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Subscription, \$2.00 per Annum in Advance.

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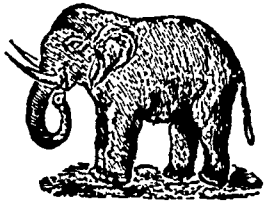
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Vol. 19

WINNIPEG, CANADA, MARCH 2, 1901.

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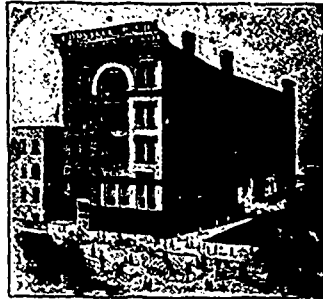
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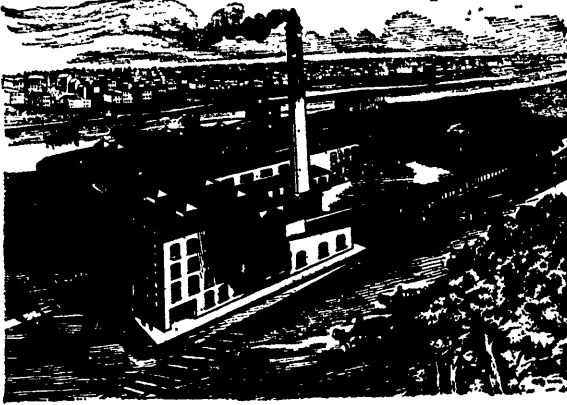
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Shareholders, as well as policyholders, in the Mutual Life Assurance Company of Canada are rightly gratified at the great progress made by the company the past year. With an exceptionally strong board of directors, an enterprising, shrewd management and a splendidly organized staff the company managed to show a slight loss last year at a wonderful rate. These figures show the handsome gains made by the Canada Mutual in 1900:

In assurance in force.....\$2,576,935.00
 In assets.....518,401.12
 In reserve.....518,933.01
 In income.....120,542.23

The premium income of the company last year was \$383,021.70, a showing any concern might justly be proud of. The interest and rents were \$22,100.03, the annuity considerations \$31,960.82, and the total income, deducting \$5,700 for reinsurance premiums, was \$1,171,944.35, which with ledger assets at December 31, 1900, amounted to \$3,401,113.25. The payments to policyholders last year were as follows: Death claims, \$217,453.27; matured endowments, \$78,300; purchased policies, \$49,643.17; surplus, \$78,714.96; annuities, \$7,554.20; total, \$351,665.67.

The general expenses were comparatively small, considering the large amount of business done. The conduct of the company's affairs has been characterised by great skill and shrewdness.—Toronto Globe.

INSURANCE NOTES.

On the 20th inst. Canadian insurance underwriters decided at a meeting held in Toronto to advance rates throughout the Dominion. An entirely new system of rating is to be made. There will be no flat rate over a district, but each risk will be judged on its merits, and advances will be made not only on all hazardous risks, but on buildings in the neighborhood of such risks. All towns and cities that come under the jurisdiction of the Canadian Fire Underwriters' Association will be rated in this way, and the result, it is confidently expected, will be such an increase in the revenues of the companies as will repay them for the losses they have recently suffered. The decisions arrived at to-day apply directly to Ontario and Quebec. In respect to Manitoba, the companies in the association do business there, and that province will be affected by the change in the classification of risks. In British Columbia the companies are understood to be not so much interested, as they already obtain good rates there, while their losses have not been excessive. New Brunswick and Nova Scotia are not under the jurisdiction of the Canadian Fire Underwriters' Association, but, as in the case of Manitoba, the same companies controlling the business, insurance men confidently count upon a re-arrangement of rates there also.

The divisional court at Toronto gave an important judgment last week when it decided that the word "riding" incorporated in many accident insurance policies, did not imply a condition. The decision was given in the case of a policyholder named Powis against the Ontario Accident Insurance Company. He was getting on a Hamilton street car, and in climbing from the first to the second step, slipped and fell. In his action under the policy, he claimed that the provisions entitled him to double the sum which he would ordinarily be entitled to, because the injury was received "when riding as a passenger on public conveyance." He succeeded in the county court of Wentworth, and the company appealed, contending that the plaintiff was not "riding." "To adopt such a construction," said Chief Justice Meredith, "would be unreasonable and unfavorable to policyholders, and inconsistent with the rule which should be applied to construe policies liberally in favor of persons insured. If the defendant's contention had succeeded, no fifty or six passengers on public conveyance would be liable for accidents occurring when the cars are not in motion. As a matter of fact, passengers may be said to be riding from the time they board until they have alighted from the car." The appeal was dismissed with costs.

Hamilton retail merchants will urge upon the government that the policy court be made a court for the collection of small debts, the divisional court being too expensive for the collection of such debts as \$25 and under.

THE COMMERCIAL

The recognized authority on all matters pertaining to trade and progress in Western Canada, including that part of Ontario west of Lake Superior, the Provinces of Manitoba and British Columbia and the territories.

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Advertisements purporting to be news matter, or which profess to express the opinion of this journal, will not be inserted.

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D. W. BUCHANAN,
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The Commercial certainly enjoys a very much larger circulation among the business community of the vast region lying between Lake Superior and the Pacific coast than any other paper in Canada, daily or weekly. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.

WINNIPEG, MARCH 2, 1901.

THE RAILWAY DEAL.

The all-absorbing question in Manitoba is now the railway contract, entered into between the provincial government and the Northern Pacific and the Canadian Northern Railway companies. While much attention is being given to this matter throughout all Canada, here the most intense interest is being taken in the question. The first effect of the announcement made by Premier Roblin of the contract entered into with the railway companies, was one of surprise. The boldness of the proposals and the enormous financial obligations which would be imposed upon the province by the final ratification of the contract, were such as to bewilder thinking persons, who took the trouble to study out what the contract really meant. As soon as sufficient time had developed to permit of a careful study of the agreement, it became evident that there would be a very strong opposition to the acceptance of the proposals by the legislature. This opposition has developed rapidly and is evidently gaining in strength from day to day, as the document is discussed and gone into by the people.

It is almost impossible to deal with this question in a single article. The matter is one of such far-reaching importance, and there are so many points to be dealt with, that it will be advisable here to attempt to consider only some features of the case. Briefly, we have first the agreement for the lease by the government of the lines operated by the Northern Pacific railway in Manitoba. The contract provides that the Manitoba government shall lease the Northern Pacific lines at an annual rental varying from \$210,000 per year for the first ten years to \$500,000 per year after thirty years, with the option of buying the lines for \$7,000,000. The annual rental we may say is based on the price fixed for the road at \$7,000,000. The first objection to the agreement with the Northern Pacific is the enormous price which it is proposed to pay for the lines. This price is believed to represent about double the price which the road could now be built for. In fact it is understood an offer has been made to duplicate the 350 miles of railway operated in Manitoba by the Northern Pacific company for the sum of \$10,000,000

per mile, or a total of \$3,500,000. Just half the sum named in the contract. The government justifies the proposed purchase of the Northern Pacific lines by the declaration that they can sell the road for an advance on the price named; but it is doubtful if even this would justify paying so much more for the road than it would cost to duplicate it. The contract is evidently a good thing for the Northern Pacific, as the statistics furnished the government show that these lines in Manitoba have not paid in the past, though it is also claimed that the road does pay, notwithstanding the figures furnished by the company. The deficit charged to the Manitoba lines, it is declared, by some, is due to the company's system of bookkeeping.

Manitoba, at considerable sacrifice, secured the entrance of the Northern Pacific railway into the province. The road cost the province in bonuses, etc., the sum of \$700,000. It is now evident that our interests were not properly safe-guarded in those agreements. We now propose to buy out the road which cost so much to secure its entrance here, and thereby drive it out of the province. As it is proposed to immediately turn the Northern Pacific lines over to the Canadian Northern on the same terms as secured by the province, the result is that we reduce our competing lines from three to two, and deprive a great transcontinental road like the Northern Pacific of any interest in the province. It is doubtful if this is good policy to start with.

The contract with the Canadian Northern is the more important part of the business, as the undertaking with the Northern Pacific is really merged into the agreement with the former company. As the Canadian Northern is to take over the lease and option secured by the province from the Northern Pacific, the success of the two contracts depends upon the ability of the Canadian Northern to carry through its gigantic enterprises and make a financial success of the vast work which it has undertaken. Herein is the rub. On the one hand we have a guarantee of government control of rates from points on the company's system to and from Manitoba points to the head of lake navigation at Port Arthur, as well as within the province. The great consideration which the province gains is control of freight rates. Legal gentlemen tell us that this guarantee is worthless. That it cannot be enforced on account of a conflict with federal rights. That the company has already delegated that privilege to the federal authorities. We will not discuss the legal aspect of the case here, but assume for the sake of argument that the Canadian Northern can give the control of rates on its system to the Manitoba government. In return for this control of rates the province is to assume responsibility for the bonded indebtedness of the Canadian Northern system, both principle and interest. The province must also assume responsibility for the contract with the Northern Pacific. It is true that Manitoba has already guaranteed the bonds of a portion of the Canadian Northern system. This was done by the late Greenway government. We therefore do not by this contract assume the entire bonded obligations of the road, though in calculating our financial resources, we are bound to consider these existing obligations. The financial obligation entailed in the contract is a most serious undertaking for the province. We can hardly refrain from believing that the obligation assumed is too great for

the resources of the province. While we have a possibility of reductions in freight rates, in the event of the road proving a financial success, it must be ever kept in view that in case of the financial failure of the company, the enormous obligation falls back upon the province. The effect of the contract is simply to guarantee the position of the Canadian Northern Railway Company. The company has a sure thing, for the province stands behind it to bear any financial burden beyond the resources of the company.

Moreover, we assume this enormous obligation for an uncertainty. While admitting the control of rates, it is manifest that the government cannot reduce rates if the traffic will not permit of it. While the province is responsible for the financial obligations of the company, it would be only like taking money out of one pocket to put it in another, to reduce rates beyond the point of profit to the company. Eventually, by the development of the country and the growth of traffic, it is quite possible that the road may become a profitable enterprise. At the outset, however, it is almost a certainty that the road will not be able to make a profit even on the basis of present freight rates. Indeed, it would seem quite probable that some few years at least must elapse before the road can be expected to return a profit, even with present rates maintained. It must be remembered that a considerable portion of the mileage of the Canadian Northern system runs through undeveloped and we might say almost uninhabited territory, which will give very little traffic to the road for years.

The obligation assumed by the province we may briefly sum up as follows: Northern Pacific lines, \$7,000,000, or equivalent to the annual interest on that sum at, say 4 per cent. Guarantee of the bonds of the Ontario and Rainy River section for 200 miles at \$20,000 per mile, equal to \$5,000,000. The annual interest charge will amount to \$232,000 on the Rainy River section, and the Northern Pacific rental, first ten years, will amount to \$210,000 per year, or a total of \$442,000 annual interest charge, which the province will be liable for. In addition to this we have the liability of the province in connection with previous guarantees of bonds covering sections of the Canadian Northern system in Manitoba, which would bring the total annual liability of the province for interest charges and rental of the Northern Pacific lines up to about \$600,000, or a sum nearly equal to the total annual revenue of the province.

It must be seen from this statement of facts that the final ratification of these contracts will leave the province in a thoroughly impoverished condition financially for many years to come, so that no matter what favorable opportunities may arise in the future, the province will be effectually barred from taking advantage of them, while this load of responsibility is hanging over us. It would probably make it impossible for the province to float bonds on a profitable basis for years, no matter how urgent may be the necessity for such action. It is also possible that our municipal securities would be adversely affected for a time. Of course as the road became an established and paying enterprise this difficulty would be overcome; but with almost a certainty that the province would be called upon to make good annual deficits during the first few years of the operation of the road, it is quite sure that our credit would be most seriously affected in the world's money markets.

While there are many more important points which might be referred to, including several serious objections on other grounds which might be urged against the contract, these will not be touched upon at present. What is most urgent now is time to thoroughly go into the matter. The country should have months to discuss and digest the contracts, and this should be done in a fair, independent and non-partisan spirit. We believe there is a disposition among the people to consider this matter as much as possible independent of party politics. In a question of such vital importance to the future of this province, we cannot afford to look at the matter through party spectacles. Premier Roblin has himself shown a disposition to take the people into his confidence, and he has asked for and declared that he is "wide open" to receive suggestions and information upon the question. We believe that he is honest in his opinions upon the question, and we furthermore believe he will gain the almost universal respect of the people of Manitoba by giving ample time to allow of the thorough discussion and crystallization of public opinion upon the most momentous matter which has yet come before the people of Manitoba. No harm can result from allowing the matter to stand, even if it should go over to another session of the legislature. It is not a case in which delays will be dangerous, while to hurry the matter through would be an indication of weakness on the part of the government, and also an evidence of weakness in the contract itself.

THE C. P. R. OFFER.

In another column this week we publish in full the correspondence between President Shaughnessy, of the Canadian Pacific Railway Company, and the Manitoba government, regarding the railway question. The importance of this correspondence lies in the fact that it embodies the offer made by the railway company to the government, as an alternative to the arrangement entered into between the government and the Canadian Northern. The Canadian Pacific Railway offer is certainly a surprisingly liberal one, embodying many favorable features. It does seem a matter for regret that the contracts with the Northern Pacific and the Canadian Northern, together with Canadian Pacific Railway proposals, could not have been laid before the legislature and people of Manitoba for free and independent discussion, unblinded by any party or political influences whatever. A contract of such enormous magnitude and far-reaching consequence deserves thoroughly impartial consideration. The fact that a contract had been entered into by the government, before the terms were known to the people, certainly does preclude impartial discussion to an extent at least, though of course there are many intelligent persons who will not allow themselves to be influenced either for or against the contract as a result of their party allegiance.

The great feature of the Canadian Pacific Railway offer is, that it embodies important concessions to the people, while very little is asked for in return. The company offered to build a certain amount of new railway in the province; the company offered to operate the Northern Pacific lines on a basis which would allow a profit to the government over and above the rental demanded by the Northern Pacific, further the company offered to make important reductions in freight rates. A measure of control

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ACCOUNTANT, AUDITOR, ETC.

Accounts examined and reported on.
Assigned estates wound up. Information supplied relative to the Boundary District of British Columbia.

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of rates was also offered by the company. The only thing asked in return is a reduction in taxation from two per cent. to one per cent. on gross earnings in Manitoba. The favorable feature of the Canadian Pacific Railway offer is, that we have a certainty without incurring obligations. On the other hand in connection with the Canadian Northern and Northern Pacific contracts, we are asked to assume an enormous obligation, far beyond the resources of the province, for an uncertainty. The acceptance of the Canadian Pacific offer would not cripple the province in any way and presumably would leave us free to help ourselves in the future, as occasion might arise or circumstances demand. The final closing of the contract with the Canadian Northern will leave the province in such a state of financial exhaustion that we will be entirely prevented for many years to come from considering any proposal involving financial considerations.

This reference to the Canadian Pacific Company's offer is made for the purpose of comparison. Favorable as that offer may appear in a comparative sense, The Commercial could not recommend its acceptance, for the very important reason that it implies the final ratification of the contract with the Northern Pacific, the absorption of the lines of that company in Manitoba by the Canadian Pacific Railway, and the extinguishment of the interests of the great corporation in this province—a consummation certainly not to be desired.

RAILWAY CONTRACT DISCUSSED.

A special meeting of the Winnipeg board of trade was held on Tuesday evening last to discuss the railway contract. Premier Roblin kindly consented to be present, to answer any questions which might be put to him by the members. Mr. Roblin certainly created a favorable impression, in his remarks at the opening, by the liberal and confidential way in which he expressed himself. He said he was anxious to have the matter thoroughly discussed and was wide open to receive every suggestion which would tend to improve the contract or further safeguard the interests of the province. If he found that the legal disabilities which had been brought up were valid, and would prevent the province from controlling the rates, the contract would certainly fail. He gave a distinct pledge on this point that in such a case the contract would not be finally ratified. Mr. Roblin mentioned other offers which had been made to the government by New York parties, and by the Canadian Northern and the Canadian Pacific Railway, but they would consider nothing which did not give them complete control of rates. During the discussion of the financial liability of the province, Mr. Roblin declared that the additional \$2,000 per mile which the Canadian Northern is to be permitted to place upon the portion of its system in Manitoba, is not to be a charge against the province. Mr. Roblin further stated that the company would not be relieved of any deficiency in operating the road until the rate on wheat had been reduced below 10 cents per 100 pounds from Winnipeg and a reduction of 15 per cent. had been made on other existing tariffs. After these reductions had been exceeded, the province would have to make good any deficit in operating the road. These were the two main points brought out at the

meeting, which are not shown by the contract as published.

Of course it must not be understood from this that the province can escape any portion of the liability assumed by the contract. It is simply understood that any deficit appearing previous to the reductions mentioned in freights, is to become a lien upon the road. The province, however, is responsible to the bondholders in the event of the inability of the road to pay, for everything assumed by the contract, notwithstanding that it may be understood that deficits under certain circumstances are to be charged against the road. After the freight reductions are made as stated, the province must pay any deficits, without recourse to any charge back against the railway company.

Mr. Nanton touched the pith of the subject when he stated that the board could not come to an intelligent opinion upon the question until they had absolutely clear and reliable figures before them that the road would be able to meet the obligations which would otherwise fall upon the province. Mr. Roblin claimed to have indisputable figures which would prove beyond a doubt that the enterprise would prove a financial success, but he did not wish then to go into this aspect of the case.

A committee consisting of Messrs. Georgeson, Elliott, Ashdown, Bole, Drewry, G. F. Galt, Alex. Macdonald and Riley was appointed to go into the matter more thoroughly with the government, and report as early as possible to the board.

THE LIQUOR ACT.

The court of King's Bench gave judgment, on Saturday last on the recent enactment of the Manitoba legislature with respect to the liquor traffic. Chief Justice Killam and Justice Bain each gave written pronouncements, and the third judge, Justice Richards concurred with Justice Bain. The latter judgment has not been published, but is said to be very brief and sweeping in deciding against the legality of the Act.

The judgment of the chief justice is a long and exhaustive document, filling more than seven columns in the daily press, but its effective conclusion is, that the Act exceeds the power of the province, and is therefore ultra vires. A careful reading of the judgment indicates that the province has wide powers of restriction, but that the question is so involved that it is difficult to legislate along the line of prohibition without invading the field of Dominion rights. The chief justice practically declines to advise the government how far it can safely go and in this respect leaves the matter as much a matter of speculation and doubt as ever. It was the contention of counsel for the Act that it came under "property and civil rights" and "matters of a local nature in the province," both assigned to the provincial legislatures in the British North America Act. The decision of the court seems to be clear that the suppression of the liquor traffic for the purpose of promoting temperance does not come under "property and civil rights" and in that regard narrows down the discussion. Under "matters of a local nature," Chief Justice Killam seems to be of the opinion that the legislature could enact a very drastic measure, so long as it did not interfere with inter-provincial transactions or national trade.

It is not safe to prophesy as to the next step, but it may be safely assumed

that the License Act will be the law of the province for at least another year. Friends of the Liquor Act will demand an appeal to the Privy Council to secure a final decision from the highest court in the realm, and if that course is taken, the Act will probably be allowed to remain on the statute book, but will be amended to postpone the date of its coming into operation.

