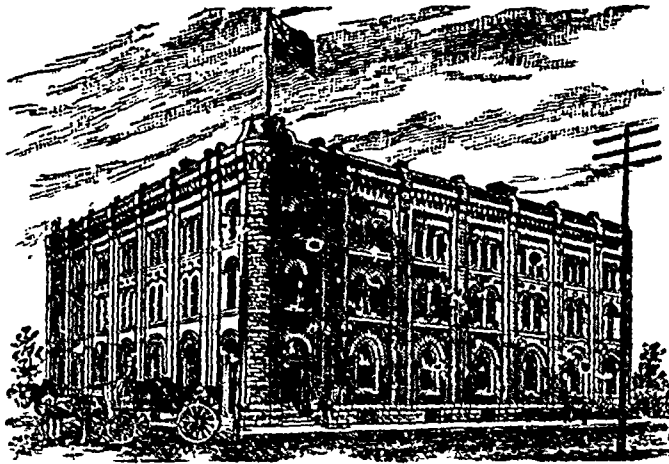


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Freight Rates.

The Montreal Trade Bulletin says: "A few spot engagements have been made for Canadian grain at 4s 6d Liverpool and 5s London and Glasgow but most of the space was secured some time ago. Provisions are firm at 25s and butter and cheese 35s to Liverpool, London and Glasgow; eggs 17s 6d; flour 20 to 21s 3d; cattle 70s and deals 65 to 70s. Apple freights are firm at 3s 3d to Liverpool and 3s 6d to London and Glasgow, a number of applications for space having been made by western men by the last boats."

The Chicago Trade Bulletin of Nov. 2, says. "Merchants are hurrying their property forward, and there has been quite a good demand for all kinds of freights during the past week. The movement by rail was rather liberal, and agents reported rates well maintained on the basis 25c flour and grain, and 30c provisions to New York. Some rumors of reductions on grain at out of the way ports. Lake and rail

freights were in good request and rates were more favorable to carriers, ranging 8½ to 9c wheat and 8 to 8½c corn to Boston, 7½ to 8c wheat, 7 to 7½c corn, and 8c oats to New York, 7 to 8c wheat, 7c corn and 5½c oats to Philadelphia, 7 to 7½c wheat and 6½ to 7c corn to Baltimore. Through rates to New England points quotable at 10c corn and 7c oats, but rates will be advanced on the basis of 11c corn on Nov. 6. Through rates to Liverpool were in moderate request and firmer in a general way, though there was no material change to note in rates—quotable at 40½ to 42½c flour, 34½ to 36c grain and 52½ to 63½c provisions according to route. Oats to London quotable at 16 to 17c per bus. Lake freights were in good steady demand throughout the week, with a fair supply of vessels offering. Rates were firmer and higher to Buffalo, closing at 2½c wheat, 2½c corn, and 1½c oats. Georgian rates easy and quotable at 2c corn and 1½c oats."

If there was any way to get lake steamers back from the Atlantic next spring, says the Chicago Tribune, there would be a great exodus of boats from the lakes this fall. In the Atlantic trade there is now the biggest boom for many years. Within a week the cost of carrying a bushel of corn from Boston or New York to Liverpool has jumped from 8 to 11c and still there is not enough boats for all the stuff America wants to send abroad. Tramp steamers, costing \$150,000, are making \$10,000 clear for the run of 14 days across the Atlantic. Most of these steamers are not as good boats as the big steel carriers on the lakes. Unfortunately the completed locks on the St. Lawrence river canals are only 165 feet long, and if lake boats attempt to go to the Atlantic it must be by running the rapids on the St. Lawrence, which means that they cannot be brought back in the spring without being cut in two.

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The Minneapolis Northwestern Miller of October 30, has the following freight rate items "The lowest rates obtainable Wednesday were: To London, 48½c; to Liverpool, 47½c; to Glasgow, 48½c; to Leith, 55½c; to Bristol, 52½c. This is per 100 pounds through from Minneapolis.—There are several lines taking export flour out of Minneapolis on the basis of an inland rate of 27½c, Minneapolis to New York or Boston. In fact, there is good reason to believe that even 20c is being made on some of the business. And it is also strongly hinted that the seaboard rates on domestic shipments are being shaded in some quarters."

From some remarks made by Sir Henry Tyler, at the recent meeting of the Grand Trunk shareholders in London, it appears that competition between this railway and the Canadian Pacific will not be very severe. Sir Henry said "he had himself discussed the situation fully with Lord Mount-Stephen and Mr. Van Horne on the most friendly terms. Personally all agreed that the two companies should maintain rates. We will," he added, "get all we can out of the Canadian people. The officials of the company have been instructed to do all that is possible for the mutual prosperity of the two companies. The United States and water competition must, however, still be met, but I hope that cutting rates will be avoided."

An item has gone the rounds of Manitoba country papers to the effect that the Northern Pacific railway has given a rate of nine cents per bushel on wheat to Montreal, from Manitoba points. This is erroneous. The nine cent rate is from Duluth via water, thence via the Grand Trunk, to points east of Guelph, as far as and including Montreal. The rate to Guelph and west thereof, in Ontario, is 3 cents per bushel of 60 pounds. The rate from Manitoba points to Duluth must be added, to get the through rate. Thus the rate of 21 cents per 100 pounds, from Winnipeg to Duluth, would be added to the 9 cent rate per bushel from Duluth to Montreal, to get the through rate to Montreal. There is also the cost of transferring grain from cars to vessels to be added, which is 1½ cents per bushel.

German Import Duties.

There have been many rumors that the German import duties on grain would be removed or modified. The renewed attempts to bring corn into prominence as an article of food are not likely to be much of a success, as the people are conservative and wedded to custom. The present import duties in marks per 220.46 pounds, and in cents per standard bushel, are as follows:—

	Marks per quintal.	Cents per bushel.
Wheat	5.	32.4
Rye	5.	30.2
Corn	2.	12.1
Oats	4.	13.8
Barley	2.25	11.7

—New York Produce Exchange.