

## MANITOBA.

A. Gough, formerly of Winnipeg, is going to be a merchant at Cartwright.

Robt. Hally, merchant, of Valley River, has just arrived at St. John's. W. Woodhill & Co., of Hartney, are opening a branch drug store at Alameda.

P. J. Davies, general merchant, Vengay, will close up his business at that point.

Turnbull & Davidson, lumber dealers, Manitow, have dissolved partnership, Turnbull retiring.

The flour mill at Minnedosa has been sold by Mr. Munro. He will add a grain elevator to the business.

T. H. Logan has bought the bakery and restaurant business of Beck & Curry, at Carberry, and will continue the same.

The dry goods firm of Fraser & Jones, Brandon, have just completed improvements and enlargements of their store.

C. E. Gutteridge has bought the stock of general merchandise of James Oke, at Deloraine, and will continue with his own stock.

The Willis House, Roland, was damaged by fire on the Saturday morning of the 10th inst. The loss was small and fully covered by insurance.

The stock of the Morden Clothing company was sold by public auction at Winnipeg on Monday to Mr. Brandon, for 62 cents on the dollar.

Tenders are being opened today for the erection of a new church for St. John's Presbyterian congregation, Winnipeg. The building is to seat 200 people.

Isaac & Collison, hardware merchants, Brandon and Swan Lake, have secured partnership. Mr. Downey takes the Swan Lake branch and Mr. Collison that at Brandon.

Zink Bros, boot and shoe merchants, Brandon, have awarded a contract for the erection of a three story store for the commodification of their business, which will hereafter be of both a wholesale and retail nature.

Work was commenced this week on the new planing mill for John Arbutnot, lumber dealer, Winnipeg. A rail siding is being laid out at the mill, which is in Fort Rouge, and a stock of lumber will be laid down there immediately.

The stock in trade, etc., of Elliott & Berland, general merchants, Steinbach, was sold at auction by the assignees on Monday to A. Muscovitz, for 50 cents on the dollar. The stock was valued at \$14,225, the stock at \$724.40 and the real estate at \$3,412.

The Hole Drug Co. have purchased a warehouse site on Princess street, opposite their present premises, and adjoining the Oddfellows' block. The site is 60 feet wide by 100 feet deep, and it is the intention to erect a large and commodious building thereon. Plans have not yet been completed for the building, and it is not likely that work will be commenced on it before next year.

The three stocks of M. S. Houle, general merchant, of Boniface, Letellier and Makina, insolvent, were sold this week by Newton & Davidson, and Co., of St. Boniface. The three stocks of M. S. Houle, Letellier and Makina, insolvent, were sold this week by Newton & Davidson, and Co., of St. Boniface. The three stocks of M. S. Houle, Letellier and Makina, insolvent, were sold this week by Newton & Davidson, and Co., of St. Boniface.

The business men's association of Napinka elected the following gentlemen officers for the ensuing year. President, W. E. Gaudin, first vice-president, H. W. Scott, secretary-treasurer, A. H. Sawyer. A committee was appointed to rally the Canadian Northern Railway company with a view of cancelling the Napinka. This same committee while in Winnipeg will in turn speak of the chartered bank matter with a view to having a bank opened at Napinka. It was also decided at this meeting to have a committee visit Napinka and advise the citizens in the matter of securing a flour mill.

## ASSINIBOIA.

Gilroy, Irons, grocers, Alameda, have dissolved partnership. R. Gilroy continuing the business. He will add dry goods.

R. H. Williams has sold his lumber business at Yellow Grass to W. H. Hunt, of Weyburn. He will open another yard at Weyburn. He will open another yard at Weyburn. He will open another yard at Weyburn.

J. D. Told has been appointed general agent of the Manufacturers Life Assurance Company, at Regina and Saskatchewan, with headquarters at Regina.

Among this year's building movements at Weyburn will be a new store for the Tucker Hardware Co., a new building for the Weyburn stock exchange, and a number of other business buildings. The Weyburn stock exchange is to be a two-story building, with a stock exchange on the second floor, and a number of other business buildings.

At a meeting held on the 21st, the Grenfell, S. W. T., board of directors, and the following officers: H. C. Ryan, president; C. R. Jones, secretary-treasurer; Council, J. W. Jones, John Walker, E. P. Bower, A. A. Copeland, E. A. Walker, J. A. Donald, R. P. Richardson and J. H. Taylor.