RED RIVER NAVIGATION

Next summer may witness a revival of traffic on the Red river. It is reported that a Grand Forks lumber concern has sold 12,000,000 feet of lumber in Winnipeg, to be delivered during the coming season. It is proposed that this lumber shall be brought down the Red river from Grand Forks, steamers and barges being used for the purpose. Application has been made to the customs department and it has been learned that there is nothing in the customs regulations or navigation laws to prevent boats from running down the Red river from the United States into Manitoba. Grand Forks, where the saw mills are located, at which the lumber will be manufactured, is situated on the banks of the Red river, in North Dakota. The river is navigable from Winnipeg to Grand Forks and even beyond to Fargo, though in low water only light draft boats could be used.

This movement to use the Red river may be the beginning again of an important river traffic. In the old days the traffic of the Red River colony was carried on largely by means of the Red river. Even for some time after the colony became the province of Manitoba, the Red was the great highway of traffic for the country. Goods were brought overland from St. Paul, Minnesota, the head of navigation on the Mississippi river, to the head of navigation on the Red river, and thence transported down the latter river to point of destination. Later the encroachment of railways northward and westward, rendered the overland haul by ordinary vehicle from St. Paul unnecessary. When the railway reached Moorhead, Minnesota, on the Red river, access to all points along the river during the season of navigation, became quite easy. Steamers connected with the railway, and quite an important traffic was carried on between Winnipeg and Moorhead, via the river route. The construction of railways further northward and ultimately to Winnipeg destroyed the river trade so far as Manitoba is concerned. About the beginning of the eighties the river traffic began to disappear, before the advent of the iron horse. For years the Red river has not been used for general traffic purposes in Manitoba, though in Minnesota and Dakota some river traffic has continued.

The great drawback to the use of the Red river in Manitoba, has been the obstruction north of Winnipeg known as St. Andrew's rapids. With the completion of the improvements now going on to overcome this obstruction, we may look for quite an important traffic via the river, between Winnipeg and points north on Lake Winnipeg and the Saskatchewan river. It is quite possible that river traffic with points south will be stimulated by the improvements being made north of the city, so that within a few years we may find the Red river again assuming something of its old time importance as an artery of trade and traffic.

MISCELLANEOUS.

It is reported that an assay office will be established at Vancouver for the convenience of Yukon miners, who now have to take their gold to Seattle.

Annual Meeting of Cheese and Butter Makers Union.

The first annual meeting of this new organization was held on Thursday and Friday last in Max's hall, Winnipeg. President S. M. Barre presided over the deliberations and the proceedings proved to be most interesting throughout. The president's address was in part as follows:

"England buys every year 600 million dollars worth of farm products. As Canadians we ought to feel proud of belonging to a nation forming part of an empire with such an immense purchasing power. It goes to show that we have before us an unlimited market for butter, cheese, fruit, cattle, meat, eggs and poultry, provided we can fill the requirements as to quality. Our Manitoba dairy production will no doubt grow faster the next five than it did during the last fifteen years, therefore our farmers should watch with utmost care all the details of their dairy work. It is now fully understood, that unfortunately our dairy industry has of late years not improved as much as it should, that our cheese has gone back in quality, therefore it becomes the duty of every farmer, of every dairy man to closely look into the reasons why. The undesirable condition of our dairy industry has led a number of dairy men to question the suitability of our present dairy organization, and we were requested to express our views with regard to it, to point out its defects, to explain the workings of such similar organizations in other provinces, and compare their results with our own so as to ascertain where we might be found wanting.

The most advanced dairymen have held for years, and still hold the opinion, that practical instruction in factories and on farms is the most powerful factor in dairy education. With this object in view the most important dairy provinces of Canada, Ontario and Quebec, have organized thorough systems of such practical dairy education. To this is, no doubt, due their success in dairying. This is exactly what Manitoba has so far in a great measure recently overlooked and may also account for our short-comings. Now that we have laid down the true principles of dairy education, we should look into what means are employed for carrying them out in other provinces.

In Quebec, Ontario and other provinces the ruling and executive powers are the dairymen's associations. There are no dairy departments, no dairy superintendents in those provinces. The dairymen's association discuss the nature of the work to be undertaken, select the men required to execute the same, and the expense is met by provincial and in some cases by federal grants of money.

In Ontario there are two dairymen's associations. They had three some time ago. They have three dairy schools and a dozen or more instructors visiting butter and cheese factories. All except the dairy schools are controlled by the dairymen's association. They are now organizing a number of illustration stations or model factories. Some of the dairy schools and experimental work have been controlled by the Dominion dairy commissioner, Ottawa. Such is the present dairy organization in Ontario. It may be liable to improvement but nobody can deny that an immense dairy progress has resulted from it.

In Quebec we find a dairymen's association and the largest and best attended dairy schools in Canada. The attendance has reached 165 students in a year. They also possess what is supposed to be the best plan of factory inspection in Canada. The same plan has also been adopted in some parts of Ontario. It consists of syndicating together a number of factories, about twenty in number, and placing each syndicate in charge of a competent instructor. Every instructor is required to pass an examination before he is allowed to act. Over thirty instructors are employed in this way and such work has brought about a wonderful change in the quality of butter and cheese in that province.

In Manitoba, the organization differs very materially from that which exists in other provinces. We have here two dairy associations, a dairy school, a dairy department, a dairy superintendent, and a number of government helped factories. The old dairymen's association has deprived itself of

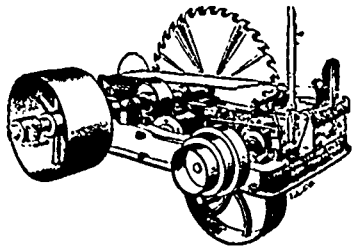
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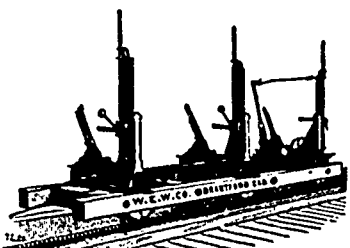
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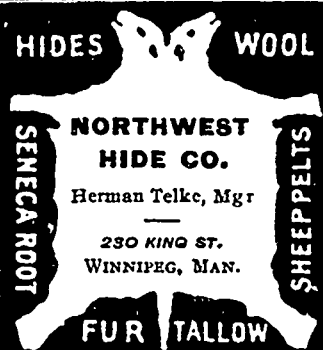
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power to act or execute in recommending the appointment of a dairy superintendent.

The dairymen's association receives an annual grant of \$200, which is barely enough for its existence. The young dairy superintendent turns in a narrow circle, as no work has been cut out for him to do, and only a small sum of money is available to do it with. All these organizations are depending on the other to do something for the improvement of dairying, and of course very little is done. It is therefore easy to see that dairy progress is being checked by an over-abundance of the wrong kind of organization and what is most unfortunate, we are yet without the most important of all organizations and that is dairy instruction on the farm and in factories. But what is still more unfortunate, in spite of all the above mentioned organizations we are yet without any reliable authority to whom the dairymen of the province could go to for reliable information and advice. Such is the Manitoba organization.

It is much easier to see our mistakes after than before they are made, but it is a most valuable thing to be able to see them at all. It is now acknowledged that the first mistake made by the Dairymen's Association of this province, was to ask the provincial government to help factories in the form of a loan. This led to the establishment of a number of factories when they were not required, and to a large number of failures.

It would have been much better to have followed the plan proposed at the time by Robert Scott, of Shoal Lake, and that is to have given the help in the form of a bounty of so many cents per lb. on first class creamery butter exported from the province. In this way a lot of trouble and useless expense would have been averted.

The most advanced dairymen also agree that it was a mistake for the old Dairymen's Association to call for the nomination of a dairy superintendent. For the following reasons. 1st. It was premature. The means of the province are limited, the salary and travelling expenses absorb a great portion of our available funds. 2nd. There is hardly anything for him to superintend. All he had during the season 1900 was three months of dairy schools. Had we asked Professor Robertson to take charge of our school I am quite sure he would have been most pleased to do so.

Now I am coming to what I believe to be a correct explanation of Prof. Robertson's withdrawal from active dairy work in this province. 3rd. We have lost through the nomination of our dairy superintendent the most valuable help of the Dominion dairy commissioner. It was the creation of a conflicting authority. The nomination of a dairy superintendent was an indirect intimation to Prof. Robertson that henceforth the province of Manitoba intended to manage their own dairy affairs and as a gentleman of tact Prof. Robertson quietly withdrew. I hope however that he can be induced to come back and help us out of our undesirable condition.

4th. All the province required, were dairy instructors or men qualified to give practical instruction on the farm and in factories. Thus it can be seen that our dairy interest is suffering from a defective organization. In what way it could be improved, I am not yet prepared to say, but we should have only one guiding head instead of three or four, and that head should be the dairymen of the province. When I say the dairymen, I do not mean a body composed mostly of men without interest or experience in dairying, but an association led by the most experienced and interested dairymen in the province. In the meantime, I would suggest that an advisory board committee of dairymen be nominated to confer with Honorable R. P. Roblin, and if possible with Prof. Robertson, so as to arrive at a plan of action which would meet our present conditions and requirements.

As said in our first address our present Dairy School is not meant to teach private dairying, and that is the most that it could do here for years to come. The butter and cheese makers should receive their instruction in the factories. The only trouble with the Dairy School is, that we have not enough of it, that it does not cover enough ground for the sum of money spent upon it. We could have three or four schools for the same expense.

The time has come when agriculture should in some measure be taught in rural schools, for the first duty of every school should be to equip boys and girls to meet the problems of life before them. If they are to be, and no doubt the most of them will be dairy farmers, we must, therefore, teach them at least the most salient points of milk production in the schools.

The greatest problem to be solved in co-operative dairying, is to obtain pure, clean milk and cream, partly because many farmers are unwilling, and partly because they do not understand how to produce it.

The same difficulty exists everywhere. At a recent meeting of the Eastern Dairymen's Association of Ontario, one of the speakers stated that the greatest impediment to progress in cheese making was the unwillingness of many farmers to send pure, clean milk to the factories. In a paper on Dairying in the Colonies, by Samuel Lowe, published in the Royal Colonial Gazette, he says "Except that farmers can be taught and induced to produce and send to factories milk exempt from all contamination, no country in the world can make fine

for industrial purposes. Some districts of this province are now occupied by a foreign population well adapted to the culture of roots and to dairy farming. The creation of such an industry would give a three fold revenue, first best root cultivation would help the destruction of weeds, bring a cash revenue to farmers, and the pulp from the factory would be capital food for the winter cows.

In summing up my remarks, I appeal to every dairy farmer and dairyman in the province, and to those in authority, to fully consider the importance of our growing dairy industry, its present conditions and requirements, and help us in securing the best organization that could possibly be devised to insure its rapid development and progress.

An interesting address in the discussion which ensued on the points involved in this deliverance from the president was given by Mr. Black, representative of the well-known produce house of F. R. Stewart & Co., Vancouver. He spoke on the winter condition of the butter market at the coast, and showed that California fresh grass butter of very fine quality is offered during the winter months at

made a success. A lengthy discussion followed. Victor Kennard, of St. Pierre next spoke, dealing with the breeding, feeding and care of cows. He was followed by Bodard, of Flindley. In the evening the president, S. M. Barre, repeated his address delivered at the previous night's meeting, in French, which was followed by a lengthy discussion.

The convention then adjourned.

Railway and Traffic Matters.

It is generally believed in railway circles that the Dominion government is considering the advisability of extending the intercolonial railway to the great lakes by way of the Canada Atlantic and Parry Sound road.

The Canadian Pacific Railway Co. has decided to carry out a number of important improvements on the Crow's Nest Pass branch of its system during the coming summer. Fifteen locomotives have been ordered for use exclusively on this line, and a large amount of rolling stock, which has been ordered, is expected to be ready about March 1.

Quite a lot of heavy grain has been engaged from Duluth through to Que-



A MANITOBA STOCK FARM
Scene in the Assiniboine Valley near Binscarth.

butter and cheese; we have the same difficulty in England." It is even worse in Manitoba, where a large number of people are entirely devoid of experience in dairying and its requirements. We would, therefore, suggest, that a clear, concise pamphlet, containing the most salient points of milk production be written, to be used, if possible, in the rural schools of the province.

As to those who are unwilling to send pure, clean milk and cream to factories, we suggest that stringent dairy legislation be enacted to protect those patrons who produce and send good milk.

We understand that the Kootenay districts and even Victoria and Vancouver are mostly supplied with California butter in winter. As we are rapidly entering into winter dairying we would like to keep that market to ourselves. We do not see how we can do so unless the duty on American butter is raised to an equal figure as what is their charge on Canadian butter going to the States. How far such a proposition would go with the present government, I am not prepared to say, but I know that the farmers of Manitoba can expect fair treatment in that respect.

It was stated, that I was to speak on the making of sugar from roots, but there is a misunderstanding in that respect. I meant to speak on the manufacture of spirits from beet roots

prices varying from 14 to 15 cents for creamery in blocks and tubs. Adding freight and duty this butter would cost from 18½ to 22½ cents for the very finest in Vancouver. It now costs about 2½ cents for freight and selling expense to lay Manitoba butter down in Vancouver. Farmers can have an idea of what price could be paid for Manitoba butter during the winter months. This California trade lasts generally until April when butter goes down in price, and allows this kind of butter to be packed for shipment to all parts of the world. It also shows that something must be done to improve the situation.

Among the other speakers who took part in the proceedings were Prof. Rüdtsck, chief inspector of Dominion creameries, and C. Marker of Calgary, superintendent of the Northwest Territories' creameries.

The evening session consisted of a discussion of a similar nature, in which all joined, and the reading of the president's address.

On Friday the principal part of the sessions was devoted to the French section of the work. In the afternoon T. Pare, of St. Anne, gave an interesting report of the Oak Point Cheese Factory Association, showing facts and figures in the organization of dairy stock companies, illustrating with comparative figures the work and profits of the past five years, and proving that dairy stock companies can be

bec at 5½c per bushel, and quotations range from 5¼ to 5½c, the same being the quoted rates from Duluth and Fort William to Montreal by lake and rail, as well as by all water. About 500,000 bushels have been engaged for Quebec, but a much larger quantity has been booked for Montreal.—Montreal Trade Bulletin.

It has been arranged that for the coming season the steamers of the Northern Navigation Company of Ontario, Ltd (Collingwood line), and the Northwest Transportation Co (Beatty line) will all ply between Sarnia, Windsor, Port Arthur, Fort William and Duluth. It having been decided, with a view to meeting the demands of the Winnipeg and western trade, to withdraw the Collingwood service.

There has been very little activity in the ocean grain freight market during the past week, says the Montreal Gazette, but notwithstanding this fact the undertone is steady and steamship agents show little disposition to reduce rates. Some small lines have been engaged to Liverpool, London, Glasgow, Avonmouth and Leith, but other ports so far as can be learned, have been neglected. Asking rates are quoted as follows: Liverpool, 1s 7½d. London, 2s 3d. Glasgow, 1s 10½d to 2s. Bristol, 2s 1½d. Antwerp, 2s 3d to 2s 6d. Hamburg, 2s 6d to 2s 9d. Dublin, 2s 4½d. Leith, 2s 6d. Cardiff, 2s 4½d. Aberdeen, 3s, and Belfast, 2s 4½d.

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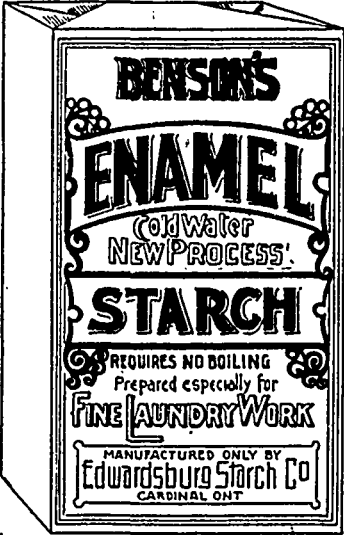
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Manitoba.

Wm. Farrer has opened a stationery store at Sifton.

S. Nixon has bought out the harness business of Thos. Lee at Brandon.

P. J. Harwood intends opening a watchmaking and jewelry business at Brandon.

It is reported that a new furniture and carpet business is to be opened at Brandon.

Alex. Anderson, formerly of Russell, will open a tinshop at Newdale in the near future.

Coleman Bros. are opening in hardware and tinware at Darlingford. The firm is composed of W. J. and A. Coleman, both formerly of Manitou.

During the year 1900 the sum of \$10,000 was spent in business and residential improvements at Crystal City.

D. Lennon, proprietor of the Woodbine hotel, Winnipeg, has bought the property on the southeast corner of McDermott avenue and Albert street, Winnipeg.

The C. P. R. workshops at Winnipeg are now running full time, the hours being from 7 a. m. until 5 p. m., with one hour interval for dinner, excepting on Saturdays, when the work closes at 3 p. m.

The Imperial Fruit and Produce Company, of Winnipeg, is applying for incorporation to take over the business of the Anderson Produce Company, Limited. The applicants are: R. B. Wiseman, A. E. Sinclair, Geo. E. Betts, L. H. Bennett and B. Gemmill.

A meeting of the business men of Morden was held in the municipal hall on Tuesday night, when it was decided to organize a new board of trade. The application was drawn up for the securing of a charter, and W. J. Cram was appointed secretary.

Tettebaum & Brownstone are opening a general store at Shoal Lake.

The stock in trade and fixtures of Morrison & Co., general merchants, Boissevain, Man., will be sold at auction on Tuesday next by Newton & Davidson, Winnipeg. The stock and fixtures are valued at \$6,143.78 and the book accounts at \$1,037.43.

The Union Milk, Dairy and Produce Company is applying to the Manitoba government for a charter. The chief place of business is to be Beausejour, and the capital stock \$90,000. The applicants are: C. A. Maaden, W. J. Bruce, A. E. Hunter, J. K. McKenzie and James L. Turner.

Advices from Selkirk say that winter fishing has now ceased and the last of the catch will soon have come into Selkirk. The prices have been fair, but the amount of winter fishing has hardly come up to other years. Every-thing points to a vigorous prosecution of the industry next summer, judging from the amount of ice put up at Selkirk and out on the lake near the fisheries.

The implement business carried on for some time at Elkhorn by M. W. McKim will in future be under the management of McKim & Duxbury.

F. W. Breen, of Beulah, of the firm of Taylor, Breen & Fraser, whose general store at that place was destroyed by fire a few weeks ago, has decided to rebuild and continue in business there.

Kelly Bros. are making good progress with the preliminary work on the new C. P. R. bridge over the Red river at Point Douglas, Winnipeg. Their plant embraces the most improved machinery, including a "clam shell" dredge, which is used to remove the dirt from the interior of the caissons. Thirty four feet of excavation will be necessary to reach bed rock in the center of the river there are twenty feet of water. The spans of the bridge will rest on two abutments and three piers.

A meeting was held at Crystal City last week for the purpose of considering the advisability of forming a local branch of the Canadian Forestry Association. The project was favorably considered and as a result the gentlemen present organized and elected the following officers: J. J. Ring, president; Jas. Laidlaw, vice-president; U. S. Jory, secretary-treasurer; James Colter, T. T. Baird, John Greenway, Jas. Stewart, W. J. Parr, F. McEwan and D. Potter, council.

The stock, fixtures and book accounts of W. S. Grout, general merchant, Minto, are to be sold at a rate of the dollar by the assignees, Newton & Davidson, on Tuesday next. The stock and fixtures are worth \$5,500.30 and the book accounts \$1,146.50.

It is announced that the project to erect a large apartment block in Winnipeg which was mentioned some weeks ago, is going ahead. The site named is the corner of Broadway and Main street and the amount to be expended \$150,000.

