

facilities alone being urged as of sufficient importance to warrant the housing of the line. Eighty miles of the road are to be constructed this year, and the remaining distance to Rainy River next year. The first eighty miles will take the line to Whitemouth Lake, from which point the line may be diverted to cross the narrows of the Lake of the Woods if that route should be found practicable, or around the southern extremity of the Lake of the Woods through the state of Minnesota back to a point on Rainy river to be designated. The colonization features of the first eighty miles will be the first consideration of the government; the matter of aiding the line beyond the limits of the province, to secure a through line to Lake Superior, will form a subject of after consideration. When that portion of the scheme is dealt with the question of a reduced through rate on grain and millstuffs, etc., will become a chief factor in the transaction.

The conditions of granting aid for the extension of the Lake Manitoba Railway and Canal company's line to the Saskatchewan river are fraught with much interest and importance, more so than the people anticipated. As security for the payment of interest on the fifty miles between the northern boundary of the province and the Saskatchewan the government is to receive one-third of the company's land grant in addition to the first mortgage on the line. These lands are to be selected within the province.

Another important feature is the fact that the company is to transfer to the government 256,000 acres of the original land grant of the Winnipeg and Hudson's Bay Railway company for the bonds issued by the government in aid of the Winnipeg and Hudson's Bay road in 1886, for which security was then promised but never secured. The amalgamation of the two companies has rendered this arrangement possible. It is claimed that the lands to be so transferred are much more valuable than those which the government would have obtained in 1886 had the bargain of that year been carried out, as the land grant then was limited to the region between Lakes Winnipeg and Manitoba, but has since then been extended to the west and north of Lake Manitoba, embracing areas of more desirable land. The government is to have the right to select these 256,000 acres out of the total Hudson's Bay railway grant within the boundaries of the province, the land to be fairly fit for settlement. Beginning at the southern limit of the grant the government may select from alternate sections, townships and ranges, so that the government lands will be mixed up with homesteading and railway lands. It is hoped that the selections will extend up to the fertile valley of the Swan river.

Beyond the foregoing conditions the terms of the agreement with the L. M. R. & C. Co. are the same as those governing the aid granted for the construction of the first section of the road to Lake Winnipegosis. Sixty-five miles of the proposed extension are to be built this year. This will take the line from a point near Sifton around the northwest corner of Duck Mountains, to the borders of the Swan River valley.

WORK OF CONSTRUCTION.

The work of construction on the Southeastern railway will commence

in two weeks' time, and a number of the local contractors have been told to hold themselves in readiness for the work. The line will run to a point north of Whitemouth lake, from which it can diverge either southeast through United States territory or northwest through Ontario. The first station will be Prairie Grove. No arrangements have been made for terminals, that matter not being under the authority of the government, but resting in the hands of the company, and no action has yet been taken. The work will be done by Messrs. Mackenzie and Mann, who will not call for tenders, but will invite certain capable men to assist them, and the eighty miles will be completed and in running order this year.

The work of construction on the extension of the Dauphin line will commence later on in the year and the start will be made at a point near Sifton, running northwesterly through a beautiful farming district a distance of sixty-five miles.

It is probable that the two lines will be placed under the same local management.

Business at Vancouver.

Vancouver, B. C., April 18.—This week has been a record breaker in the shipping line for Vancouver. All week there have been from eight to ten big twenty-five hundred ton steamers in port, besides numerous large tonnage ships, and the scenes have been more animated than in the height of the boom which is at present eased off considerably, but the outfitting trade is still very large and this week was increased by 220 Australians with money who arrived by the steamer Cape Otway and all outfitted in Vancouver. Word has been received by shipping agent in England that the exodus from there for the Klondike has not yet commenced, but is expected to reach large proportions. In the meantime in Vancouver and Victoria all those established in business are prospering and the banks report that paper is well met and money is comparatively easy. On account of the large number of strangers in town it is difficult to secure houses for rental and rents have been increased owing to the demand. Hotel accommodation, however, is ample and a large number of new houses are being built.

There are few changes in the market this week. California onions are reported out of the market. In the dairy market California creamery is the only butter on sale. In the fruit market lemons have advanced 25 cents. Seedling oranges have also advanced 25 cents. Fresh meats are advancing rapidly in price owing to the demand being very large and the supply limited. All the hogs and beef for this market are now coming from Manitoba and the Territories. Dressed beef is a cent higher. Pork one quarter of a cent higher. Cattle are 1-2 cent higher; hogs 1c higher.

Grocery Trade Notes.

A cable quoted 24s for Tarragona almonds against 27s to 28s at last advices.

A cable from Sicily reports an advance to 57s in the price of Sicily shelled almonds.

Wholesale houses at Montreal have reduced their prices on molasses to 24c for car lots and 25c for single puncheons. The reason of this, it is

said, is in order to help them to work off their old stock before securing supplies of new.

A Toronto report says: Teas are beginning to move a little better, both representatives of shipping houses and wholesalers reporting a better demand. Medium grade Japan teas are fully 1-2c per pound dearer than they were a week ago.

There is considerable excitement and strength in the rice market at present and prices have advanced 1-1c to 1-2c per lb. This is due principally to the advices received from points of production stating that supplies in eastern markets have been cornered. The demand here is good and a good many sales of new crop Patna have been made for future delivery at the advance. Stocks on spot of all grades are almost exhausted.—Montreal Gazette.

A Montreal report says: "Canadian refiners reduced the price of No. 2 granulated to-day 1-16c to compete with the imported article. On Monday, taking advantage of the situation created by the new tariff, the price of this grade was advanced 3-16c. The unsatisfactory state of the beet market abroad made it necessary to reduce the price again. The prices of the other grades are steady." And yet these same refiners claim that the recent tariff changes on sugar are no help to them.

Grain and Milling News.

Mr. Cechrane contemplates building an elevator at Stockton, Man.

Letters patent of incorporation have been granted to the Dominion City Farmers' Elevator Co., Ltd., of Dominion City, Man.

The ratepayers of the municipality of Saskatchewan will vote on a by-law to loan \$5,000 to Jamieson & McKinnon for the erection of an oatmeal mill at Rapid City, Man.

Thompson, Sons & Co., brokers and commission dealers in grain, who moved to Winnipeg from Fort William a short time ago, have now opened an office in room No. 17, Grain Exchange building.

The agitation regarding the elevator privileges has put a quietus on new elevator propositions for the present. At this date last year the Vulcan Iron Works of Winnipeg, had orders for supplying machinery for about sixteen new elevators. This year so far no new contracts have been placed.

The Lake of the Woods Milling company sold at Montreal recently, 10,200 sacks of flour, for June shipment, 500 sacks on London account, and 8 cars on West Indies account.

The Lake of the Woods Co.'s flour mill at Keewatin is closed for putting in some new machinery. Operations will be resumed about May 1.

With all the improvements in milling, means have not yet been found for preventing dust explosions. An elevator at Boston was blown up and burned by a dust explosion on Sunday last, entailing a loss of nearly \$600,000, and it is said the whole city was aroused by the tremendous force of the explosion.

The Kettle River Railway bill was finally defeated in the commons at Ottawa by a majority of 20, after having previously passed committee.