

The Hardware and Paint Trade.

The Montreal Gazette says: The result of the makers' conference is a postponement of advance in the price of white lead. Some manufacturers have sufficient supply to serve till close of navigation, so that notwithstanding the firm markets abroad there is not likely to be any further advance in white lead before November. We find no sellers for forward delivery, makers have been unable to cover their own wants owing to a feeling of independence prevailing among exporters in Europe. Turpentine has continued its upward career, and it is believed that the top is not yet reached, arrivals at shipping ports are limited, and in face of a steady demand the factors are able to dictate steady prices. The demand for white lead is active at very firm prices. Red lead is firm and dry white has advanced 1-10 to 50. The fall demand for liquid paints is very satisfactory, but no advance in prices has been reported notwithstanding the higher prices of materials. Business in putty is being competed for and prices have been shaded 10c all round.

The Montreal Gazette says: The strong feeling in all branches of the iron and metal trade continues, and values have a firm tone. All the large manufacturing concerns in the United States report their order books well filled, and in many instances up to the end of this year, and advances have been made all along the line during the past week of from \$1 to \$4 per ton on finished material. Pig lead is again firmer with an advancing tendency, and the same remarks apply to ingot tin and copper. In fact all heavy material is costing more money, and makers are compelled to advance prices on the smaller goods for which these lines constitute the raw material. For instance, buyers who used to procure certain grades of scrap iron lately found that they would have to pay an advance of \$4.25 per ton compared with a month ago. It is not surprising, therefore, that makers withdrew the old low prices on bar iron last week. Makers who have had to procure fresh supplies of wire rods lately had to pay an advance of \$8 per ton over what their previous contracts called for. With this remarkable advance in mind, traders are speculating how long the present low price and unsettled feeling on plain wire and wire nails will rule. In the natural course of events an advance of price in both should be in order. Steel billets cost to-day \$2.50 per ton more than they did a fortnight ago, \$21 being asked to lay them down in Montreal to-day. Pig iron is firmly held and the same can be said of sheet iron, sheet steel, Canadian pig, etc. A short supply of charcoal in plate is predicted for this fall because makers on the other side are full of work, and a lot of the late import orders may be shut out as they cannot be executed in time to catch the last steamers sailing for this port.

Grain and Milling.

Scott & Chambers are building a 30,000 bushel elevator at Shoal Lake, Man.

The Indian department is calling for tenders for the annual supply of flour, amounting to about 5,700 sacks.

F. H. Hoesen has tendered his resignation as Dominion grain inspector for the Brandon district. Mr. Hoesen is going into the grain trade at Brandon.

The feature of the flour market at Montreal on October 14, was the weaker feeling in Ontario grades and prices were reduced 10c to 15c per barrel.

W. W. Ogilvie, of Montreal, before his return east from Winnipeg, presented each of the employees of the Winnipeg branch with a substantial check.

The Montreal Trade Bulletin says: "The new barley is so light and poor this year that maltsters prefer the old crop, and will pay a good premium for it. The sale is reported of a lot of 20,000 bushels of last year's malted barley for Quebec account at equal to 45c here, and another lot at 45c.

The Winnipeg grain firms are reaching out into the distant portions of northern Alberta. The Dominion Elevator company will build elevators with 15,000 bushels capacity at Red Deer, Wetaskiwin and Leduc. The Manitoba Elevator company will build one with 35,000 bushels capacity at South Edmonton. All these are on the Calgary and Edmonton railway.

The Lumber Trade.

Hughes & Long, of Brandon, contemplate opening a lumber yard at Souris, Man.

A more plentiful supply of red cedar shingles is reported from the coast, but prices are steady and \$2.25 for car lots is quoted, for best grade, says the Minneapolis Lumberman.

The Pacific coast states lumber association is being wound up. This is the association formed to endeavor to control lumber prices on the coast and prevent the unreasonable competition in the trade there.