At a forestry meeting held in Deloraine last week a resolution was passed petitioning the Dominion government to grant aid towards the protection of forests and for the encouragement of tree-planting in the province. A committee was appointed to take steps towards organizing a local branch of the Canadian Forestry Association. The meeting was addressed by E. Stewart, chief inspector of timber and forests for the Dominion government, and A. P. Stevenson, of Nelson, Man., who has had much success in this particular line of work.

Alberta.

M. E. Herrick & Co., grocers, Strathcona, have assigned.

W. French is starting a paper at Wetaskwin to be known as the Times.

Hodgkin, formerly of the Calgary Herald staff, is starting a weekly newspaper in Okotoks.

J. Struthers, who has for several years been connected with the Hudson's Bay company's store at Macleod, is opening in business for himself at that town, handling dry goods and gent's furnishings.

J. A. Powell, of the Deering Implement Co., Edmonton, has purchased the machinery of the Farmers' Milling Co., at Fort Saskatchewan. Mr. Powell is organizing a company with a capital of \$50,000 to build and operate another mill at the Fort.

Northwestern Ontario.

The Canadian Northern Railway company's executive agent has bought the Street block, Port Arthur.

Saskatchewan.

The stock fixtures and book debts of John D. McLeod, general merchant, Prince Albert, who failed last week, will be auctioned at a rate on the dollar, on the 19th inst., by Newton & Davidson, Winnipeg. The stock and fixtures are valued at \$16,451.51, and the accounts at \$10,030.80.

Statistical Wheat Report.

WHEAT IN CANADA.

Stocks of wheat in Canada at principal points of accumulation are reported as follows:

Montreal	91,000
Toronto	72,000
Coteau, Que.	14,000
Deport Harbor, Ont.	79,000
Kingston	45,000
Port William, Port Arthur and Keewatin	1,057,000
Winnipeg	325,000
Manitoba elevators	3,575,000

Total Feb. 18	6,101,000
Total previous week	6,107,000
Total a year ago	9,389,000

BRADSTREET'S REPORT OF STOCKS.

Total stocks in the United States and Canada, east of the Rocky Mountains, as reported by Bradstreet's Feb. 16, were \$1,035,000 bushels, being a loss of 617,000 bushels, compared with the previous week.

Total stocks in the United States and Canada a year ago were \$5,750,000 bushels, according to Bradstreet's report.

Stocks of wheat at Pacific coast ports on Feb. 1 were \$717,000 bushels.

THE VISIBLE SUPPLY.

The Chicago visible supply statement of stocks in the United States and Canada, east of the Rocky Mountains, for the week ended Feb. 23 was 57,330,000 bushels, being a decrease of 240,000 bushels for the week. A year ago the visible supply was 53,445,000 bushels, two years ago 25,920,000 bushels, three years ago 31,083,000 bushels, four years ago 43,707,000 bushels, five years ago 64,089,000 bushels.

STOCKS OF OATS AND CORN.

The visible supply of oats in the United States and Canada, east of the Rocky Mountains is 10,367,000 bushels, compared with 5,755,000 bushels a year ago. The visible supply of corn is 18,218,000 bushels, compared with 16,333,000 bushels a year ago, according to the Chicago statement.

WORLD'S WHEAT STOCKS.

Stocks of wheat in America and Europe and afloat for Europe Feb. 1 in each year,

for a series of years, were as follows—Bradstreet's report:

	Bushels.
1901	169,000,000
1900	162,000,000
1899	118,000,000
1898	127,000,000
1897	148,000,000
1896	177,000,000
1895	201,000,000

CROP MOVEMENT.

The following table gives the receipts of wheat at the four principal United States spring wheat markets, from the beginning of the crop movement, Aug. 1, 1900, to date, compared with the same period of last year:

	This Crop.	Last Crop
Minneapolis	51,011,000	50,757,810
Millwaukee	5,969,520	7,221,182
Duluth	13,896,251	35,916,343
Chicago	32,772,892	18,608,417
Total	103,649,722	112,504,352

The following table gives the receipts of wheat at the four principal United States winter wheat markets, from the beginning of the crop movement, July 1, 1900, to date, compared with the same period of last year:

	This Crop.	Last Crop
Toledo	7,689,019	10,237,812
St. Louis	17,401,771	7,684,889
Detroit	2,440,029	3,188,090
Kansas City	30,062,917	11,571,930
Total	57,593,736	32,612,811

Winnipeg Prices a Year Ago.

Following were Winnipeg prices this week last year:

- Wheat—No. 1 hard closed at 65 1/2c in store Port William.
- Flour—Local price per sack Patent, \$1.75; best bakers', \$1.65.
- Oatmeal—\$1.65 per 50lb sack, to the retail trade.
- Millicuffs—Bran, \$11.50 ton; shorts, \$13.50 delivered to city dealers.
- Cats—Cats on track, new oats, 31 1/2c according to quality.
- Barley—25 1/2c per bushel for feed grades of new; 30 1/2c for malting.
- Country Wheat—50 1/2c per bushel, according to grade and freight rate to farmers at country points.
- Corn—In carlots, 41 1/4c per bushel of 56.
- Flax—\$1.25 to \$1.30 per bushel.
- Butter—Dairy, 1 3/4c per lb for best grades; creamery, 2 1/4c per lb to the retail trade.
- Cheese—Regular sizes, 13 1/2c to 14c to the retail trade.
- Eggs—22c for Manitoba fresh.
- Hides—Frozen hides, 6 1/2c to 6c.
- Wool—5 1/2c for unwashed fleece.
- Seneca Root—57c per lb.
- Hay—Baled, \$5 to \$5.50 per ton on cars.
- Potatoes—50 1/2c per bushel for farmers' loads.
- Poultry—Turkeys, 11c per lb; chickens, 11c; ducks, 10c; and geese, 9c per lb.
- Dressed Meats—Beef, 5 1/2c; veal, 5 1/2c; mutton, 5 1/2c; hogs, 6 1/2c.
- Live Stock—Cattle, 36 1/4c, as to grade; sheep, 4c; hogs, 4 1/2c to 4 3/4c off cars, according to quality.

Grain and Milling Notes.

The official report makes the wheat crop of New South Wales 17,195,000 bushels from 1,351,000 acres. This would give 7,195,000 for export. The Victoria crop gives 5,500,000 bushels for export, but the New Zealand surplus is not expected to be as large as last year.

The report of the commission appointed to enquire into grain inspection at the port of Montreal, the grain standards, etc., handed in its report to the minister of inland revenue last Saturday. Its recommendations will be conveyed by the minister to council. One result will be the formation of a definite policy as to whether the present revision of grain standards year by year is to be continued. The commission made full enquiries on this head. Touching the inspection at Montreal of grain designed for shipment abroad, it is said the official who already is appointed and paid by the government will be made more directly responsible to the federal authorities.

Winnipeg Grain Inspection.

For the week ending Feb. 18 there were 216 cars of grain inspected which graded as follows:

- Wheat—1 hard, 11; 2 hard, 17; 3 hard, 45; 3 northern, 0; rejected, 2; no grade, 122; condemned, 0 cars.
- Oats—No. 2 white, 5; no grade, 8; rejected, 1 car.
- Barley—Feed, 1 car.
- Flax seed—rejected, 1 car.

For the corresponding week of last year there were 192 cars of grain inspected, of which 90 graded 1 hard.



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Ship us your Wheat
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Consignments of Grain and Manitoba produce solicited.
DRESSED HOGS—Consignments and OFFERS of carloads wanted; describe weight and average.
F. O. B. offers of Wheat, Barley, etc., requested.
Established 1860. Manitoba Grain Code Used.

Manitoba Wheat Stocks.

There were 1,720,000 bushels of wheat in store at Fort William on Feb. 25. Receipts for the week were 50,000 bushels and shipments were 37,000 bushels. A year ago stocks in store at Fort William were 3,300,000 bushels. Stocks in store at Fort William, Port Arthur, Keewatin, Winnipeg and interior points are estimated approximately at 5,557,000 bushels, compared with 3,700,000 bushels a year ago, 5,600,000 bushels two years ago, and 4,600,000 three years ago.

NEW CEMENT AGENCY.

The Michigan Portland Cement Co., head office at Detroit and factories at Coldwater and Quincy, Michigan, has secured the contract for supplying cement to be used in the construction of the international bridge over the Rainy river at Beaudett, for the Canadian Northern railway. This company manufactures the well known Wolverine brand of cement. The company has opened a branch warehouse in Winnipeg, on the transfer railway track and will carry a stock here, and will quote the trade f. o. b. Winnipeg.

A. Munroe, of the firm of Munroe & Munroe, stock brokers, etc., Montreal, Que., is now paying another visit to the Sunset and Crown silver mining properties, near Greenwood. On the occasion of his last visit Mr. Munroe announced that he was representative of the Montreal and Boston Mining Company, which had acquired all the interest in the Sunset group of the Montreal Boundary Creek Mining Company, which for a year or more had been operating this group.

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JOBBER'S UNION.

The annual meeting of the Winnipeg Jobbers' union was held on Thursday, William Georgeson, president, in the chair. The meeting was largely attended. Matters of considerable importance in connection with legislation affecting mercantile interests and other important matters were discussed. The following officers were elected for the ensuing year: Jas. H. Ashdown, president; Alex. Macdonald, vice-president; C. H. Newton, secretary; treasurer.

A bill to restrict the interest on amounts up to \$500 to 20 per cent. has been introduced in the Dominion parliament. It would not affect larger amounts. By restricting it to small amounts, it would not be a hindrance to commerce. If the debtor is sued and judgment obtained the money-lender can only recover 6 per cent interest.

In the Manitoba legislature Mr. Myers inquired of the ministry what price was realized by the government for the sale of the \$500,000 bonds issued under the provisions of Chapter 23 of the statutes of last session of



WOLVERINE

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MICHIGAN PORTLAND CEMENT CO
Branch Warehouse foot of James street, WINNIPEG

this legislature, and of the \$185,000 bonds issued under the provisions of Chapter 11 of the statutes passed in the 55th and 56th years of the reign of her late Majesty Queen Victoria, and who were the purchasers of these

bonds and the dates of the sales thereof. Mr. Davidson answered that the bonds were all sold for 101 1/2 on the 17th of October last, to The First National Bank, Chicago.

IMPLEMENT MEN MEET.

REPORT OF PROCEEDINGS.

The retail implement dealers of Manitoba and the Northwest Territories held their annual meeting in the Building Association's hall, Winnipeg, on Tuesday evening, the 10th inst. Owing to the absence of president and vice-president, Jas. Duncan, of Melita, was appointed to preside over the meeting. The minutes were read and adopted. The chairman then called upon Secretary Chapin to report on the executive proceedings for the past year. This report stated that six circulars had been sent out during the year, to which there had been but indifferent response on the part of the members, but he was nevertheless satisfied that good work had been going on. He thought that the coming year's work should include the employment of a salaried secretary, one who could travel. Another thing which he thought the association needed was a trade paper. The executive had had the matter looked into and thought that a local paper could be made to pay expenses, although the editor of Farm Implement Trade was in the meeting and would make another proposition. The next question he discussed was the relation of the wholesaler man to the association. He himself was in favor of having wholesaler men admitted as honorary mem-

Some of the wholesale dealers who were present in expressing sympathy with the organization and wishing it success. Some discussion also arose on the question of admitting wholesaler dealers to the association and some members thought that they would not accomplish such good work without these.

The election of directors resulted as follows: A. E. May, Carberry, M.; I. P. Porter, Portage la Prairie; J. C. Nelson, Brandon, Man.; F. F. Anderson, Winnipeg, Wm. Will, St. Gladstone; A. T. Smith, Morris; and R. McKenzie, Winnipeg.

The question of time of meeting was brought up and the opinion expressed that it should be held earlier in the winter, the month of December being preferred. Decision was left with the executive. This closed the proceedings of the general meeting.

On Wednesday the directors held a meeting and elected H. F. Anderson, of Winnipeg, president. They also decided to secure the services of a permanent secretary and to close with offer of The Canadian Implement Trade.

Annual Meeting of the Dairy Association.

The fifteenth annual meeting of the Manitoba Dairy Association was held on Friday, the 22nd inst., in the city hall, Winnipeg. Representatives were in attendance from various parts of the province. The minutes of the last meeting were read by the secretary and duly adopted.

The president, Wm. Grassick, addressed the meeting. He commended by referring to the success of his late Queen, and to the interest she had taken in the agricultural classes and the forwarding of scientific instruction in agricultural work. King Edward, said Mr. Grassick, takes a practical interest, not only in statesmanship, but also in the humble pursuits of the farmer, and this will tend to make him a beloved and successful sovereign. The speaker said this was the best and most successful dairying season the industry had experienced despite the dry weather, the difficulties of the crops, and the difficulties generally experienced. The demand for first class butter in British Columbia has been larger than the supply. The cheese industry has also been a source of profit, the output being larger and the price the same as last year. The government would render a boon to the butter and cheese industries if instructors were appointed to visit all factories. None but first class men must be given charge of the factories, and it was wished to improve the quality of our butter and cheese.

Mr. Ruddick, who followed, said he believed in having legislation to compel factories and makers to have their names branded on each package and that by doing this the quality of the goods would be improved, and a better price be obtainable by those who created a name for themselves.

The directors' report was read and is as follows: Your directors desire to say that undoubtedly a large amount of very bad butter and cheese was made last year and to some extent at least the reputation of the province was thereby damaged on the British Columbia market; on the other hand butter and cheese, if of the first quality, found a ready market at the coast, and a much larger quantity could have been sold had it been available. There is no question in the mind of your directors that much of the inferior cheese was due to the practice of produce merchants in buying everything in sight, and some houses of course discrimination was experienced, but by others there was none and the result was disastrous to good make. Your directors most heartily endorse the suggestion presented with regard to registering of trade marks and the adding of two instructors to the government dairy department.

As a result of the directors' report a motion was adopted as follows: That the directors appoint a delegation to the provincial government to lay before them the desirability of giving

this association legislation on the director's report, and more particularly in the marking of all butter packages.

The treasurer's report was then handed in showing a good financial standing.

The representatives of the various butter factories then made their reports to the association, also the various cheese factories, showing an increase in the quantity of cheese produced, but also a slight decrease in price.

David Munroe, exhibition representative, made his report in the course of which he referred to the cheese manufactured by a young lady in a Nor'western farm, who had graduated from which she obtained 11c per pound in the locality it was manufactured. This was good evidence, said Mr. Munroe, that the knowledge acquired at these dairy schools was not useless.

J. Moran, cheese instructor at the Manitoba government dairy school, delivered a short but interesting address on "Cheese Making in Manitoba." Unfortunately, he said, there are many who say that the quality of our cheese is not up to its usual standard, and that Manitoba cheese has lost its name to a certain extent, although the situation may not be as bad as it is painted.

At the afternoon session, Wm. C. Champion was elected president, the other officers elected being: T. Laugh, first vice-president; W. B. Gilroy, second vice-president; Miss E. Cora Wm. Grassick, treasurer. Directors: Ryan, Ninga; Pilot Mound; Wm. Stephen Benson, Neepawa; Wm. L. D. McCuaig, Macdonald; J. T. Regher, Hochstadt; S. Thorvaldson, Icelandic River. Representative to Winnipeg fair board, Geo. Harcourt, Auditor.

After a number of technical discussions a resolution was passed reading: "Resolved, that this meeting of the Manitoba Dairy Association is convinced that the railway rates on dairy produce, both westward and eastward, are too high, and that the charge for executive and in view of the fact that American butter being largely sold in British Columbia, along largely sold in creameries in the Northwest Territories get government assistance in storage and marketing, we would ask that government assistance be made to the proper authorities so that improved conditions be given in these respects."

In the evening a public meeting was held at which addresses were given on dairying and kindred subjects. Premier Roblin, J. A. Buddick, Professor Robertson and Wm. Grassick were the speakers.

Board of Trade Council Meet.

A meeting of the council of the Winnipeg board of trade was held Tuesday afternoon.

Letters were received from several points in Manitoba, asking for information as to the steps to be taken in forming boards of trade. The secretary reported that the necessary information had been forwarded them.

The postmaster general wrote acknowledging the receipt of the Winnipeg letter carriers' petition for an increase in pay and the Letter Carriers' for their organization of the petition.

The Montreal board of trade wrote, acknowledging receipt of the expression of regret sent from Winnipeg for their loss in the recent fire, which destroyed their building.

A letter was read from a gentleman in British Columbia, asking for information regarding the district north of Lake Winnipeg, as he desired to send a prospecting party there next summer.

Communication from the Ottawa board of trade was asking in regard to a memorial being prepared by that organization in regard to technical education, which is to be presented to the government. The memorial is to be presented by representatives from Canadian boards of trade on March 5. The president was requested to take action in the matter of securing representatives from this board and to enter in the co-operation of R. L. Richardson, of F., and W. F. McCreary, M. P., who are members of the board.

The following were elected members of the board: W. G. McFarlane, of Marshall Wells, hardware; J. J. Codville, of Cochrane & Co.; John Lov,

grain merchant; Alex. Reid, grain merchant; C. H. Newton, assignee; E. A. James, superintendent, C. P. R.; I. W. Martin, of the Gurney Stove and Range Co.

Correspondence between a gentleman in Grand Forks, N. D., the collector of customs and the board of trade, was read in connection with the carrying of lumber from Grand Forks to Winnipeg by steambot and barges. The gentleman stated that he had orders to bring into Winnipeg 12,000 feet of wood from Grand Forks to Winnipeg dealers and wished to know whether he would be subject to duty on his steambot at large every time he crossed the line. The board did not consider that he would be so taxed, as it has been ascertained in the coasting laws of Canada that there is nothing to prevent this traffic. It was also proposed in the correspondence that grain might be made in the same way as lumber. This is considered as somewhat of an important matter, as it might lead to competition between steamboats and railways.

Some letters from members of the board on the subject of delays in freight between Winnipeg and British Columbia points were referred to the freight rates committee for their consideration and action.

The following year, before vacating office, had collected a mass of information relating to the forms of accounting adopted by various Canadian and American cities. On motion it was decided to write the city council, asking that they will cooperate with a committee to be appointed by this board to take up the matter of civic accounting, as the system now in effect is considered not as good as it might be.

The following were appointed as a committee to formulate a scheme to look into the reorganization of the Dominion board of trade: D. W. Hole, D. K. Elliott, E. L. Drewry, A. M. Nanton and H. Ashdown.

The council decided to urge the Dominion government to enlarge the present post office building, with a view of increasing the present accommodation and concentrating therein all the Dominion public offices in the city.

The legislative committee reported that they had interviewed the premier and attorney-general and urged the appointment of Mr. C. H. Newton as official assignee, and were satisfied that the appointment would be made.

The vacant lands committee reported that they had interviewed the civic finance committee, who had recommended to the city council that a vote of \$500 be made to assist in the settlement of the vacant lands adjacent to Winnipeg, and that the city council appoint a committee to cooperate in the work. This in effect is the same action taken by the city council as a last year.

Letters from the London, Eng., chamber of commerce and European Exporters' association, on the subject of insolvency legislation for Canada were considered, and information ordered to be forwarded to these bodies.

It was decided to write the Manitoba members, asking them to urge upon the Dominion government the necessity of appling shipped into Manitoba, on Ontario, as under the present circumstances consumers most frequently paid for an amount of quality that they did not receive, and a great deception was practiced in the selling of apples in barrels resulting in defrauding the public.

The board of trade was appointed to consider and suggest any revisions thought necessary in the by-laws of the board.

New Sample Room.

