 to \$7 per three-quarter case, \$4 per half-case; green, 40c to 60c per doz. bunches. Peas-Green, Telephone, \$15 per case

of 60 lbs.

of 60 lbs. Parsley-\$1.50 per dozen bunches; do-mestic, 40c to 50c per dozen. Parsnips-\$2.50 to \$2.75 per bag. Potatoee-\$4.75 to \$5 per bag. Peppers-None in. Radishes-60c per dozen bunches, \$3.25 to \$3.50 per hamper. Shallotts-\$1.50 per dozen bunches. Spinach-\$3.75 per hamper. Sweet potatoes-\$3.50 to \$3.75 per Turnips-90c to \$1.25 per bag. ST. LAWRENCE MARKET.

Hay was again slightly lower in price, selling at \$29 to \$30 per ton. There were eighteen to twenty loads brought

Eggs-New-laid eggs declined a little in price, selling at b3c to 56c per dozen wholesale.

Money an London, March per ounce. Bar 1% per cent. Disc three months' bill premiums at Lisb Eggs, new, per doz....\$0 55 to \$0 65 Bulk going at ..... 0 60 Paris, March 30. the bourse tovas rentes 59 francs don, 57 francs 9 cent. loan 88 fra American dellar w

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01/2 centimes. Glazebrook & bond brokers, repo terday as follows

N.Y. fds.... 8 9-16 Mont. fds... par Ster. dem... 418.5 Cable tr.... 419.5 Rates in New mand, \$3.85½

> LIVERPO Liverpool, Maro

dia mess, nomin Pork—Prime m Hams—Short er 184s 6d; Wiltshire to 16 lbs., 192s; h 28 to 34 lbs., 20 backs, 16 to 20

square, 16 to 20 square, 11 to 1 shoulders, 134s 6 Lard-Prime v 6d; Américan, r Turpentine-Sp Rosin-Common Petroleum-Rel War kerosene-

CROWN R A Cobalt wire Graham and Co. It is reported Crown Reserve, inches of four t been opened up a hundred foot lev bilty of continui set further. R Treliable sou La Rose is get high-grade ore fu and Princess pr duction will b any other mo

any other

Tomatoes .- Florida tomatoes came

tomatoes selling at \$7 to \$7.50 per lb.; basket crate; cauliflower at \$3.75 per per dozen; cucumbers at \$4.75 to \$5 per basket; oranges at \$3.25 to \$3.50 per grapefruit at \$5 to \$6, and lemons at \$5 Dawson-Elliott had two tents

tion of the government shipbuilding program. Mr. King again questioned the legal-ity of letting contracts without calling for public tender. Hon. C. C. Ballantyne stated that the government shipbuilding program was now completed. On all further contracts, public tenders would be called for. Hon c. C. Ballantyne stated that the government shipbuilding program was now completed. On all further contracts, public tenders would be called for. Hon c. C. Ballantyne stated that the government shipbuilding program was now completed. On all further contracts, public tenders would be called for. Hon c. C. Ballantyne stated that the government shipbuilding program was now completed. On all further contracts, public tenders would be called for. Hon c. C. Ballantyne stated that the government shipbuilding program was now completed. On all further contracts, public tenders would be called for. Hon c. C. Ballantyne stated that the government shipbuilding program was public tenders would be called for. Hon c. C. Ballantyne stated that the government shipbuilding program was public tenders would be called for. Hon c. C. Ballantyne stated that the government shipbuilding program was public tenders would be called for. Hon c. C. Ballantyne stated that the government shipbuilding program was public tenders would be called for. Hon c. C. Ballantyne stated that the government shipbuilding program was public tenders would be called for. Hon c. C. Ballantyne stated that the government shipbuilding program was public tenders would be called for. Hon c. C. Ballantyne stated that the government shipbuilding program was public tenders would be called for. Hon c. C. Ballantyne stated that the government shipbuilding program was public tenders would be called for. Hon c. C. Ballantyne tenders would be called for. Hon c. C. Ballantyne tenders would be called for. Hon c. C. Ballantyne tenders would be called for. Hon c. C. Ballantyne tenders would be called for. Hon c. C. Ballantyne tenders would be called for. Hon c. C. Bal

Tomatoes.—Florida tomatoes came in freely again yesterday, and prices were slightly easier, selling at \$6 to \$7.50 per six-basket crate, according to quality. Hothouse tomatoes also came in, selling at 30c per 1b., No. 2 grade. Stronach & Sons had shipments of leaf lettuce selling at 30c to 35c per dozen; green onions at 40c per dozen; apples at 85c per 11-quart basket; Texas cabbage at \$7 per bbl.; oranges at \$5 to \$8.50 per case; grapefruit at \$5 to \$6.25, and lem-ons at \$5 per case; onions at 10c per lb.;

should be declared vacant. 4