The settlers around Alameda and the residents of that town are anxious to have a flour mill erected there this year, and are offering to build a 100 barrel mill, and 20,000 bushels of flour.

The Regina board of trade has been informed by the P. E. R. that a survey of a line connecting Regina and Arcola will be begun at once, and the company will be in possession of the complete building of the line during this present year.

## NORTHWESTERN ONTARIO.

E. Armstrong is opening a butcher shop at Bryden.

Mining locations D 484 and D 489, Rat Portage district, have been sold to a company of Michigan investors. They will operate them this year.

A company is being formed at Rat Portage for the purpose of constructing an electric railway from that town to the 40 miles to the English River at the boundary of Ontario and Keewatin district.

Sir Thomas Shaughnessy promised a contract for the construction of a hotel upon his last week to urge the erection of a C. P. R. hotel in that town that he would go into the course of a visit to the town.

The Lower Neepawa gold mine, Lake of the Woods district, has been sold to a company in the United States and will be worked this year. The mine has been mined down for two years. It was the property of a company of Neepawa men.

Rat Portage to Keewatin. A syndicate of United States people is reported to be desirous of constructing an electric railway from Rat Portage to Keewatin, about 5 miles, on a twenty-year franchise. The Rat Portage town council is opposed to granting any franchise, and at the recent elections the councillors were elected pledged to a public ownership of all franchises.

A wire from Fort William on Monday said. It seems that this town is about to realize this year the fulfilments of many of its hopes. Besides the improvements that the Canadian Pacific Railway has made at this place, including two elevators and the enlargement to double the present capacity of its coal wharf, the Canadian Northern will build large coal docks at the west end, and now the town is being visited by the Harvester Company.

Royal Crown snags have been advanced 50c per box at Winnipeg. The statement made in a daily paper this week to the effect that Manitoba eggs are in big demand in the east, and that shipments are going forward to Montreal from Winnipeg was misleading. There were a few days this week when, owing to all country districts in the east being flooded with snow and traffic suspended, Manitoba eggs, which are quite plentiful as a result of a heavy frost, which has prevailed lately, could be sold to advantage in Montreal, and the cases were being shipped by express, but this demand could not be expected to last, and we understand that this week the Montreal market for most of our surplus stock of eggs is going to British Columbia.

## Implement and Carriage Rates.

At the recent annual meeting of the Retail Implement Dealers' association in Winnipeg, H. W. Hutchinson, of the Fairchild Co., delivered an address on freight rates.

Mr. Hutchinson said that there seemed to be an impression among some of the dealers that the whole-sale jobbers were at variance with the retail interests in so far as freight rates are concerned, and that special concessions were made to the jobbers by the railway companies. He wished to correct that impression; the same privileges enjoyed by the whole-sale jobbers is extended to the retailers throughout the province.

Comparative freight rates—Retail Implements.

From Winnipeg to	From Winnipeg to	From Winnipeg to	From Winnipeg to	From Winnipeg to	From Winnipeg to
Cent.	Cent.	Cent.	Cent.	Cent.	Cent.
Marquette	13	13	13	13	13
High Bluff	13	13	13	13	13
Macgregor	13	13	13	13	13
Carleton	13	13	13	13	13
Albany	13	13	13	13	13
Brandon	13	13	13	13	13
Alameda	13	13	13	13	13
Neepawa	13	13	13	13	13
Indian Head	13	13	13	13	13
Moos Jaw	13	13	13	13	13

## COMPARISON OF RATES FROM WINNIPEG AND ST. PAUL.

From Winnipeg to stations in table below

Miles	Stations	Commodities & Tariffs	Winnipeg	St. Paul
29	Marquette	29	13	13
49	High Bluff	49	13	13
69	Macgregor	69	13	13
89	Carleton	89	13	13
109	Albany	109	13	13
129	Brandon	129	13	13
149	Alameda	149	13	13
169	Neepawa	169	13	13
189	Indian Head	189	13	13
209	Moos Jaw	209	13	13

From St. Paul to stations in table below

Miles	Stations	Commodities & Tariffs	St. Paul	Winnipeg
29	Anoka	29	13	13
49	Big Lake	49	13	13
69	Cloud	69	13	13
89	Raynville	89	13	13
109	Elmwood	109	13	13
129	Elmwood	129	13	13
149	Elmwood	149	13	13
169	Elmwood	169	13	13
189	Elmwood	189	13	13
209	Elmwood	209	13	13