T. L. Waldon, western representative of the Caverhill, Learmont & Co., of Montreal, has secured premises in the new Stovel block, Winnipeg, where he will have one of the finest sample rooms in the city. He has taken the ground floor on the western side of the block, corner of McDermott and King streets. The room is large, airy and well lighted, and will make a grand sample room. Samples of general hardware and shell goods will be carried here, including the fine line of clothing carried by this house. Mr. Waldon has secured the building known as the Northern Wire Co.'s factory, on the Canadian Pacific railway track, which will be used as a track warehouse, and in this building will be carried a stock of heavy goods, so that western customers of the firm can have their orders filled from Winnipeg stock in heavy lines.



H. F. ANDERSON
President-Elect Implement Dealers
Association.

bers for a small fee. He was also in favor of a secretary being appointed to clear up doubts and get members making for this purpose a trial trip of three months.

In the discussion which followed this report different dealers expressed confidence in the association and its work and some testified to the good feeling which it had created among dealers in their localities. Several favored the idea of a special implement journal. The chairman thought that it would be a good thing to have a journal in which the members could express their own ideas and bring up points in connection with the trade. The executive, he thought, had no power to deal with the matter, it had been decided to leave it to the meeting. A journal reaching every member of the association would be a good advertising medium, he thought. At this point P. G. Van Vleet, proprietor of the Canadian Implement Trade, of Sarnia, was given a hearing, and submitted an offer to open the columns of his paper to the association and supply copies of this paper at a nominal sum. This matter was finally referred to the executive committee with power to act.

With reference to the matter of a salaried secretary who could travel and organize the association more completely there was a good deal of discussion and opinion was somewhat divided in the desirability of the scheme, although all admitted its desirability. One dealer thought that if the idea were adopted a good many new members could be "roped in."

THE BUSINESS SITUATION

Saturday, March 2.

There is a quieter feeling in business circles now that the curlers have gone. Spring shipments are now the important feature, and these are going forward freely. In some lines jobbers report the volume of orders unusually large, which is probably due to the fact that Winnipeg houses are getting the trade more than ever this year. Eastern houses are not sending so many travellers west this year owing to the fact that they can get all the business they want nearer home, and are not anxious to undertake these long western trips while money is as hard to obtain in the west as it is at present. Houses which have a regular connection here are in the field as usual, but there are not so many transient travellers as usual. Demand for goods for quick consumption has also improved this week and dealers state that they are now doing a fair amount of trade. Values in every line are holding steady and there are very few changes to record this week. Railway traffic, both passenger and freight is increasing. Labor is in increased demand and there is every prospect that building operations will commence at the earliest possible date and be pursued with unusual vigor. Some in the trade predict that this will be the biggest building year in the history of Winnipeg. Bank clearings for the week ending Thursday were about \$200,000 larger than a year ago.

WINNIPEG MARKETS

Winnipeg markets

Saturday, March 2.

(All quotations, unless otherwise specified, are wholesale for such quantities as are usually taken by retail dealers, and are subject to the usual reductions on large quantities, and to cash discounts.)

CURED MEATS.

The market has become stronger and we note an advance in the price of hams. These are $\frac{1}{2}$ c higher, making the price now 13c. Lard is also higher, pure leaf lard being quoted now at \$2.25, as against \$2.20 last week. In cases lard is $\frac{1}{2}$ c higher at \$7.25, and tereces are $\frac{1}{2}$ c per pound higher at 10 $\frac{1}{2}$ c. Fifty pound tubs are $\frac{1}{2}$ c higher at 11c per pound.

DRY GOODS

There is an active business doing in spring goods. Shipping is in full swing and stocks in warehouses here are going down rapidly. Jobbers say that the volume of business exceeds their expectations. Travellers are getting out for sorting orders and are also taking some full samples.

FISH.

The Lenten demand is improving business greatly and there is an active trade doing. Prices remain unchanged as follows. Whitefish, 4 to 6c per pound, pickerel, 3 $\frac{1}{2}$ c, pike, 2 $\frac{1}{2}$ c, trout, 10c, salmon, 12 $\frac{1}{2}$ c, halibut, 12 $\frac{1}{2}$ c. Lake Superior herring, 20c per dozen. Salt cod, 6 $\frac{1}{2}$ c. Labrador herring, per barrel, \$1.15. Salt mackerel, \$2.25 per kit. Shad, 13bbles \$7.50. Digby chicks, 1c box. Boneless cod, 7 $\frac{1}{2}$ c lb. Boneless fish, 7 $\frac{1}{2}$ c lb.; sinned haddles, 7 $\frac{1}{2}$ to 9c per pound fresh sea cod. Big, 7c per lb.; Tommy cod, 5 $\frac{1}{2}$ c. Sounders 5 $\frac{1}{2}$ c. Smelts, 7 $\frac{1}{2}$ c mackerel, 13c shad 10c bass, 13c eels, 10c oysters select \$2.15 per gallon standard. \$2.00

GREEN FRUITS.

draws to a close and we note a very fair volume of trade doing now. Travellers are sending in good sized orders. Apples are a very scarce article—stocks brought in in the fall being now completely exhausted and the market is being supplied from Minneapolis. There have also been two or three cars in from Ontario. Prices are higher owing to increased cost of goods. Ben Davis apples, southern, are now worth \$5.50 per barrel in a jobbing way. Other lines are unchanged. We quote Apples, Ben Davis, \$5.50 in barrel. Northern Spies, to arrive, \$5. Russets, \$4 per

barrel; California navel oranges, per box, \$3.00 to \$4.25; bitter oranges, \$7.00 per case, lemons, per box, \$4.50, as to size, bananas per bunch, \$3.00 to \$3.35; cranberries, per barrel, \$9.50 to \$10.50, cranberries, 50 1 pound boxes, \$5, figs, \$1.40 to \$1.60 per box, onions, per lb., 2 $\frac{1}{2}$ c, mince meat in 25-pound pails, 10c per pound, cartoon dates, per package of 1-pound, 10c, new dates, 6c, elder in kegs or barrels, 35c per gallon, honey, 1-pound jars, \$2.50 a dozen; maple sugar, 12c, maple syrup, 2-pound tins, per dozen, \$2.25; half gallon tins, \$6 per dozen.

GROCERIES.

Business has improved this week and there is a larger demand from both city and country for staple and fancy lines. Prices have held steady throughout the entire list and there are no changes to note. The market for Green Rio coffee has developed some strength since we last wrote, and the indications are that it will hold at the advance of $\frac{1}{2}$ c which we noted a short time ago. Some lines of cured fish are scarce, notably Digby chicks and blasters. Now that evaporated and dried apples are dearer a better demand has set in for California dried fruits, and these are now moving freely. These show good value, especially prunes, peaches and nectarines. For prices see page 622.

HARDWARE.

There is very little doing in hardware so far as immediate demand is concerned, but spring business promises well and when the season opens will likely reach considerable proportions. The consummation of the scheme to amalgamate the steel interests of the United States has strengthened the market considerably, and prices over there are higher on many leading lines, as will be noted from our news reports elsewhere in this issue. The colossal nature of the new trust and its possible effect upon prices has hardened values all along the line although there are no changes to note in this market as yet.

PAINTS, OILS AND GLASS.

There is a steady demand for these lines for spring delivery and an active trade is anticipated. Values here have not changed since a week ago, but it is expected that linseed oil will go lower in sympathy with last week's drop in eastern markets. This decline may be expected to take place any day. Other lines are steady.

LUMBER.

Business has not opened up yet to any extent in this line. There is some speculation as to what the changes in prices, if any, are to be this spring and until the new list is out trading will be limited. It is generally believed that some revision of the list will be made and that the changes are likely to be in a lower direction.

SCRAP.

There is a fairly good demand for scrap iron and prices for this and other old materials rule steady as follows. No. 1 cast iron, free from wrought and malleable, \$12 to \$13 per ton. No. 2, \$4.00 to \$5 per ton. Wrought iron scrap, \$5 to \$6 per ton. Heavy copper, 10 to 12c per pound. Red brass, 10c per pound, yellow brass, heavy, 7 to 8c per pound, light brass, 6c to 6c per pound, lead pipe or sea lead, 2 to 2 $\frac{1}{2}$ c per pound. Cast country mixed, 50c per 100 pounds. Rubbers, free from rivets, buckles and articles, 6c per pound, zinc scrap 1c per pound, bones, clean, dry and bleached, \$5 to \$6 ton, bottles, quarts, 20c per dozen, pints, 12 $\frac{1}{2}$ c per dozen.

STONE AND LIME

Prices for the opening of the season have been fixed as follows. Rubble stone, \$1.00 per cord. Footings, \$5.50 per cord, broken stone, \$1.25 per cubic yard, white lime 20c per bushel, grey lime 15c per bushel. These are practically the same prices as prevailed last year.

GRAIN AND PRODUCE

WHEAT—A slow dragging situation still characterizes the wheat markets. During the past week price changes have been unimportant and trading has been inactive, but the tendency has been rather towards lower values and on the week the markets close easy at a decline in price of $\frac{1}{2}$ to $\frac{1}{4}$ c per bushel. Primary receipts in the States show some falling off as com-

pared with last year, and the exports of wheat and flour are large, but the visible supply is not being reduced materially as yet. Last week's world's shipments were moderate consequent on small Argentine shipments, and lesser American shipments, but the quantity on ocean passage to Europe is exceedingly large for the time of year, and European merchants feel no anxiety in regard to supplies for some time to come. The trade in Europe is characterized by a poor demand and difficulty in maintaining prices, buyers being so scarce. Up to the present date there are no reports from any winter wheat growing country of material damage to winter wheat. On the contrary almost everywhere the crop is in good to extra good condition. In the United States the Kansas crop is reported 7 per cent. increase in acreage and 100 in condition, and Secretary Coburn, of that state, says it is doubtful if in a single state or season such a vast area of growing wheat has ever passed the winter more vigorously or better rooted. In other sections of the winter wheat belt the plant appears to be making reasonable and satisfactory growth. In some of the states east of the Mississippi there are complaints of Hessian fly and it is doubtful how much damage the fly may do before it is through with. In California the acreage is greatly increased, the crop is in excellent condition and promises to be large. In Europe all countries report favorable outlook for their growing winter wheat. The American visible supply decreased 146,000 bushels compared to a decrease of \$12,000 bushels previous week and an increase of 225,000 bushels last year. The world's shipments were 3,936,000 bushels compared to 4,464,000 bushels last week, and 7,700,000 bushels same week last year. The world's visible supply according to Bradstreet's decreased 3,592,000 bushels against an increase of 243,000 bushels same week last year.

Manitoba wheat is extremely dull. There is absolutely no demand, and buyers in the east are understood to be very much afraid of the keeping quality of even 3 hard and it is stated are resolved to have little to do with 3 hard or lower grades as milder weather comes along. This is depressing values. The present value of 3 hard for export is not over 65c in store. Fort William spot, 1 and 2 hard command good prices, but the price is too high to make fair demand for these grades. At present 1 and 2 hard fetch more at Ontario points than can be got for them delivered at English ports. Values to-day of Manitoba wheat are as follows: 1 hard, 81c, 2 hard, 75 $\frac{1}{2}$ c, 3 hard, 67 $\frac{1}{2}$ c, 3 northern, 61c, tough 3 hard, 61c, tough 3 northern, 60c, all in store. Fort William spot or enroute, but buyers are very scarce and only a few cars could be sold without lowering prices.

FLOUR—Demand is fairly good and prices held steady as follows. Lake or the Woods, Five Roses, \$2.10, Red Patent, \$1.95, Medora, \$1.60, XXXX, \$1.35 per sack of 35 pounds. Ogilvie Milling Co., Hungarian, \$2.10, Glenora Patent, \$1.95, Manitoba, \$1.60, and Imperial XXXX, \$1.20 per sack of 35 pounds.

MILLFEED—There is a large demand for feed which mills are not able to fully supply, consequently prices hold firm. Bran is worth in wholesale quantities here \$14 per ton and shorts \$16 per ton delivered.

GROUND FEED—Ground feed is scarce owing to the small supplies of coarse grains. Pure oat chop is worth \$27 per ton delivered, mixed barley and oats \$23 per ton and corn \$20 per ton.

COUNTRY WHEAT—Farmers' deliveries at country points are very light, and at many points no business is doing at all. Most of the wheat which has offered is of poor quality. Buyers are paying the farmers from 50 to 65c per bushel, according to quality of grain and rate of freight.

OATS—Supplies on hand and in sight are ample for current requirements, and there is a steady trade being done. Most of the business being done is in Northern Alberta oats. These are being taken for seed as well as feeding purposes. The demand for seed oats is good. It has been stated in some reports of this market that Ontario oats are arriving, but this is incorrect as there are plenty of Alberta oats obtainable in the meantime, and these are of superior quality. Ontario oats could not be laid down here to compete with them. Manitoba oats are worth 36 to 38c in carlots on track here, and Alberta oats 40 to 43, accord-

ing to quality. Most of these latter are changing hands at 40c.

BARLEY—The market is practically dead.

CORN—Carlots of No. 3 corn on track here are worth from 16 to 18c per bushel.

FLAXSEED—None offering.

HAY—Carlots of pressed hay of best quality are worth \$8 per ton and the range of prices for pressed is from \$7 to \$8. Farmers loads of loose hay on the street are worth \$6 to \$8 per ton.

POULTRY—There is a good demand for fresh killed chickens, for which good prices are being paid. Turkeys are also wanted. Held stock is plentiful. We quote: Turkeys, 11 to 12c per pound net price here; chickens \$ to 10c; ducks, 9c; geese, 9c.

GAME—Wild pigeons are in good demand and dealers will pay 15c per pair for these in the country or 20c here. Common rabbits are worth 6c each and jack rabbits 12 $\frac{1}{2}$ c each.

DRESSED MEATS—Beef is getting scarcer and dealers are now asking 2c per pound more for both city and country stock. It is generally believed that beef will be scarce from now until summer as farmers have sold most of their cattle already owing to scarcity of feed. Hogs are becoming scarcer and dearer. As high as 7c is being paid for extra choice lots. We quote. Beef, city dressed, 5 $\frac{1}{2}$ to 6 $\frac{1}{2}$ c per pound, country dressed, 5 to 6c, veal, 7 to 8c per pound, mutton, 8 $\frac{1}{2}$ to 9c per pound, hogs, 6 $\frac{1}{2}$ to 7c per pound.

BUTTER—Creamery—The market is in a nominal condition as there is no creamery butter offering from first hands. Dealers are selling from stock at about 22c per pound.

BUTTER—Dairy—Choice fresh butter not more than ten days from the churn is in good demand. Held and inferior stock is not wanted as the market is already overloaded with these grades. Strictly new made butter, of best quality, will bring as high as 16c per pound commission basis in this market to-day and the range for this grade is from 15 to 16c. Held stock and second grade is worth 10 to 14c per pound commission basis.

CHEESE—Commission men are selling best Manitoba cheese at 10c per pound to the city retail trade.

EGGS—The market is weaker owing to increased receipts. Commencing Monday commission houses will pay 20c per dozen for fresh case eggs, which is a decline of 2c from the quotation which has prevailed throughout this week.

VEGETABLES—The market is steady and without special feature. We quote. Potatoes, 40 to 45c per bushel, parsley, 30c, lettuce, 40c per dozen carrots and beets, 45c per bushel, turnips, 20 to 25c per bushel, parsnips, \$1.25 per bushel, onions \$1.50 per bushel; cabbage, 1 $\frac{1}{2}$ to 2c per pound; celery, native, 40 to 50c imported, 75 to 90c per dozen bunches.

HIDES—Receipts are very light and the quality of offerings poor. There is a weaker feeling in the market owing to reported declines in the east. Dealers are now buying on a basis of 6c per pound for No. 1 hides. Frozen hides are realizing 5c per pound less 5 pounds tare. Bulls 5c. Kips same price as hides. Sheep and lambskins, 40 to 70c each. Skunks 25 to 35c each.

WOOL—None offering. Dealers quote \$ to \$2c per pound for unwashed fleece and 12 $\frac{1}{2}$ c per pound for washed.

TALLOW—Dealers are paying for No. 1 tallow at 4c per pound. No. 2 is worth 3c per pound. A good deal of tallow is being sold by country shippers in the rough, in which state it is worth 2c per pound.

SENECA ROOT—The best price that would be paid here now for clean dry root is 30c per pound.

LIVE STOCK.

CATTLE—Stockers are being bought in large numbers throughout the country for future shipment. These are worth \$14 to \$18 per head for yearlings and \$18 to \$22 for two year-olds. Beef cattle are scarce and firm at from 3 $\frac{1}{2}$ to 4c per pound here.

SHEEP—Market nominal. HOGS—The market for dressed pork is steady at last week's prices. Best

hogs are worth \$5.25 per 100 pounds. Superior lot are ruling at 4 1/2 to 5c.

MILCH COWS—There is not much demand for cows and the market is almost nominal. From \$30 to \$15 about represents the value.

HORSES—There is very little demand for horses at present and the market is quiet. Halter broken broncos are worth from \$65 to \$125 each, according to weight and quality.

CATTLE BREEDERS MEET.

The annual meeting of this association was held in the city hall, Winnipeg, on Wednesday, the 20th inst. The president in his annual address said in part: Since last we met our province has seen one of the most unfavorable seasons in her history, but it is, I think, a matter of congratulation that the cattle industry has been less affected by the adverse season of 1900 than any other branch upon which the farmers depend. Although the pastures suffered to a certain extent from the excessive dry and hot weather in the early part of the season, still the grasses were very nutritious, with the result that those who were turning on grass-fed beef cattle found them ready for market as early and in some cases earlier than in what seemed to be more favorable seasons. The rains in midsummer and the ex-fall, while it seriously interfered with our crop of 1 hard wheat, provided an abundance of fall pasture and a scarcity of winter feed in some districts and a poor quality of it on account of unfavorable weather is about the only thing which the industry has met with during the year. It might be well for me to briefly refer to the progress of this association and the interests that are closely allied with it since the organization meeting in 1890. Starting in with a membership of 30 in that year the year 1900 saw it increased to 98, which, I think, is a creditable showing, although undoubtedly there are still quite a number of breeders who are not yet members of this association. I have been unable to find any reliable statistics showing the number of pure bred cattle in the province, but I feel safe in saying that there has been a great increase in their numbers proportionately as there has been in the grade cattle of the province, and pure bred bulls are, I think, with very few exceptions the only stock now used. The number of cattle in the province has shown a gratifying increase of some 12,000 in 1890 to 275,000 in 1900; the number of cattle exported has shown an increase of from 11,000 in 1894 to 44,500 in 1900, the latter number being made up as follows: Beef cattle exported, 10,500; stockers shipped to the United States, 10,000. It is, I think, a conservative estimate to say that the value of these cattle would exceed a million dollars. When we add to this the value of the dairy products, we are as much the products of the industry as the beef and stocker cattle. We find that the value of the former has increased from over \$500,000 in 1890 to over \$1,000,000 in 1900; this, I think, all things considered, is a creditable showing. Returning to that more closely concerns the members of the association, viz., the pure bred interests, I doubt if any province in Canada can show a greater advance during the past year than Manitoba. At the latter exhibition every year one sees fewer culls and the past year, I think, showed a larger percentage of high class cattle than any previous year. In this country of magnificent distances, the question of freight rates, particularly on single animals, has always been a very live question, and it is, I think, gratifying to the members of this association that the railway authorities are now fully convinced of the fact that it is to their interests as well as to the interests of the province at large, to encourage the use of high class pure bred males for breeding purposes.