It is only a few years since red cedar shingles began to be used to any considerable extent in Manitoba. Now they have the market to themselves. A Winnipeg dealer remarked to The Commercial man the other day that he had not handled any pine shingles for at least two years.

H. H. Spicer, of Vancouver, B. C., representing the Spicer Shingle Mill Co., was in Winnipeg last week on a business trip. Mr. Spicer says the coast mills have had a very busy season this year, but he says they cannot keep on long selling shingles at the prices now ruling. The present price of red cedar shingles is \$2 per thousand, in car lots, which is a remarkably low figure, and nearly 100 per cent lower than prices ruling a few years ago. The timber from which the shingles is made is costing higher, as the supply most easily accessible is getting thinned out. The loggers have also been working, he says, at starvation rates, and must have better pay than they have been getting.

Fur Trade Notes.

Local fur manufacturers are busy making up garments for order and for their regular trade. They are counting on a busy season.

W. T. Livock, a Hudson's Bay Co. official from the Edmonton district, says: As to the fur catch, the trade has not been so good this summer as last. You see the rabbits are all disappearing and when this occurs the clearing animals becoming scarce. It is remarkable how these rabbits disappear and where they go to. Thousands of course die, but in five years they will be back in millions, and it seems to me they must migrate or go to sleep for years. The other animals

feed on them. No buffalo are allowed to be killed, and therefore we get no wood buffalo skins."

There is nothing doing in raw furs yet. About the only kind of furs that are of any value if caught the latter part of this month are beaver, bear, muskrat and skunk, and even these will grade No. 2 and 3. Skunk are prime before any other kind. October muskrat will all class as fall. Bear caught in the summer and early fall as a general thing are not worth much more than the express charges. Though a few bear skins were received the other day by a Winnipeg dealer which were quite heavily furred.

Grocery Trade Notes.

Advices from San Francisco state that the pack of Alaska salmon will be much lighter than was expected. One packer alone is said to be 40,000 cases short.

The tone of the rice market is firm, says the Montreal Gazette, in sympathy with the continued strong advices from primary markets and values are fully maintained.

The advance noted last week in sugars at Montreal is due chiefly to refiners now allowing jobbers a discount of 2-1/2 to 3-1/2 per cent., according to size of purchase.

Redpath's refinery at Montreal is making a German granulated to compete with the imported article. Their price for this off grade sugar will be 1-10 to 5-16c less than for standard extra granulated.

Winnipeg Grain Exchange

A meeting of the exchange, which attracted more than usual interest, on account of a notice of motion relating to the elevator regulations, was held on Wednesday last. After reading the minutes of previous meetings, H. B. Joyner, Fort Qu'Appelle, and G. R. Gordon, grain merchant, Winnipeg, were elected members of the exchange. J. K. McLennan then moved the resolution given below, seconded by W. T. Gibbons. Mr. McLennan supported his motion in a long and forcible and at times, eloquent address, in which he made some good points against the present regulations in favor of elevators at shipping points. The resolution, however, was voted down without further discussion, by a large majority.

"Resolved, that whereas an impression obtains in certain quarters that an elevator monopoly and grain combine exist in Northwestern Canada to the prejudice of the best interests of the people at large, the same having recently been the subject of considerable newspaper controversy here and in Eastern Canada; we, the members of the Winnipeg Grain Exchange, having the well being of our city and province at heart, and feeling the importance of taking prompt action in connection with this vital question in order to indicate to the farmers, upon whose efforts largely depends the general prosperity of our country, the fact that our organization as a body is opposed to monopoly and combines in every form; therefore, we hereby request, as a simple and effective solution of the whole difficulty, that the Canadian Pacific Railway company abrogate forthwith their present regulations, which prohibit farmers and others from loading direct on cars at elevator points; and that the secretary of the exchange be instructed to send a copy of this resolution to W. Whyte, Esq., manager of the Canadian Pacific Railway company to the boards of trade at Hamilton, Toronto and Montreal, and to the various city papers for publication."