As to the alleged exorbitant rates charged by the railway companies, he produced the figures as above, showing the comparative rates in existence as applying to implements and carriages shipped from Winnipeg by wholesale jobbing houses as against the same commodities shipped out of St. Paul as distributing centers. Previous to May, 1900, the minimum carload was 12,000 pounds. When the new classification was issued by the railway companies, increasing the minimum carriage from 12,000 to 16,000 pounds, the fact was pointed out to the companies that orders had been taken the preceding fall under the new tariff, and that the tariff was put into effect it would mean that the Winnipeg jobbing houses would have to pay a tariff of 10 cents per hundred pounds to Montreal, whereas it was finally arranged that all the orders taken the previous fall would be allowed to be shipped under the old tariff, but the new tariff came into effect on May 1, 1900. The jobbers complained that it would not be able to allow this new tariff to come into effect without further protest, and they agreed in consequence with one or two eastern carriage manufacturers to wait until the officials of the Grand Trunk railway and the Canadian Pacific railway and pointed out to them the injustice that would be done by the new tariff. The minimum carload rate. Their contention was that it was based upon the ordinary standard car, which is 20 feet in length and a 4½ foot wall, which would only take 20 jobs. Under the new tariff a larger car was provided which would hold 28 jobs. He made a proposition to the traffic manager of the Canadian Pacific railway company to have the new tariff read 11,000 pounds instead of 16,000 pounds, and that gentleman said he would agree to grant this modification if the

Grand Trunk Co. would do so. He then waited upon the officials of the latter road with the result that the request was granted. This arrangement is to hold for three years longer, it having been in existence now for one year.

With regard to the weight of carriages, the question had been asked why the railway companies should charge in excess of the weight of the contents of the car? 11,400 pounds. He pointed out that it was not all that can be got into a car, yet the rate was 11,400 pounds. That would on its face seem to be a very large overcharge, but the company set a much larger standard of a car being used for other purposes, and they must consider an injustice is being done in making the carriers pay freight upon 14,000 pounds.

The jobbers took up the matter of classification a year ago and waited upon the Canadian Pacific Railway officials last spring as an association to apply for a reduction of freight rates, but when they had the schedule of rates in force on the other side of the line before them they were somewhat taken aback by the schedule. They pointed out that on a carload basis the rate in the States was 12 cents, while in the States the rate was 21 cents. In the States it was 12 cents, while in the States it was 21 cents. He explained to them that frequently he had been asked by an agent for binding twine, implements and carriages, and they asked the privilege of loading them together. The company said no road ever granted such a privilege. They were then asked if they would grant the rate on twine and sixth-class on implements, but they refused to do this. They said the shippers had the privilege of shipping implements with vehicles but that the night rate would be charged. No satisfaction could be got out of the company and no encouragement that there would be any lower or different tariff issued.

It is often asked: Why can't you get stop over privileges granted on carriages and binding twine, and if a stop-over is granted, why can't another man might take a car, such as a privilege of six years ago in extreme cases upon the payment of \$5 a car, but that was never mediated by the tariff. The tariff is allowed now and the company cannot be made to see that any injustice is being done. The tariff is being charged on the tariff for two shippers to load together, although it is a privilege enjoyed by the rules of the company and they can stop it if they wanted to.

Another matter is the tariff rates from Brandon. Through the efforts of Brandon Board of Trade the C. P. R. have granted a distributing rate to the territory contributory to Brandon. They have granted the same concessions on shipments out of Calgary so that agents away to the north-west part of the district can get a reduced rate from Calgary. A car can be shipped to Calgary at the commodity rate and distributed there.

In conclusion, he said: Under these circumstances, I cannot say that there is very much of a kick coming out of the railway company to-day. I say much of a kick coming out of the railway company to-day. I say much of a kick coming out of the railway company to-day. I say much of a kick coming out of the railway company to-day. I say much of a kick coming out of the railway company to-day.

The date of voting on the Liquor Act in Manitoba has been changed to April 2.

The three shipbuilding companies in Ontario have requested the Dominion government to allow the Canadian Pacific on the manufacture of ships to \$3 per gross ton. The drawback now allowed is \$1.15 per gross ton. They also pointed out the disadvantage under which the Canadian shipbuilders are placed at American vessels being allowed to register at Canadian ports while Canadian vessels are not allowed to register at American ports at all. The government promised consideration.

A committee of the Ontario legislature has been appointed to take up the question of the extension of the boundaries of that province, to take in a portion of the territory.