The secretary's report, which followed, went into the executive transactions of the association for the past year, and showed that good work had been done in the interests of this important industry.

The election of officers resulted as follows: President, Andrew Graham, formerly first vice-president, F. W.

Brown, Portage la Prairie; second vice-president, J. E. Marples, Deleau.

The name of the association was amended on motion so as to limit its scope to Manitoba only, the breeders of the Territories having formed another association of their own. A resolution disapproving of government aided live stock auction sales was passed. The provincial government was petitioned to establish an agricultural school for the province.

In the evening a joint meeting with the sheep and swine breeders was held a report of which has already been given in The Commercial.

MINING MATTERS.

BRITISH COLUMBIA.

It is reported that a scheme is on foot to establish a smelter at Fernie. The shipments of ore from the Minnie-Creves properties in Phoenix camp, for the week ending last Wednesday amounted to 3,900 tons.

The True Blue property, Rossland district, is to be developed this year by the Canadian Gold Fields Syndicate.

An important event took place at Greenwood last week when the new machinery at the Mother Lode mine was set in motion. This is said to be the finest machinery plant now in use in any British Columbia mine.

The Hillside mine, Rossland district, is to be started up again at once with a full force of men. Up to the present some \$20,000 has been spent on this property, most of the money was spent on development work. The two tunnels are 700 and 450 feet in length and very good showings of ore. For some time regular shipments of ore have been made.

Since its reorganization the Winnipeg mine has paid off an indebtedness of \$7,208.51. The first payment was \$4,000, the second \$1,500, and the third \$1,708.51. Besides this the pay rolls amounting to \$3,000, have been met. The Winnipeg is now free of debt.

An important find of gold ore has been made on the Indian Chief mine, Rossland, the yield being reported to be \$143 to the ton. This is taken to prove that the rich ore bodies of that locality extend over wider areas than has heretofore been supposed.

On the morning of the 18th inst. the smelter of the British Columbia Copper Company, at Greenwood, was, what is technically termed, "blown out" and the operations of the production of matte are now in progress. There is now on hand a considerable quantity of ore from the Mother Lode mine and an almost unlimited quantity can be obtained from other mines if the company should decide to do so.

The daily capacity of the custom works of the Phoenix War Eagle Mining Co. was held at present is 250 to 300 tons. The plant has been arranged with a view to increasing the capacity to five times this amount. It is reached by a spur of the Columbia and Western branch of the C. P. R.

L. M. Rice, C. E., now of Seattle, Wash., well known in the industry district, where in 1890-1900 he was industry in charge of Canadian Pacific Railway surveys before and during the construction of the Columbia and Western Railway, lately spent a few days in Greenwood, in connection with the proposed Greenwood Phoenix electric tramway. It is announced that Mr. Rice will bring in a staff of assistants about March 1st, and will then proceed with the survey of the tramway route preliminary to early construction.

Gilbert Matron, manager of the Jewel mine, Leek, in the Boundary district, will probably be sent for England shortly to confer with the management there of the Jewel Mine, Limited, as to the installation of a suitable plant for treatment of the ore.

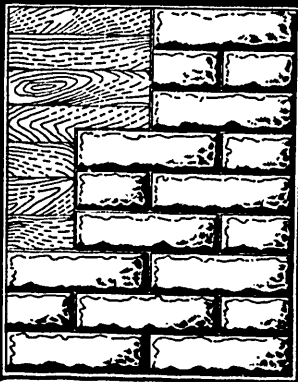
The resumption of an active policy of development of the mine which is regarded as about the most promising gold quartz property in the district. About 2,500 feet of work have already been done in underground development and a large quantity of ore has been blocked out ready for stopping.

Some efforts are being made by interested parties to induce the Dominion government to grant a bounty on the smelting of silver lead ores in Canada, with a view to counteracting the heavy duties now imposed on the export of this industry by the government of the United States.

J. H. Ashdown, hardware merchant,

COVER YOUR BUILDINGS

WITH OUR ROCK FACED STONE



IT COSTS VERY LITTLE

It is a steel siding, either galvanized or painted—in great demand

for new structures as well as for improving old ones. It can be readily applied, makes a most attractive looking finish, and also gives fire, cold and damp-proof protection. Fulllest information, if you write.

The Metallic Roofing Co., LIMITED

Manufacturers, TORONTO, Canada.

of Winnipeg, was in Greenwood on Feb. 13. It is understood that his visit to the Boundary district was primarily in connection with the Wynkoop-Stephens Company's general mercantile business, at Phoenix. Jas. Lawrence, of the Lawrence Hardware Company, Nelson, B. C., in which Mr. Ashdown is also interested, has, too, been at Phoenix on similar business.

The fourth annual meeting of the War Eagle Mining Co. was held at the company's offices, Toronto, on Tuesday. The financial statement showed an indebtedness of \$583,700. The profit and loss account for the year showed a debit balance of \$147,514, owing largely to the stopping of shipments. The net proceeds from ore sales amounted to \$74,431, while the cost of mining and developing including salaries was \$272,266. The report of the manager, Edmund B. Kirby, said there was an estimated ore reserve of 35,000 tons averaging \$14 a ton. At the close of the proceedings some of those present in conversation expressed very great satisfaction with the method of presenting the accounts. For the purchase of a controlling interest in Monlie, Michigan, and Rosland Red Mountain an increase of \$243,000 of indebtedness was admitted. The objection to this is that last year nothing was mentioned in the report nor did the accounts show these properties had been purchased for War Eagle stockholders although the purchase had been made a considerable time ago. Those complaining blame the management for withholding the statement last year that these properties had been purchased on account of the War Eagle and putting it in this year. When the general report is so unfavorable that the loading up of the War Eagle company with unproductive properties may be expected to adversely affect the stock much more than it would have done last year.

LATE WESTERN BUSINESS ITEMS

Tenders are being called for the purchase of the stock and book debts of W. G. Leaney, grocer, Port Arthur, Ont., insolvent.

E. John is opening in furniture at St. Claude, Man.

Hawkes & Barker have formed a partnership to carry on the general store business of the former at Whitecourt, Assn.

The annual meeting of the Elkhorn board of trade has been held. F. W. Climgan was elected president, C. E. Travis vice, and G. Silvester, secretary-treas.

TENDERS.

Tenders will be received up to 2 o'clock p. m., on March 10, by the trustees of Molra school district, Man., for the erection and completion of a school house at Waskada, to be built of frame upon a stone basement, contractor to supply all material. H. Wheeler, Secy.-Treas.

Tenders for a brick building for H. A. Manville, Carberry, Man., will be received till 6 p. m., Friday, March 8.

A. Leadlay, of H. & A. Leadlay, hide and wool dealers, Winnipeg, returned on Thursday from a visit to Toronto of several weeks duration. Mr. Leadlay thinks there is no place like Winnipeg for climate, and found the eastern weather much harder to endure than the clear cold weather of the west. He was very successful in the transaction of his business there.

T. B. Horn, grain inspector, Winnipeg, returned on Wednesday from Montreal, where he has been sitting on the grain commission which recently made enquiries on behalf of the Dominion government into the grain inspection system at that port.

Winnipeg, representative at Winnipeg, of W. H. Brock & Co., of Toronto, left for the east on Monday.

WANTED—Capable, reliable person in every country to represent large company of solid financial reputation; \$300 salary per year, payable weekly \$3 per day absolutely sure and all expenses; straight, honest deal, definite salary, no commission paid. Send no money. Please send money advanced each week. STANDARD HOUSE, 204 Dearborn St., Chicago.

In the British Columbia legislature the presentation of provincial accounts showed an expenditure last year of \$1,831,265.20. The expenditures exceeded appropriations by \$23,479.80. The largest item was interest on public debt, totalling \$172,668.14.

Hides—No. 1, 7c; No. 2, 6 cents; No. 3, 5 cents; calfskins, 8 and 6c; lambskins, 30c for good fresh skins. Potatoes—Carlots, 4 1/2 to 4 5/8; broken lots, 60 to 55c. Poultry—Turkeys, 8c to 10c, chickens 4 to 10c; fowls, 4 to 6c; ducks, 7 to 9c; geese, 5 to 7c. G. m.—Partridge, firsts, 70c a pair; seconds, 45@50; deer, carcasses, 4 1/2@6c per pound. Meats—Beef hinds, 5c to 8c; fores, 3 to 5c; veal, 4 to 8 1/2c; lamb, 6 1/2 to 7c; mutton, 4 1/2 to 5 1/2c; hogs, carlots, \$8.10 Manitoba, \$8.75.

MONTREAL LIVE STOCK MARKET

Special to The Commercial. Montreal, Feb. 26. At the East End abattoir yesterday receipts were 600 cattle and 60 sheep and lambs. A feature of the market was the increased supply of good to choice cattle and as the demand was chiefly for this class of stock buyers did not experience the same difficulty in filling their wants as of late. The demand was fairly good and on the whole trade was active. The tone was steady and prices showed no change. Choice steers sold at 4 1/2 to 4 3/4c, good at 3 1/2 to 4 1/4c; fair at 3 to 3 3/4c; common at 2 1/2 to 2 3/4c, and inferior at 1 1/2 to 2c per pound. On account of the continued small receipts of sheep a stronger feeling prevailing in the market, and prices ruled 1/2c per pound higher. The demand was good and sales were made at 3 1/4 to 3 3/4c per pound. The market for lambs was firm at 4 1/4 to 5c per pound. The supply of live hogs at both the Grand Trunk and Canadian Pacific yards was small again to-day, in consequence, the tone of the market was firm at the recent advance in prices. The demand was good at 6 1/2 to 7c per pound.

THURSDAY'S MARKETS

Montreal, March 1. Receipts of live stock at the East End abattoir on Thursday were 600 cattle and 50 sheep and lambs. The supply of cattle was larger than on Monday and consisted of common and inferior stock, for which the demand was limited, consequently prices for such were easier, but even at this lower level holders found it difficult to make clearance. Really choice steers were very scarce, in fact the market was bare of such and buyers stated that they were willing to pay 4 1/2 to 5c for same. Fair to good stock were none too plentiful and there was a good demand for these. A fair trade was done in these grades. The best sold at 4 1/2c, good at 3 1/2 to 4 1/4c, and lower grades at 1 1/2 to 3c per pound. The market for sheep and lambs was firm owing to small offerings. Sheep sold at 3 1/4 to 3 3/4c, lambs at 4 1/4 to 5c. Receipts of live hogs were small and the tone of the market firm in sympathy with the recent rise in prices in Toronto. The demand was good and all offerings sold at 6 1/2c per pound weighed off cars.

LIVERPOOL CATTLE MARKET.

Special to The Commercial. Liverpool, March 1. The cattle market is steady and unchanged. Quotations range from 11 1/2 to 13c per pound, dressed weights, sheep, 12 to 14c.

LONDON SUGAR MARKET.

Special to The Commercial: London, March 1. Beet sugar is steady at 3s 3d for March.

LIVERPOOL CHEESE MARKET.

Special to The Commercial. Liverpool, March 1. Cheese quoted 2s lower at 4s to 50s.

BRITISH LIVE STOCK MARKETS.

London, Feb. 25.—A weaker feeling was developed in this market during the week for American cattle, and prices show a decline of 1/2c. The supply to-day was moderate and the demand fair with sales of choice States at 12 1/2c. Liverpool, Feb. 25.—There has also been a weaker feeling in this market for Canadian cattle and sheep and prices have declined 1/2c since this day week. Choice Canadian cattle sold to-day at 11 1/2c, and sheep at 13 1/2c.

Chicago Board of Trade Prices.

Chicago, Feb. 25.—Wheat, Feb. open 74 1/2c, close 74 3/4c. May open 76 1/2c, high 76 3/4c, low 76 1/4c, close 76 1/2c. Corn, May open 41 1/2c, high 41 3/4c, low 41 1/4c, close 41 1/2c. Oats, May open 25 1/2c, high 25 3/4c, low 25 1/4c, close 25 1/2c. Pork, May open \$14.20, high \$14.22, low \$14.17, close \$14.20. Lard, May open \$7.57, high \$7.57, low \$7.53, close at \$7.53. Flax, May \$1.02 b. Ribs, May open \$7.15, close \$7.15 b.

Chicago, Feb. 25.—Wheat, Feb. open 74 1/2c, close 74 3/4c. May open 76 1/2c, high 76 3/4c, low 76 1/4c, close 76 1/2c. Corn, May open 41 1/2c, high 41 3/4c, low 41 1/4c, close 41 1/2c. Oats, May open 25 1/2c, high 25 3/4c, low 25 1/4c, close 25 1/2c. Pork, May open \$14.20, high \$14.22, low \$14.17, close \$14.20. Lard, May open \$7.57, high \$7.57, low \$7.53, close at \$7.53. Flax, May \$1.02 b. Ribs, May open \$7.15, close \$7.15 b.

Chicago, Feb. 27.—Wheat, Feb. open 74 1/2c, close 74 3/4c. May open 76 1/2c, high 76 3/4c, low 76 1/4c, close 76 1/2c. Corn, May open 41 1/2c, high 41 3/4c, low 41 1/4c, close 41 1/2c. Oats, May open 25 1/2c, high 25 3/4c, low 25 1/4c, close 25 1/2c. Pork, May open \$14.20, high \$14.22, low \$14.17, close \$14.20. Lard, May open \$7.57, high \$7.57, low \$7.53, close at \$7.53. Flax, May \$1.01 a. Ribs, May open \$7.07, close \$7.12.

Chicago, Feb. 28.—Wheat, May open 75 1/2c, high 75 3/4c, low 75 1/4c, close 75 1/2c. Corn, May open 41 1/2c, high 41 3/4c, low 41 1/4c, close 41 1/2c. Oats, May open 25 1/2c, high 25 3/4c, low 25 1/4c, close 25 1/2c. Pork, May open \$14.05, high \$14.12, low \$14.02, close at \$14.02. Lard, May open \$7.42, high \$7.45, low \$7.40, close at \$7.42. Flax, May \$1.01 a. Ribs, May open \$7.07, close \$7.12.

Chicago, March 1.—Wheat, March open 74 1/2c, close 75 1/4c. May open 76 1/2c, high 76 3/4c, low 76 1/4c, close 76 1/2c. Corn, May open 41 1/2c, high 41 3/4c, low 41 1/4c, close 41 1/2c. Oats, May open 25 1/2c, high 25 3/4c, low 25 1/4c, close 25 1/2c. Pork, May open \$14.02, high \$14.07, low \$14.00, close at \$14.02. Lard, May open \$7.40, high \$7.45, low \$7.37, close at \$7.40. Flax, May \$1.00.

Chicago, March 2.—May wheat opened at 75 1/2c and ranged from 75 1/2c to 75 3/4c. Closing prices were: Wheat—March, 73 1/2c; May, 75 1/2c. Corn—March, 39 1/2c; May, 41 1/2c. Oats—March, 24 1/2c; May, 25 1/2c. Pork—March, \$13.95; May, \$14.12. Lard—March, \$7.40; May, \$7.45. Ribs—March, \$7.00; May, \$7.05.

A week ago May option closed at 76 1/2c. A year ago May wheat closed at 65 1/2c; two years ago at 72 1/2c, three years ago at \$1.05, four years ago at 79 1/2c, five years ago at 65 1/2c, six years ago at 55c.

New York.

New York, Feb. 25.—Wheat, May open 80 1/2c, high 80 3/4c, low 80, close 80 1/2c b. New York, Feb. 26.—Wheat, May open 80 1/2c, high 80 3/4c, low 80, close 80 1/2c n. New York, Feb. 27.—Wheat, May open 80 1/2c, high 80 3/4c, low 80, close 80 c. New York, Feb. 28.—Wheat, May open 80 a, high 80 1/2c, low 79 1/2c, close 80 c a. New York, March 1.—Wheat, May open 79 1/2c, high 80, low 79 1/2c, close 79 1/2c. New York, March 2.—Wheat closed at 79 1/2c for May option. July 79 1/2c.

Minneapolis Markets.

Minneapolis, Feb. 25.—Wheat, May open 74 1/2c, high 75, low 74 1/4c, close 74 3/4c. Minneapolis, Feb. 26.—Wheat, May open 74 1/2c, high 74 3/4c, low 74 1/4c, close 74 1/2c. Minneapolis, Feb. 27.—Wheat, May open 74 1/2c, high 74 3/4c, low 74 1/4c, close 74 1/2c. Minneapolis, Feb. 28.—Wheat, May open 74 1/2c, high 74 3/4c, low 74 1/4c, close 74 1/2c. Minneapolis, March 1.—Wheat, May open 74 1/2c, high 74 3/4c, low 74 1/4c, close 74 1/2c. Minneapolis, March 2.—Wheat closed at 74 1/2c for May option. Cash No. 1 hard wheat closed at 76 1/2c, No. 1 northern at 74 1/2c.

Duluth Wheat.

Duluth, Feb. 25.—Wheat, May open at 76 1/2c, high 76 3/4c, low 76 1/4c, close 76 1/2c. No. 1 hard 75c. No. 1 northern 73c. Duluth, Feb. 26.—Wheat, May open at 76 1/2c, high 76 3/4c, low 76 1/4c, close 76 1/2c. No. 1 hard 75c. No. 1 northern 73c. Duluth, Feb. 27.—Wheat, May open 76 1/2c, high 76 3/4c, low 76 1/4c, close 76 1/2c. No. 1 hard 75c. No. 1 northern 73c. Duluth, Feb. 28.—Wheat, May open at 76 1/2c, high 76 3/4c, low 76 1/4c, close 76 1/2c. No. 1 hard 75c. No. 1 northern 73c. Duluth March 1.—Wheat, May open at 76 1/2c, high 76 3/4c, low 76 1/4c, close 76 1/2c. No. 1 hard 75c. No. 1 northern 73c. Duluth, March 2.—May option closed at 76 1/2c for No. 1 northern wheat. Cash No. 1 hard closed to-day at 75 1/2c and cash No. 1 northern at 73 1/2c. A week ago May wheat closed at 76 1/2c. A year ago May wheat closed at 66 1/2c; two years ago at 71c; three years ago at 80 1/2c; four years ago at 76 1/2c; five years ago at 66c; six years ago at 60c.

Winnipeg Closing Wheat.

Trading is very light No. 3 hard closed to-day at 67 1/2c per bushel Fort William.

Chicago Flax Market.

Chicago, March 2.—May flax closed at \$1.60 per bushel.

Liverpool Prices.

Liverpool, March 1.—Closing: Wheat, spot, No. 1 California firm at 6s 2 1/2d, No. 2 red western winter dull at 5s 1 1/2d; No. 1 northern spring dull at 6s 2 1/2d. Futures steady; May 5s 1 1/2d; July 6s 1/2d. Liverpool, March 2.—Wheat closed to-day 1/4 to 3/8d lower.

British Stocks.

London, March 1.—1 p.m.: Consols for money 97 1/16 ex-interest; do for the account 97 1/16 ex-interest; Atchafson 56 1/2; C. P. R. 92 1/2; St. Paul 166 1/2; Illinois Central 133 1/2; Louisville 91; U. P. pd. 85 1/2; N. Y. C. 146 1/2; Erie 25 1/2; Pennsylvania 76; Reading 15 1/2; Erie 1st pd. 65 1/2; Northern Pacific pd. 39 1/2; T. R. 7; Anaconda 9 1/2; Iron Mines 42 1/2; Bar silver quiet at 25 3/16d per ounce. Money 4 1/2 per cent. The rate of discount in the open market for short bills is 3 1/2 per cent; do. for three months bills 3 1/4 per cent.

