

CHEESE



OUR car of Brockville Cheese advertised in this paper February 1st are all cleared out and we are pleased to know that our customers were so well satisfied with the quality of the goods.

We have now in transit from St. Thomas, Ontario, another selected car of finest September Colored Cheese, due to arrive here about 1st April. Merchants will do well to book their orders early, as stocks are very limited.

J. Y. GRIFFIN & CO. WHOLESALE COMMISSION MERCHANTS AND PORK PACKERS
WINNIPEG

EGGS CANNOT BE MOVED

At existing prices. Jobbers are to-day offering them at 13c to 14c, but at these figures they are not wanted other than in a small way. Would advise our shippers not to pay more than 10c for them, country points.

Neither Can Fresh Made Butter

For there is, comparatively speaking none to move, We are making sales for shippers' account at from 18c to 21c. When you have a box to spare mark it up to

R. A. ROGERS & COMPANY Ltd.

March 13, 1902.

WINNIPEG

G. F. STEPHENS & CO.

Limited.

IMPORTERS, MANUFACTURERS AND JOBBERS

Paints, Oils, Varnishes, Brushes

AND ALL PAINTERS' REQUISITES

PLATE AND WINDOW GLASS

Largest stock in Western Canada.

Orders receive careful attention and prompt shipment.

174-176 Market Street

Winnipeg

Train a Mile Long.

A train of cars exactly one mile in length is being hauled over the Thunder Bay and Wabigoon sections of the C. P. R. There are 165 cars in the train. Situated next to the engine is a coaling car. This train is being sent over the road to ascertain exactly the tonnage that can be handled on the various grades between the lake and the leveler sections of the crans. When this knowledge has been gained plans will be prepared to lower the grades where found necessary, and generally to improve the road to allow of the haulage of the maximum tonnage both directions. A portion of the \$2,000,000 appropriated for improving this section of the road will be applied to this work. It has been stated that the intention of the C. P. R. company is to lengthen all sidings between Winnipeg and the lake to one mile. This course, we are in a position to state, has not been definitely decided upon. A great many of the sidings are situated on comparatively heavy grades, and heavily loaded trains are moved with considerable difficulty into and out of such sidings. The engineering staff has this question under consideration also. They are considering the best method of overcoming the difficulty spoken of. Possibly the grades may be lowered sufficient to permit of the use of mile-long sidings, or half-mile sidings may be put in on each side of the grade. The whole plan for the contemplated betterment is not being worked out in the Montreal offices. When completed work will be commenced and a very large force of men will be employed all summer on the Winnipeg-Port Arthur sections—*Port Arthur Chronicle.*

Railway and Traffic Matters.

The Canadian Soo ship canal was expected to be in readiness for the passage of vessels by to-day.

The opening of navigation on the upper great lakes will be earlier this season than has ever been known if present prospects are realized. Ships will be plying between Duluth and Lake Erie ports by April 1. The usual date is a month later. An opening of navigation thirty days ahead of its usual time means an addition to the capacity of the lake fleet amounting to at least 15 per cent.

One of the most important freight matters, from a northwestern standpoint, this season, has just concluded its session at Chicago. At this meeting lake and rail rates on export and domestic flour and products consisting thereto were determined upon. The flour rate was cut three cents from its tariff in effect when the season of 1901 opened. This season the lake and rail rate on domestic flour will be 22 cents to the seaboard and 10 1/2 cents on its export business. These rates are three cents under the agreed all rail rate, the recognized differential allowed to lake carriers. These new tariffs will take effect on April 1.

The Canadian Northern put into effect on the 10th inst. the following soft wood lumber rates: From Port Arthur, 15c; Rainy River 9c, to Winnipeg; from Port Arthur 17c; Rainy River 11c, to Portage la Prairie and Carman; from Port Arthur 16c; Rainy River 10c, to Gladstone; from Port Arthur 20c; Rainy River 17c, to Daughlin; from Port Arthur 21c; Rainy River 15c, to Brandon and Hartney. These rates are per 100 pounds, one-point in proportion. These rates show a reduction of one cent per 100 pounds from the rates in effect by the Canadian Pacific from Port Arthur, to Portage and Keweenaw.

The first section of last Saturday's C. P. R. express from the east brought in 95 immigrants, who had various parts of the west as their destination. There were 25 more settlers on the second section, and altogether there were 25 cars of effects, with a man in charge of each, making a total of 109 settlers on the two trains. A day train had 110 immigrants on board, whose nationalities were: English 21, Swedish 33, Canadian 33, and American 20. The Dominion immigration commissioner received advice this week to the effect that 130 arrivals from the Dominion had left Halifax for Winnipeg of the number 114 are British and 14 foreigners.

The W. H. Malkin Co.
LIMITED.

Importers and Wholesale Grocers

Packers of the Celebrated VICTORIA CROSS Evaporated Fruits, Teas and Coffees.

HEADQUARTERS for Sago, Tapioca, Rice and all classes of English Groceries.

Prompt attention to all letter orders.

137 Water St., VANCOUVER, B.C.