Winnipeg Prices, Paints, Oils, Glass, Etc.

ALABASTINE—Cases of 20 packages, \$6.50; Muralo, do, \$6.50. BENZINE—Cases of 20 packages, \$6.50. DRY COLOIS—White lead, 7 1/2c red lead, 8c; yellow ochre in barrel lots 2 1/2c, less than barrel lots, 3c; golden ochre, barrels, 3 1/2c, less than barrels, 4c; Venetian red, barrels, 3c, less than barrels, 3 1/2c; American vermilion, 15c; English vermilion, 12c; Canadian metallic oxides, barrel lots 2 1/2c, less than barrels, 3c; English purple oxides, in casks, 3 1/2c, less quantities, 4c. GASOLINE—Stove, per case, \$3. naphtha, \$2.90. GLASS—Single glass, first break, 16 to 25 united inches, \$2.50; 20 to 40, \$2.75 per 50 feet boxes; 40 to 50, \$3; 51 to 60, \$3.50; 61 to 70, \$7 per 100 feet boxes. LINED OIL—Raw, gal., 83c; boiled gal., 86c in barrels; less than barrels, 8c gal. extra, with additional charges for cans and cases. OILS—Black oils, 25 to 30c gal.; clear machine oil, 30c; cylinder oil, 53@78c. as to quality, castor oil, 1 1/2c per lb., tanners' or harness oil, 65c; neatfoot oil, \$1; steam turbine oil, 85c; pure winter bleached sperm oil, \$2 gal. PREPARED PAINTS—Pure liquid colors, gal., \$1.30@1.50, as to shade and quality. PUTTY—in bladders, barrel lots, 2 1/2c lb. in 100lb kegs, 2 1/2c; do. less than barrel. REFINED PETROLEUM—Silver Star, 19c; Oleophene, 21c; Sunlight, 22c; Ecocene, 24c per gallon; Diamond, 25c; T. & P., 24c; Solar, 22c; Brilliant, 1 1/2c per gal. in barrels. T. & P., cases, \$2.75; Solar, case, \$2.53. TURPENTINE—Pure spirits in barrels, 65c; less than barrels, 73c per gal. An additional charge for packages of small quantities. VARNISHES—No. 1 furniture, per gal., \$1; extra furniture, \$1.35; pale oak, \$1.50; elastic oak, \$1.75; No. 1 carriage, \$1.80@ \$1.75. hard oil finish, \$1.50@1.55; brown Japan, \$1; house painters' gold size Japan, \$1.70; coach painters' do. \$2@2.25; No. 1 brown shellac, \$2.25; pure orange shellac, \$2.50. WHITE LEAD—Pure, \$7.25 per 100lb; No. 1, \$7.00. WHITING—\$1.25 per 100lb gross weight.

The Growing Wheat Crop of India.

The government crop report of India, under date of Calcutta, January 5, in its first general memorandum on the wheat crop of the season 1900-1901, states that in northern India the prospects of the wheat crop could hardly be better. Sowings were made in favorable conditions over a largely increased area, and the winter rains have come in time to encourage the anticipation that the yield will be abundant. The remarks apply especially to the provinces which most extensively furnish the export trade with wheat. In the central provinces, Berar and Bombay, on the other hand, conditions are not so favorable. In these provinces the area sown was much smaller than the average, partly because the soil was not moist enough at the sowing season, and partly because the cultivators placed under Jawar and other grain much land which ordinarily would have borne wheat. Nor are the present prospects in Bombay and Berar very encouraging, for the winter rains which have so benefitted the wheat crop in Upper India have not penetrated to those tracts. In the Punjab the area estimated to be under wheat is about 7,805,000 acres, which is 23 per cent. in excess of the area finally reported last year. The increase

is chiefly due to timely rain throughout the province. Approximately 4,500,000 acres are irrigated land. The crop is in very good condition and, improved as it has been by the recent rains, an excellent yield is expected. Later reports by cablegram indicate that the crop in the upper and central provinces has sustained damage by storm. It is also noted that the distress in Bombay is increasing.

Carlonds of Molten Iron.

The construction of a new bridge across the Monongahela, to be opened for service within the next few days, directs attention afresh to a striking feature of modern metallurgy. The new bridge has been built for the Carnegie Company, and will be used in the conveyance of molten iron from the Carrie furnaces to the Homestead Works, nearly a mile off. At the present time Homestead obtains molten metal from Duquesne, about four-and-a-half miles away. The new route has been laid out so as to save time and distance. There has been for some time one "hot-metal" bridge across the Monongahela, controlled by the Carnegie Company, and, besides the new one about to be opened, a third is in progress of erection for the Jones and McLaughlin interest. It will thus be perceived that the practice has proved so successful that it is being rapidly extended. One gets a vivid idea of this remarkable procedure when he reads about the precautions taken in the construction of the new bridge to prevent harm in case any of the molten metal leaks or slips over while in transit from the iron furnace to the steel works. The spaces between the ties are to be filled with sand so that no iron may fall to the decks of passing steamers. The ties will be of wood, but are to be protected by a covering of sand. On either side of the track there will be raised a screen of heavy metal plates, faced with firebrick and reaching to a height of four feet. An extension of thinner plates will bring the screen up to six feet farther. The cars are ladle-shaped, and the molten metal runs directly into them when the furnaces are tapped. A locomotive then draws the train to the steel works at a moderate pace. The glowing freight, says the New York Tribune, is still in a fluid condition when it reaches the mixers there. If it were not the cars would be ruined.—Scientific American.

Winnipeg Raw Fur Prices.

Following is a list of the prices now being paid by responsible fur buyers in Winnipeg for consignments of furs from all parts of the west:

	From	To
Badger, prime	25	50
Bear, black, small	4.00	10.00
Bear, black, middling	5.00	12.00
Bear, black, large	12.00	20.00
Bear, brown, small	3.00	8.00
Bear, brown, middling	8.00	12.00
Bear, brown, large	12.00	18.00
Beaver, large	5.00	7.50
Beaver, middling	3.00	5.00
Beaver, small	1.50	2.50
Fisher, according to size and color	4.50	8.00
Fox, silver, according to size and color	50.00	150.00
Fox, cross, according to size and color	5.00	15.00
Fox, red, according to size and color	1.00	2.50
Lynx, according to size and color	1.00	4.00
Marten, large, dark	5.00	10.00
Marten, large, brown	4.50	7.00
Marten, large, light, pale	3.50	4.00
Mink, according to size and color	1.00	2.00
Musquash, winter	.03	.10
Musquash, spring	.06	.12
Otter, according to size and color	5.00	10.00
Skunk, according to size and color	25	75
Wolf, timber	1.50	2.50
Wolf, prairie	.50	1.00
Wolverine, according to size and color	3.00	6.00

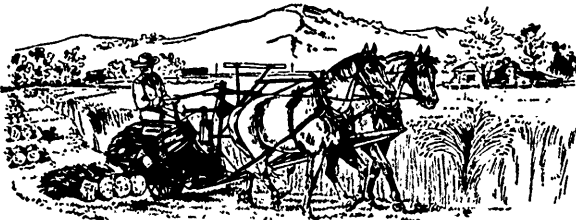
The above prices are for prime skins only, and vary according to size and color.

J. Cockshutt, one of the best known residents of Brantford, Ont., and vice-president of the Cockshutt Plow Co., is dead. Deceased suffered from an attack of la grippe, which developed into pneumonia. He had reached the ripe age of 87 years. He is survived by five sons and three daughters, one of whom is president of the Cockshutt Plow Co.

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DEERING BINDER TWINE

New Twine from New Mills



Deering Light Draft Ideal Binder

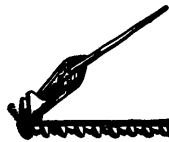
700,000 FARMERS USED DEERING BINDER
TWINE LAST YEAR.

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IF YOU ARE INTERESTED
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Deering Ideal Mower with Bicycle Bearings

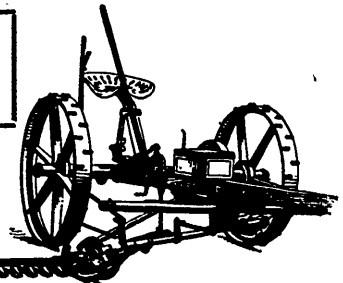
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Canadian Branches: WINNIPEG, TORONTO, LONDON, MONTREAL.

MOST MODERN IN CONSTRUCTION
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MADE IN THE LARGEST HARVESTER WORKS
IN THE WORLD.

FIRST IN IMPROVEMENTS.



Boundary District British Columbia.

W. S. Keith, formerly part proprietor of the Greenwood "Miner," who was a few weeks ago appointed a preventive officer in the customs department and stationed at Greenwood, having been accepted for service in South Africa, has resigned his local appointment and leaves at once en route to the scene of his new duties.

R. Marpole, general superintendent of the Pacific division of the Canadian Pacific Railway, accompanied by H. E. Beasley, formerly superintendent of the Kootenay division, and F. P. Gutelius and J. S. Lawrence, engineer and trainmaster respectively, of the C. P. R.'s Kootenay and Boundary district lines, reached Greenwood on Feb. 19, on a visit of inspection in the Boundary. About a year ago Mr. Beasley was transferred from Nelson, B. C., to a position in the office of the vice-president at Montreal. Now he is under instructions to assume the office of superintendent of the Cascade and Thompson sections of the Pacific division, with headquarters at Vancouver, in succession to W. Downie. The last named official, after many years of efficient service on the coast has been appointed superintendent of the Kootenay-Boundary division, which is fast growing in importance. The present superintendent, Capt. J. W. Troup, goes to Vancouver in the capacity of manager of the C. P. R. Co.'s coast steamship lines.

E. J. Wilson, metallurgist, in charge of the blast furnaces at Great Falls smelter, Montana, has resigned that position to become superintendent of the Standard Pyritic Smelting Company's smelter near Greenwood. Thos. Anderson, accountant, lately assistant secretary-treasurer of the King Mining Company, Rossland, has been appointed accountant of the same company.

Arch. Dick, inspector of mines, has been inspecting some of the Boundary district mines. On the 18th inst. he was at Phoenix, where he visited sev-

eral mines. Next day he went to the Mother Lode mine, near Enolt. The Crow's Nest Pass Coal Company's mine will next have his attention.

Information has been received at Greenwood that Angus Stuart, for several years connected with the provincial press, on the coast, and in the Okanagan and Boundary districts and who was British Columbia's official representative at the Paris exposition is to act in a like capacity at the exhibition to be held this year in Glasgow, Scotland. Mr. Stuart is at present in Ottawa, where he is preparing for duties, to carry out which his intimate knowledge of the resources of the Pacific province especially fits him.

M. J. Phelan, of the late firm of Olsson & Phelan, general storekeepers, Greenwood, and who a month or so ago opened a store at Rendell, on the West Fork of Kettle River, has been appointed local manager of the sawmill business of Blue, Fisher and Deschamps recently opened at Rendell. The firm also has a sawmill at Rossland and the several members of it are well known lumber men throughout the West Kootenay and Boundary sections.

H. R. Kirkpatrick, representative in the Boundary district of the Jas. Cooper Manufacturing Company, Ltd., of Montreal, is now, in the absence in the east of R. A. C. McNally, the firm's Rossland agent, looking after its business in the latter town. He spent a few days in and around Greenwood about the middle of February, having come over particularly to see the starting of the 35-drill air compressor manufactured by his firm and lately installed at the Mother Lode mine, near Greenwood, for the British Columbia Copper Company. Jas. D. Sword, who previously represented the firm at Rossland, has returned from the east and on the 20th of February arrived in Greenwood on a business visit in the firm's interests.

Thos. Miller, manager of the Boundary Creek Loan and Mercantile Agency, has gone to California in quest of health. He was selected one of the aldermen of the Greenwood

City Corporation on Jan. 17 ulto, but was not long able to attend to his civic duties.

The Greenwood city council has voted \$200 towards the expense of entertaining the delegates to the meetings of the Associated Boards of Trade to be held in Greenwood on Feb. 25 and following days. A fairly numerous attendance is looked for, and a committee of prominent citizens is preparing to suitably entertain the visitors. As public hospitality is a characteristic of Greenwood a cordial welcome will be extended and the stay of the visitors will be made as enjoyable as possible, and full advantage will be taken of the opportunity to impress them with the district's resources.

Coal and coke have been coming in from the coal mines near Fernie more freely than recent criticisms in the press of the Crow's Nest Pass Coal Co. have indicated. About a thousand tons of fuel arrived in Greenwood for the British Columbia Copper Company's mine and smelter during three weeks in February to 21st, and on the 18th a first instalment of 20 cars were delivered at the Standard Pyritic Smelting Company's smelter. It is expected that much more will be received before the blowing in of the furnace of this latter smelter, which will take place, it is expected, during the month of March.

It is announced that a contract has been entered into between the Morrison Mines, Limited, and the Standard Pyritic Smelting company, which binds the former to deliver to the latter 3,000 tons of ore per month for a period of twelve months, delivery to commence immediately after the completion of the work of putting in a spur for the Columbia & Western Railway Co.'s Deadwood camp branch to the Morrison mine. It is stated that this spur is to be constructed forthwith and that ore shipping may be expected to commence in March.

C. P. R. Master Mechanic F. E. Hobbs is reported to have stated recently that the company now has twenty-four locomotives in use on its Kootenay and Boundary lines, fifteen

of these being employed on the Columbia & Western railway into Boundary district, which line is owned by the C. P. R.

Robt. Wood and Jas. Kerr, of Greenwood, and others, intend to apply to the provincial legislature during its present session for a charter to authorize the building of a railway from either Midway or Rock Creek to Vernon in the Okanagan district. The route of the proposed line is up the West Fork of Kettle River and thence on to Vernon. C. A. E. Shaw, C. E., is now out making a preliminary examination of the country between the West Fork and the Mission. Such a line would give Okanagan farmers easy access to the Boundary mining country.

It is stated that the Vernon and Nelson Telephone Company will shortly extend its telephone system westwardly from Greenwood to Camp McKinney, and southwesterly to Bolster, Wash. The new line will pass through Midway and Rock Creek.

C. D. Hunter, of Hunter Bros., merchants, of Rossland, and of the Hunter-Kendrick Company, Sandon, Slovan, has assumed the management of the company's mercantile business at Phoenix, Boundary district. This company has other large stores in the district—at Greenwood and Grand Forks.

A meeting of the shareholders of the Granby Smelter Company was held last Thursday, in Montreal, unannouncedly, to discuss the amalgamation of the smelter with Knob Hill, Old Ironsides and Grey Eagle. S. H. C. Miner, in his address, said that he believed that one of the greatest companies Canada had ever seen had just been completed. He said that consolidation was the most effective means of working the properties, and added that the daily capacity of the smelter would be increased to 1,200 tons by August, and that a converter would be added to the plant. The amalgamated company is capitalized at \$15,000,000. Mr. Miner predicted a capacity yet of 3,000 to 5,000 tons a day.

Is the Contract Legal?

The point which has been raised with regard to the power of the province to enter into a railway contract, the chief consideration of which is the control of rates, is a very important point indeed. Portions of the Canadian Northern system have received subsidies from the Dominion, subject to the condition that

"The governor-general-in-council, may at all times provide and secure to other companies such running powers, traffic arrangements, and other rights as will afford to all railroads connecting with those so subsidized reasonable and proper facilities in exercising such running powers, and fair and reasonable traffic arrangements with connecting companies, and the governor-general-in-council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways heretofore subsidized."

That is the law of the land as set forth in Chapter 62-63 Victoria, assented to in August, 1899, and it is contended that under that law the province of Manitoba could not acquire by contract or otherwise the right to fix or control the rates on the Canadian Northern system. It is contended that the Dominion government's power is absolute and cannot be delegated or transferred. If this contention is sound, and there seems to be very good authority for it, then the Canadian Northern company would have no right to grant and the government of Manitoba would have no authority to acquire control of rates. Even without the Subsidy Act the Railway Act of Canada vests the control of rates in the governor-general-in-council. That Act says:

"The company in fixing or regulating the tolls to be demanded and taken for the transportation of goods shall adopt and conform to any uniform classification of freight which the governor-in-council on the report of the minister of railways from time to time prescribes."

And the following clauses, numbers 227 and 228, read as follows:

"No tolls shall be levied or taken until the by-law fixing such tolls has been approved of by the governor-in-council nor until after two weekly publications in the Canada Gazette of such by-law and of the order-in-council approving thereof, nor shall any company levy or collect any money for services as a common carrier except subject to the provisions of this Act."

"Every by-law fixing and regulating tolls shall be subject to revision by the governor-in-council, from time to time, after approval thereof; and after an order-in-council altering the tolls fixed and regulated by any by-law, has been twice published in the Canada Gazette, the tolls mentioned in such order-in-council shall be substituted for those mentioned in the by-law, so long as the order-in-council remains unrevoked."

Under clause 234 the courts are given jurisdiction to enforce payment of such tolls as are approved of by the governor-general-in-council so that in the case of a contract with the provincial government the company, by submitting its own schedule of rates to the governor-general-in-council, places itself in a legal position to enforce and recover the same no matter what reduced tolls have been agreed upon with the province. In fact no railway can be purchased or operated without the consent of the Ottawa authorities, and the railway committee of the privy council at Ottawa has power to hear and determine any application or dispute concerning tolls and rates for transportation of passengers and freight and as to any other matter concerning the running powers or method of operating a railway.

The point has been made that at all events the province would have control of the South Eastern line, which is within the boundaries of the province but there is absolutely nothing in this, for the moment the South Eastern railway crossed the boundary of the province and connected with another road it would immediately come under the jurisdiction of the Dominion and be subject to all the laws and regulations of the Dominion.

The legislation passed under Sir John Macdonald, and which is still on the statute book, provides that any railway in Canada which connects with or crosses any through line of railway, or which goes from one province to another, is a railway for the

general advantage of Canada and subject exclusively to the Dominion jurisdiction. In this way there is no province in Canada that has any control over a railway even within its own borders, unless that railway does not connect with or cross the Grand Trunk or the Canadian Pacific.

Whichever way it is looked at the legal question has loomed up as a very important factor in the contract entered into between the Manitoba government and the Canadian Northern company, and in view of the enormous liability which the province would assume under the contracts and the small value received in return it is just as well that there is some restriction on the undertakings of the reckless men who, unfortunately, are for the moment in charge of the affairs of the province.—Winnipeg Free Press.

The Legal View.

The Winnipeg Free Press takes very strong grounds against the proposed railway deal on account of the declared legal difficulties in the way under the heading "The Contracts are Bad," the Free Press says:

"There is a very special feature about the railway contracts which is quite new in Manitoba legislation. Hitherto the province has granted aid for the construction of railways. By these contracts we are granting very considerable aid and assuming enormous liabilities without securing in return the construction of a single mile of railway. The Greenway adminis-

tration called on and a principal sum of at the very least \$12,500,000, and did not secure in return the construction of a single mile of railway, and the government has undertaken to commit the province to liabilities, which, in view of our resources, are simply enormous, in return for the bestowal upon the government by the company of a right to control the rates which the company does not possess and cannot, therefore, bestow.

The question of law, which shuts out the provincial government from acquiring the control of rates, is one not at all difficult to understand. The Dominion authorities have a paramount power of controlling the rates over the Canadian Northern system and there is not a single line of law, good, bad, or indifferent, to give the slightest color to the contention that the provincial government can acquire or exercise any control over the rates. That being the case the contract would afford no relief in the matter of freight rates and would be void in law and ultra vires of the legislature. It is said that the rates were fixed by the province on cordwood in the arrangement with the same company over the Manitoba Southeastern railway. It was a very different arrangement. The company bound itself to guarantee certain specified rates on cordwood and logs, but that was not the consideration for the aid. The aid, consisting of the guarantee of bonds to the amount of \$8,000 per mile of such railway within the province of Manitoba, was given, "to assist the construction of a line of railway from the

clearly opposed to the contract. The following resolution, which was the same as that adopted by the city council was passed by a very large majority of those present.

"Your committee have considered the proposed arrangement between the provincial government and the C. N. R. Co. They feel that the action of the government in taking the people into their confidence is worthy of all praise, and could only have been done with a view, not of inviting useless discussion, but of profiting from suggestions that might be made.

"It will have been observed that many prominent citizens who have approved of the principle of the deal have only done so on the assumption that the interests of the province have been safeguarded at all points, while the adverse comments of our shrewd business men, irrespective of party, who have gone carefully into the matter, make it apparent that the consensus of opinion is that the liabilities to be assumed are too great for the resources of the province.

"It is not necessary here to recapitulate the many objectionable features of the agreement, as they have already been gone fully into, suffice it to say that the main features are: Excessive capitalization of the N. P. lines; too great a bonded guarantee—a liability of \$600,000 per annum, with no resource against the company in case of default, and apparently no penalty clauses."

"It is almost certain that as soon as the new road is in position to compete for freight, that the C. P. R. would in self-defence initiate a rate war, which would mean that the province would have immediately to meet the fixed charges, with but one result—ruin.

"Therefore, in the interests of the city of Winnipeg, whose welfare is inseparable from that of the province, we would strongly and respectfully urge the government to either withdraw the present agreement, or to so amend it as to meet the vital objections that have been urged against it."

PLEASE NOTIFY.

Subscribers to The Commercial are requested to notify this office of any irregularity in the receipt of their paper.



MANITOBA FARM HOMES—Residence of K. McKenzie, Portage la Prairie.

tration by its railway policy secured the construction of nearly twelve hundred miles of railway in the province for comparatively a very trifling liability. In the case of these contracts the province of Manitoba is asked to assume a liability of nearly thirteen million dollars, and what does it get in return? If there was any guaranteed reduction of freight rates, which would, of course, have a corresponding effect on the C. P. R., something might be said in favor of that. It is said in defence of the contracts that the Canadian Northern company gives up to the government all its rights over rates. But it seems that the company has no rights over its rates. That control is vested by law in the Dominion authorities and by special contracts entered into by the Canadian Northern company the company has contracted to submit everything in regard to its rates and tolls to the authority of the Dominion government, which alone has the necessary jurisdiction to control those rates. How then is it possible for the Canadian Northern company to contract to deliver the control of those rates to the Manitoba government? It certainly appears as if the company was selling to the Manitoba government something it does not possess, and if it does not possess any rights over rates how is it possible to transfer those rights to the Manitoba government?

In these two respects, therefore, the contracts entered into by the government of Manitoba appear to be bad. They are bad inasmuch as the province undertakes to pay somewhere around half a million dollars a year if

city of Winnipeg to the Lake of the Woods." The consideration, therefore, for the aid granted by the province was the construction of the railway. In the contracts now proposed to be ratified the chief, and practically the only consideration for a liability far in excess of anything hitherto dreamed of in this province, is the right granted to the province to control the rates, and control them not only in the province of Manitoba but in another province where the government of Manitoba has not even the jurisdiction to appoint a constable. If the case of the aid granted by the Greenway government to the Manitoba Southeastern railway is relied upon by the advocates of the present contracts to justify them they are attempting to compare two things which are entirely different.

After taking time to study and digest these contracts, and after following the discussion which has taken place, we are forced to the conclusion that the interests of the province would be materially injured and the plain rights of the people sacrificed if these contracts are ratified by the legislature."

Opposed to the Contract.

A public meeting, which was largely attended, was held in Winnipeg on Saturday evening, to discuss the railway agreement. Practically all the speakers were opposed to the contract, though requests were made for addresses from any who wished to support the proposed deal. The general sympathy of the meeting was also

Begs to notify shippers and friends that he has moved into new quarters in the TRIBUNE BLOCK, McDermott St., West, and is prepared to handle consignments of raw furs from all parts and pay the highest cash price for same.

WRITE FOR PRICE LIST

M. F. ST. JOHN
Raw Fur Buyer
 .. WINNIPEG

SEEDS

Merchants for 1901

PUSH THE...

STEELE-BRIGGS SEEDS

They have the four points for success in your seed business, viz:

- 1st—Always Reliable
- 2nd—Most Widely Advertised.
- 3rd—Most Attractively Got Up
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See our big daily and weekly ads. They don't forget the merchant. Please return the compliment by pushing our seeds, whenever possible, from box or catalogue.

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THE STEELE-BRIGGS SEED CO. Ltd.
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WE PAY THE FREIGHT

**The Best Wearing Goods
in Canada**
**The Best Fitting Goods
in Canada**
**The Best Looking Goods
in Canada**
BAR NONE

That's **Boston Rubbers**
and **Whitham Shoes**

We pay the freight to Winnipeg. That applies to both Boston Rubbers and Whitham Shoes. We sell Whitham Shoes in Winnipeg at ACTUAL Montreal prices PLUS FREIGHT ONLY. AND WE WILL SORT FROM WINNIPEG DURING THE SEASON AT SAME PRICES. No extra charge for cost of doing business in Winnipeg—just Montreal prices plus freight—that's all. Fall samples are now on the road. See them.

ARTHUR CONGDON, WINNIPEG

ONLY ONE and that is GOODWILLIES

*These Fruits are of exceptional quality and packed in glass.
Mr. Dixon can show you samples.*

LUCAS, STEELE & BRISTOL, Wholesale Grocers **Hamilton**
C. R. DIXON, CALGARY.

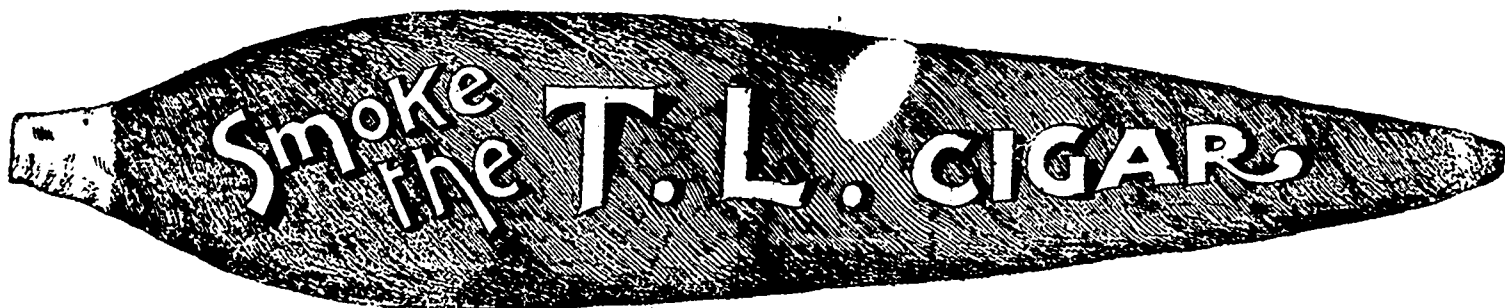
The Anderson Produce Co. Ltd.

All kinds of **WINNIPEG, MAN**

FRUIT

in Season.

Mail orders promptly attended to
Butter, Eggs and Poultry hand-
led on consignment or purchased
for cash—highest prices.



Thousands now smoke this famous Cigar? DO YOU?

Made good on purpose for critical smokers.

Grocery Trade Notes.

Rhoades molasses is 1c higher at the island for new crop goods. A member of the Dominion house has moved for the establishment of a bounty on beet sugar made from Canadian beets. The minister of finance promises that the subject will receive attention.

The feature of the nut market is a sharp advance in the primary market in shelled walnuts, prices being equal to 1 1/2 to 2c per lb higher. Locally, the market is without change and only a moderate business is being done in nuts.

Latest mail advices from London, Eng., say: "Currants show an excess, compared with last year of 1,500 tons. Arrivals in 1900, between now and August 31, amounted to 5,000 tons in London alone, and with the probability that none will arrive this year, merchants take a hopeful view of the situation, but though a firm market may be expected through the spring months, there does not seem anything to warrant any material rise. If, however, the attack of peronosporous so impoverished the vines that only another small crop can be produced present prices will appear so reasonable that speculative attention may again be drawn to the article. The clearances for January have been satisfactory, exceeding those of last year, when prices were 50 per cent lower than now."

Mail advices from New York, say: There was a good attendance at the regular tea sales held at noon yesterday. Offerings included some attractive teas. Prices ruled irregular. Moyunes and Ping Sueys ruled strong, prices realized, on the average, showing an advance of about 1/2c. Congous, however, were weak and easier, and slightly lower values were realized, exclusive of some grades, which sold on the same basis of prices as last sales. Foochow remained unchanged and steady, some sorts showed a decline of 1/4c on the average prices realized. Formosas attracted attention, and in the absence of bids, general weakness developed, and on the average sales a decline of 1/4c per pound was realized, compared with last sales.

A dispatch from Vancouver on Feb. 22 said: A very important contract has been closed by B. T. Rogers, manager of the British Columbia Sugar Refinery, as a result of a personal trip made by Mr. Rogers to Australia. Mr. Rogers arranged with the Colonial Sugar Refinery Co. of Australia for the shipment of 20,000 tons of sugar per year to the refinery at Vancouver. This sugar will be carried by the Canadian Pacific Australian liners and according to Captain Taylor, will no doubt mean the putting on of a fourth boat on the run, as it will be impossible with what freight they are carrying, for the present boats to handle the big contract.

The feature of the sugar market for the refined article has been the decline of 10c to 15c per 100 lbs on all grades of softs, owing to the continued competition of American refiners in these grades at western points in Canada, which fact has already been noted in these columns. The feeling in granulated is steady, and as the price of this grade is at a pretty low level at present, no further decline is expected in it, unless something unforeseen happens.—Montreal Gazette.

In regard to canned goods it is rumored, says the Montreal Gazette, that an American house has asked some of our largest holders of salmon here, by wire, for the refusal of their complete stock at a certain price, for shipment to England. If this deal goes through it will leave this market pretty bare of stock, as it is stated supplies are none too large at present. In consequence, the price is strong and higher prices are anticipated. Canned vegetables in large lots are moving slow, as buyers have ample stocks on hand, but in a better way, trade is reported in most lines and prices are fully maintained.

Lumber Trade Notes.

Taylor Bros., of Solsgrith, Man., are now receiving from the Pideu spruce mills about 40,000 feet of spruce lumber.

Isaac Cockburn, who has been doing such efficient work for the Western Retail Lumbermen's Association for a couple of years past as secretary and organizer, has announced his intention to drop out of the work in the near future.

Hardware Trade Notes.

British manufacturers are quoting whitening about 10c per 100 pounds higher than last year.

White lead dropped 3 1/2c per 100 pounds at Montreal last week, owing to weakness abroad.

Efforts are being made to secure from the Dominion government abolition of the duty on coal oil, as it is contended that there is no longer any Canadian producing industry the whole oil business of this continent being under the control of the Standard Oil Co.

The New York Herald, of Monday, says: J. P. Morgan has just completed the project by which another and the greatest consolidation of capitalists is added to the notable list of the last ten years. The steel combination plan was consummated at a conference in his office late Saturday afternoon. An official announcement may be expected to-day from the offices of J. P. Morgan Co., the Carnegie Co., the Federal Steel Co., the National Tube Co., the American Steel and Wire Co., the American Tinplate Co., the National Steel Co., the American Steel Hoop Co., and the American Sheet Steel Co. are to be combined into one concern, which is to issue its stock in return for their assets and the earning powers of the respective corporations. This new combination, it is understood, will be called the United States Consolidated Steel Co. It will have a total capitalization of \$1,100,000,000, of this \$300,000,000 will be 5 per cent general mortgage bonds, \$4,000,000 will be 7 per cent stock and \$100,000,000 will be common stock.

It is stated that the new United States steel trust has secured options on valuable iron deposits in Ontario. W. E. H. Carter, inspector of the bureau of mines, has just returned to Toronto from an inspection trip in the northwestern part of Ontario. He said: "Along the Attkick River the iron deposits extend so far as is known for a distance of over twelve miles to Steep Rock lake, and they have been surveyed and taken up for the whole distance. The new Rainy River Railway passes through this district and would be available for the shipment of ore. The principal deposit is that of the McKellars, where the iron ore crops out in a hill which has been explored by a tunnel to a length of three hundred feet. The showing of ore so far exposed would well repay the outlay in development. This property is now bonded to the American Wire and Steel Company, of Chicago, of which Morgan is the head. They are now using two diamond drills to further explore the depth of ore, and it is anticipated that a great industry will be established. The iron deposit occurs in a hill and the whole face of a bluff is composed of iron ore which can be worked as an open quarry."

Chicago Iron and Steel: Strength of an unmistakable character appears this week in iron and steel. Billets are selling 75 cents higher than schedule quotations and there is a large demand made on the west from the east. Steel bars advanced from \$2 to \$3 per ton and iron bars from \$1 to \$2 per ton. Pig iron was decidedly stronger, Besemer advancing on the strength of higher prices in the east and southern irons rising Thursday, this week, from 25 to 75 cents per ton. With steel bars went a corresponding advance in small angles, channels and tees. Track supplies are stronger and light rails cost more money than a week or two ago.

Implement Trade Notes.

In the Dominion House of Commons on Wednesday the question of selling the binder twine manufactured at the Kingston penitentiary arose on a motion to the effect that binder twine made in government institutions should be sold direct to the farmers at a price to cover the actual cost of raw material and manufacture plus one cent per pound. To this motion an amendment was offered providing that the twine output should up to July 1 of each year be offered for sale to the farmer at a cost calculated on the basis of the cost of free labor and that after July 1 what was left should be sold by public tender after public advertisement. The amendment carried. H. Demorest, formerly of Melita, has been appointed agent of the Massey-Harris Co. at Indian Head, Assa. Hall Bros. are opening an agency for the Deering and Fairchild goods in Birtle. Chas. F. Hall, the senior mem-

ber of the firm will take charge of the new agency.

Wm. Hartley, for the past twenty-three years engaged in the sale of farm implements for the Massey-Harris Co. and Tolton Bros. in these parts, left this morning for Manitoba where he has received the appointment of general agent for the Deering Co., manufacturers of harvesting machinery, with headquarters at Winnipeg.—Guelph Mercury.

Dry Goods Trade Notes.

The D. McCall Co., Limited, wholesale milliners, announce their spring opening at Winnipeg to take place March 12, 13 and 14.

Three Ontario woollen mills have started selling directly to the retail trade. One is a hosiery mill, another makes blankets and the third underwear.

WINNIPEG CITY COUNCIL.

The Winnipeg city council held its regular fortnightly session on Monday evening. The finance committee reported recommending payment of a number of accounts. They also recommended that the sum of \$500 be placed in the estimates for the next fiscal year to be used in promoting the settlement of vacant lands around the city. The report went on further to state: "Your committee have considered the proposed agreement between the provincial government and the C. N. Ry. Co. They feel that the action of the government in taking the people into their confidence is worthy of all praise, and could only have been done with a view, not of making useless discussion, but of profiting from suggestions that might be made. It will have been observed that many prominent citizens who have approved of the principle of the deal, have only done so on the assumption that the interests of the province have been safeguarded at all points, while the adverse comments of our shrewdest business men, irrespective of party, who have gone carefully into the matter, make it apparent that the consensus of opinion is that the liabilities to be assumed are too great for the resources of the province. It is not necessary here to recapitulate the many objectionable features of the agreement, as they have already been gone into, suffice it to say that the main features are excessive capitalization of the N. P. lines, too great a bonded guarantee, a liability of \$600,000 per annum, with no resource against the company in case of default, and apparently no penalty clauses. It is almost certain that as soon as the new road is in a position to compete for freight, the C. P. R. would in self defense initiate a rate war, which would mean that the province would have immediately to meet the fixed charges, with but one result, "ruin." Therefore, in the interests of the city of Winnipeg, whose welfare is inseparable from that of the province, we would strongly and respectfully urge the government to either withdraw the present agreement or to so amend it as to meet the vital objections that have been urged against it. The council divided on this clause of the finance committee's report and the motion to approve of it was sustained by a majority of 7 to 5.

The works committee reported recommending the construction of certain public works which were approved. The fire, water and light committee recommended that the tender of T. D. Robinson for supply of hard and soft coal be accepted.

A vacant lands committee was appointed as follows: Aldermen Chaffey Barclay, Latimer, Harvey, Wood and Cockburn. The finance committee was requested to co-operate with a committee of the board of trade to inquire into the present system of city accounting. By-laws to borrow \$600,000 from the Bank of Commerce at 5 per cent, and \$200,000 from the Canada Life Assurance Company at 4 1/2 per cent, to retire certain debentures were passed through their three readings. One of the aldermen drew attention to the frequency with which the early closing by-law was being violated. The meeting adjourned.

The bureau of publicity of the Pan-American Exposition is distributing a 16-page booklet giving full information about the show to date.

FINANCIAL

WINNIPEG BANK CLEARINGS.

Returns for the Winnipeg Clearing House for the week ending Thursday, show as follows:

Week ending Feb. 28, 1901	\$1,745,810
Corresponding week, 1900	1,538,313
Corresponding week, 1899	1,508,418

The monthly totals are as follows:

	1901.	1900.	1899.
Jan.	\$9,623,460	\$9,000,007	\$7,688,062
Feb.	7,158,276	6,702,340	6,290,471
Mar.		6,320,002	6,750,121
Apr.		7,091,510	6,916,431
May		9,702,570	7,472,855
June		9,012,084	8,211,710
July		9,395,323	8,160,593
Aug.		8,173,030	7,995,291
Sep.		7,320,147	8,231,169
Oct.		9,183,477	12,689,000
Nov.		11,618,055	14,435,219
Dec.		10,800,323	12,900,005
Totals	\$9,623,460	\$106,956,702	\$107,750,814

Financial Notes.

The city of Winnipeg has changed its bank account from the Bank of Montreal to the Canadian Bank of Commerce.

D. N. Neeve, paying teller of the Union Bank at Winnipeg, left on Wednesday for Montreal to take an important position in the branch in that city. It is understood that he is to be accountant.

Winnipeg Forestry Association.

The executive committee of the Winnipeg Forestry association met Wednesday in the city hall. There were present Dr. Bryce, president; G. H. Greig, secretary; Ald. Barclay, C. J. Thompson, of Virden, and E. Stewart, representative of the Canadian Forestry association.

The matter of extending the forest area of the province was considered, when it was unanimously agreed to request the department of the interior at Ottawa to increase the spruce woods reserve south of Carberry by reserving the land belonging to what is known as the Sand Hill region as a large central Manitoba park, and to ask the Dominion government under its new forestry policy as soon as feasible to undertake the planting of the park with white spruce, Backskin pine, Scotch fir, or other suitable trees in the same manner as was done on the Sand dunes along the coast of France for 150 miles long and two to six miles wide, which were reclaimed by the planting pines.

A committee consisting of the president, the secretary, Ald. Barclay, R. T. Riley and Wm. Martin was appointed to wait on the local government and educational authorities to ask that more systematic steps be taken to secure general observance of Arbor Day throughout the country, and especially by the schools of the province.

The matter of scattering literature widely throughout Manitoba and the Territories for the inculcating of the value of preserving the forests, and also of giving instruction as to how to grow the trees on the prairies was discussed. It was unanimously agreed that this should be done and every effort put forth to support the new movement of the department at Ottawa.

Mr. Stewart then gave a very interesting account of his late work in Manitoba and the Territories. Every where he went, at Moose Jaw, Regina, Indian Head, Virden, Brandon, Melita and elsewhere, at

Mr. Stewart was met by large audiences, and circles were formed at these different points in connection with the Canadian Forestry association. The plan to be taken is to have instruction given in preparing the soil for the planting of trees so that in 1902 active operations may be begun.

A meeting of the Winnipeg association will be held near the end of March when all members are expected to attend, and new members may join the association by sending an application to Mr. G. H. Greig, the secretary, enclosing one dollar. This entitles all members to receive the journal called "Rod and Gun"; the official organ of the Canadian Forestry association.

War Eagle mining stocks sold down to 40 cents on the Montreal exchange this week.

LEADING COMMERCIAL HOTELS

WINNIPEG

HOTEL LELAND.

Headquarters for commercial men.
CITY HALL SQUARE.

DRYDEN, ONT.

DRYDEN HOTEL

A. B. HUTCHINSON, Prop.

Headquarters for commercial and mining men and the general public.

BAT PORTAGE

HILLIARD HOUSE

LOUIS HILLIARD, Prop.

First-class accommodation for commercial men.

RAPID CITY

QUEEN'S HOTEL

THOS. RYOY, Prop.

Headquarters for commercial travellers. Free bus meets all trains.

BIRTLER

ROSSIN HOUSE

B. FENWICK, Prop.

Good accommodation; telephone connection with the station; sample rooms; inside closet. Livery in connection.

YORKTON

BALMORAL HOUSE

McDOUGALL BROS., Props.

Good sample rooms and every accommodation for the general public. Heated by furnace and lighted by acetylene gas.

TREHERNE

LELAND HOTEL

W. F. LEE, Prop.

First-class accommodation for Commercial Travellers, etc.

SOURIS

CRESCENT HOTEL.

N. TAYLOR, Proprietor.

Headquarters for the travelling public. Free bus meets all trains.

NAPINKA

HOTEL LELAND.

B. HALLOQUIST, Prop.

First-class in every department. Sample rooms. Every convenience for the travelling public. Opposite C. P. R. depot.

KILLARNEY

GRAND CENTRAL HOTEL

FRANK CURRY, Proprietor.

First-class accommodation for all travellers.

DELORAINE

PALACE HOTEL.

LAIRD & MCGARVEY, Props.

New building, new furnishings, furnace heating, acetylene gas. First-class. Large sample rooms.

MACGREGOR, MAN.

THE STANLEY HOUSE

B. WATSON, Prop.

First-class accommodation for travellers. Commodious sample rooms. Livery and feed stable in connection. All kinds of teaming attended to.

GRISWOLD

WESTERN MANITOBA HOTEL

T. B. McDONALD, Proprietor.

Good accommodation for the travelling public. Under new and greatly superior management.

OAK LAKE

HOTEL MANITOBA

GEO. WRIGHT, Prop.

Newly remodelled and heated by hot air. Commercial headquarters. First-class sample rooms.

ELKHORN

HOTEL MANITOBA

W. J. DIXON, Prop.

New building. New furnishings. Furnace heating. Acetylene gas. First-class. Large sample rooms.

FLEMING

WINDSOR HOTEL

W. GEO. CRAWFORD, Prop.

New management. Rates \$1.25. Renovated and refurbished. Commodious sample rooms. Heated by hot air. Livery and feed stable in connection. Inside closet.

WAPLELLA

HOTEL MUNDELL

STUART MUNDELL, Prop.

Good sample rooms. Hot air heating.

PRINCK ALBERT

PRINCE ALBERT HOTEL

DAVID POLLOCK, Prop.

First-class accommodation. Good sample rooms for commercial men. Bus meets all trains.

ROTHBURN

QUEEN'S HOTEL

CARR & POIRIER, Props.

Every accommodation for commercial travellers.

MOOSE JAW

THE MAPLE LEAF HOTEL

MDW. C. MATHEWS, Prop.

Heated by steam. Lighted with acetylene gas. Hot and cold baths. Barber shop in connection. Commercial trains moved from and to station free. Rates \$2 per day, including sample rooms.

MEDICINE HAT

ASSINIBOIA HOTEL

H. E. ROSS, Prop.

Commercial headquarters. Commodious sample rooms. Newly furnished bathrooms. Rates \$2.50 per day.

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CANADIAN PACIFIC OFFER

Important Concessions from
the Great Railway
Company.

Montreal, Feb. 15.—It transpires from the following correspondence given to the public by T. G. Shaughnessy, the president of the Canadian Pacific Railway Company, that this offer of Mackenzie & Mann was not the only offer made to the Manitoba government. The following proposal was made to the premier of the province by Mr. Shaughnessy, who went to Winnipeg and first had an interview with the premier and other members of the government:

"Winnipeg, Jan. 22, 1901.
Hon. R. P. Roblin, M. P., Premier of Manitoba: Sir,—Referring to the discussion at our interview this afternoon, I desire to repeat what was stated in general terms to you and the other members of our government. The Canadian Pacific, as described in the contract between the government and the syndicate, received substantial aid in the way of constructing lines, lands and cash, but the road as then completed depended on the line at its nominal completion to improve its character, so that it might be operated more economically and effectively. That the company has been financially successful is due to the broad policy of building and acquiring feeder roads adopted almost in the beginning and pursued ever since. To-day there are upwards of two hundred and twenty-five millions of dollars of private capital invested in the enterprise. Common honesty demands that the people who invested that vast sum of money in our country should receive fair treatment at the country's hands. The government could, of course, by utilizing the resources of the Dominion or any of the provinces for the construction of competing lines, seriously injure, or, indeed, totally destroy, the property of these investors.

TEACHING OF EXPERIENCE.

"The government cannot operate a railway more economically than a private company; indeed, experience teaches that government operation is the more expensive, but with the public chest from which to make up deficits the rates for the carriage of traffic over government railways at present could be established on a basis that would be impossible in the case of a private corporation. It would take the public some time to find out that the apparent reduction in rates was more than counterbalanced by the increase in taxation. Speculators can be found who with a sufficient government bonus will undertake to build lines, and will accept almost any conditions as to rates, their interest being only in the profit to be realized from the construction of the lines, without any regard to their successful operation in the future. Even where there is a specific contract by which the government waives the control of rates until certain things have come to pass, as in the case of the Canadian Pacific, the government is justified in resorting to all reasonable measures to secure fair rates of transportation for the people of the country, but in determining what are fair and reasonable rates some recognized course should be adopted. It would be manifestly wrong to arbitrarily name the rates that are to be put in effect, without reference to the efficiency of the company. The Canadian Pacific has not attempted, it has no desire, to use its contract with the federal government for the purpose of securing rates for the carriage of freight that are unreasonably high. It has been the policy of the company to reduce rates from time to time in one locality or another, when it could be done without unduly sacrificing the interests of its security-holders.

AMERICAN RAILWAYS' ADVANTAGES.

"The company has a line of railway from Lake Superior to the Pacific coast, with branch lines in the provinces and Territories. South of the international boundary there are two railways similarly situated. The circumstances under which the lines are

operated are identical in many particulars, but the advantage is with the lines south of the international boundary. Their rolling stock, fuel and supplies cost them less money than ours cost us. There is little, if any, difference between us in the matter of wages. Each of the railways south of the boundary has a population to serve several times as large as the population of the Canadian railway. Consequently these lines have a local business. Their tolls and fares are controlled by the federal government with reference to certain classes of traffic, and by each of the States throughout which their lines pass with reference to the traffic within the state. It may be assumed that under all these circumstances their tolls are as low as can be reasonably expected. In any event, we do not hear that either the federal or state government will provide money for the acquisition or construction of lines to compete with them. Is there any reason why the rates in Canadian Pacific territory, between Port William and the Pacific coast, should be higher than those which prevail in the territory between Duluth and the Pacific coast in the United States? On the contrary, taking everything into consideration, should not the Canadian Pacific be entitled to somewhat higher rates, in view of the conditions prevailing north of the international boundary?

COMPARISON OF RATES.

"I make the statement most positively that our rates are as low as those of any of the railways of the corresponding territory in the United States. I think that the minister of railways, Hon. Mr. Blair, who caused an exhaustive comparison to be made upwards of a year ago, will bear me out in this statement. If there be any facts, and they can be easily verified, is there any reasonable ground for complaint against the Canadian Pacific, and is there any justification for legislative action that is calculated to force down to an unreasonable and indefensible basis the compensation that the company shall receive for its services, thereby using the strong arm of the government to attack investors, and to injure, if not destroy, their property?

DEMAND FOR A TEN-CENT RATE.

"The popular demand for what is known as a ten-cent rate on wheat in Manitoba has at the present time no more justification in fact than would a demand that gold dollars should pass current in the territory of that province. No such rate prevails elsewhere under like conditions. It is 30 to 40 per cent, lower than the rates from corresponding points in the United States to Duluth. It is the policy of the Canadian Pacific Railway company to reduce the rates just as rapidly as circumstances will permit. The increase of tonnage will be a most important factor in bringing this about, because on the western sections of the system several times as many freight trains could be run without an increase in the fixed expenses, the additional cost being practically represented by the wages of the trainmen, fuel and repairs. Everything that has been done and may be done to divert the tonnage to other routes is an obstacle in the way of the reduction which I beg to assure you is in all sincerity the shipper is no more anxious to secure than the company is to make just as rapidly as the conditions warrant. Notwithstanding the company's desire and the government's policy, it seems impossible to satisfy the public and a large section of the press of its sincerity, and therefore the company has decided to do what it can in ordinary prudence toward allaying agitation by submitting for the consideration of the government the following proposition for the control of rates:—

THE COMPANY'S PROPOSAL.

"The company will agree to build a line from a point near Brandon, in the Great Northwest Central Railway, northwesterly through the municipalities of Daly and Woodworth for a distance of about 34 miles during the current year; also a line from Carman eastward 10 miles towards Hudson. The company will lease for 50 years from the government the Northern Pacific lines in Manitoba, including equipment and terminals, paying therefore an annual rental of two hundred and twenty thousand dollars for the first ten years, two hundred and

forty-five thousand dollars for the second ten years, and three hundred thousand dollars thereafter. In consideration of the province placing the company in the same position that the Canadian Northern now occupies with reference to taxation, and an undertaking on the part of the provincial government that for a period of ten years the government will not grant aid towards the construction of any railways within the province south of a line drawn easterly between the western boundary of the province as it now exists, or may hereafter exist, through Blinacarth, to the eastern boundary of the province, nor any railway line between any point in the province and a port on Lake Superior, the company will make the following specific reductions in its rates:

- "September 1, 1901—Grain and flour, 1 1/2 cents per hundred pounds.
- "September 1, 1902—Grain and flour, 1 cent per hundred pounds.
- "September 1, 1903—Grain and flour, 1/2 cent per hundred pounds.
- "September 1, 1904—Grain and flour, 1/2 cent per hundred pounds.
- "September 1, 1905—Grain and flour, 1/2 cent per hundred pounds.
- "September 1, 1906—Grain and flour, 1/2 cent per hundred pounds.

"Thus making a reduction within that period of four cents per hundred pounds from all points within the province.

"The rate on salt will be reduced forthwith to fifteen cents per hundred pounds from Fort William to Winnipeg, and to all other points in proportion, according to existing tariffs.

"The rate on coal, Fort William to Winnipeg, will be reduced to \$2.50, to Portage la Prairie, \$3, and to Brandon \$2.25 per ton of 2,000 pounds.

AN ARBITRATOR SUGGESTED.

"In order to define, control and to deal with disputes that may arise with reference to rates, the company will undertake to pay to the government an amount not exceeding five thousand dollars per annum, as the salary of a competent man to be appointed by the government for the purpose of receiving, investigating and reporting upon every complaint about the transportation charges of the company. If at any time such official shall be of the opinion that any of the company's local rates between points within the province of Manitoba, or between any point in Manitoba and Lake Superior, in either direction, is not fair and reasonable, the railway commissioner for Manitoba may notify the company to that effect, and of the change which, in his opinion, is necessary to make it so. If the company be not satisfied with the proposed change, it shall, within one month from the receipt of the notice, satisfy the commissioner that the rate proposed by him is not a fair and reasonable one. Failing this, the question shall be referred to the adjudication of the Court of King's Bench in Manitoba, to determine what, under the circumstances, is a fair and reasonable rate in respect of the matter in connection with which the proposed changes is required. Such court may, for the purpose of determining the matter, make full inquiry and receive such evidence as may be adduced by either party. It shall be the privilege of either of the parties to appeal from the judgment of such court to the court en banc, whose decision in the matter shall be final. It would be necessary, of course, in any formal agreement to amplify the details of the procedure, and to provide means of compelling the company to put into effect the rates finally decided upon.

LINE MAY BE RESERVED.

"If it be deemed desirable that the portion of the line between Winnipeg and Portage la Prairie should be reserved for the purpose of giving the Canadian Northern Railway a connection with the Winnipeg & Rainy River Railway, that line may be reserved by the government, the rental to be paid by the Canadian Pacific Railway to be reduced pro rata according to the mileage. It is understood, of course, that the proposition is submitted as a whole and subject to acceptance within a reasonable time. If there be anything in the proposition requiring further explanation or amplification please advise me. I have the honor to be, sir, your obedient servant, (Signed) T. G. Shaughnessy, President."

THE OFFER AMENDED.

This offer of the Canadian Pacific Railway Company was rejected by a caucus of government supporters, to

whom it was submitted. Mr. Shaughnessy then met the provincial premier and some of his colleagues by appointment in Toronto and submitted the following amended offer for the consideration of the government and its followers:

"Montreal, Feb. 8, 1901.
"Hon. H. P. Roblin, Premier of Manitoba, Winnipeg:—

"Sir,—The executive agent of the company has reported to me your advice to him that at a caucus of the members of your party recently held it was decided by a majority of the members, against the wish of your government, not to accept the proposition of the Canadian Pacific Railway company addressed to you and dated January 22nd last. In view of your assurance to me when in Winnipeg that your government would not reject the Canadian Pacific Railway company's proposition without my having a further opportunity of communicating with you to enable me to amend the proposition to, so far as possible, come into accord with the wishes of your followers, I have decided on behalf of the Canadian Pacific Railway company to submit the following modifications of the original proposition and also the alternative offer herein contained. I am constrained to endeavor to meet the views of your followers, not only by my desire to make an arrangement with your government which will be in the best interests of the province and will secure for the company the hearty support and co-operation of all residents of Manitoba, but also by your frank statement to me that the proposition was a much better one than you had expected to obtain, and by the further statements made by yourself to Mr. Baker and by the Hon. Mr. Rogers to Mr. Phippen, that the proposition was subjected to the modifications which are now provided for—entirely satisfactory to your government, and was in the opinion of all the members of your government the best offer in the interests of the province that you had received, and that it was against the unanimous wishes of your government and against what you considered to be the best interests of the province that the caucus had decided not to accept. For these reasons, and the reasons hereinafter discussed, I beg on behalf of the Canadian Pacific railway, to offer the following modifications to the proposition of the 22nd of January, which, except as herein altered, will stand as originally made:—

IMPORTANT MODIFICATIONS.

"(1) The company will withdraw that portion of its original proposition restricting your government from assisting other roads in certain sections of the province for a period of ten years, thus leaving the government of the province free to act as it may deem best in such matter.

"(2) The company will modify its request to be placed in the same position as to taxation as the Canadian Northern Company, by agreeing to pay such taxes as may be imposed up to 1 per cent. (instead of 2 per cent, as at present) of the company's earnings in Manitoba.

"The result of these modifications is practically to offer your government, without return, the great advantages contained in the company's offer of the 22nd of January, the only benefit the company is to receive being a slight reduction in the amount of taxes to be imposed, but still leaving the Canadian Pacific Railway Company the only railway taxed by your province. I have personally given you the reasons why, in my opinion, it will be most disastrous to the province should the contract, the terms of which you have disclosed to me, be entered into with the Canadian Northern or any other railway company. I have pointed out to you that in making the proposed contract the province assumes a fresh liability of \$12,800,000, and an annual payment of \$632,000; that according to the sworn returns to the Dominion government the lines of the Northern Pacific Railway Company in Manitoba were last year operated at a loss of \$185,573.21, apart entirely from interest on bonds, notwithstanding the fact that these lines are constructed through some of the most fertile parts of your province; that, taking this as a basis, and allowing every margin in favor of the Canadian Northern Company, that company cannot hope to more than pay its operating expenses for many years to come, and that in the meantime the province of Mani-

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toba must pay out annually for rental and interest the sum of \$632,000, a sum approaching the present total gross revenue of the province, without any claim against or hope of recovery from the company. I have shown you that the statement that the Canadian Northern Railway Company has been able to pay its operating expenses and interest on its bonds from the commencement may be due to abnormally high freight rates charged by that company to its contractors (its owners) for hauling construction material, and that this view is clearly substantiated, not only by the history of other companies similarly situated, but by the unprecedentedly low percentage of its operating expenses, as shown by its government returns.

EFFECT ON THE CANADIAN NORTHERN.

I have urged upon you the fact that any substantial reduction of rates such as the Canadian Pacific Railway Company has specifically offered, and such as you hope to obtain, must have a disastrous effect upon a company like the Canadian Northern. I have pointed out to you that this is by far the most important transaction the province has ever considered, a transaction in which a mistake may not only be fatal to Manitoba but seriously detrimental to all of Canada, and have most strongly urged, as representing a company deeply interested in the future of western Canada that your government should, before finally committing the province by any contract, make the fullest and most searching inquiries into this subject. The time so far at your disposal cannot possibly have permitted you to make a thorough investigation and to have resort to the technical information, wide range of facts and other matters necessary to enable you to arrive at an intelligent conclusion. Under these circumstances, would it not appear to be imprudent, if not absolutely reckless, to enter into a contract with the Canadian Northern Company, which, in the expressed opinion of your government, is not in the best interests of the province, and which was decided upon in contravention of the best judgment of your government, at a meeting of your followers hastily called and held under such conditions as would make it impossible for these gentlemen to become fully informed as to the magnitude of the financial responsibility that the province proposes to assume?

A PRACTICAL EXPERIMENT.

"In order to enable you to make the necessary investigation the Canadian Pacific Railway Company is willing to enter into an agreement with your government for, say, one year, to the effect that the government shall during that period operate the lines proposed to be leased from the Northern Pacific Railway Company and that the Canadian Pacific Railway Company will provide rolling stock and accord most reasonable rates for handling between Winnipeg and Fort William or Port Arthur all traffic originating on or destined to the lines operated by the government. These rates I am now ready to discuss and in a spirit calculated to enable you to determine within the year, the earning capacity of the lines proposed to be leased from the Northern Pacific, when operated under most favorable circumstances as a portion of a system extending to Lake Superior. This company will also agree that at the end of the term its proposition of January 22, as amended by this letter, will be open for acceptance by your government. The company's justification for making this offer, under all the circumstances outlined above, is that these lines can be operated most economically as a portion of its large railway system, and because the revenue from the traffic that the lines would contribute to its extensive mileage east of Fort William would make them more valuable to this company than they could possibly be to the Northern Pacific Railway Company, the Canadian Northern Company or to the Manitoba government.

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CRUSHING FINANCIAL BURDENS.

"The magnitude of the proposed transaction between the government, the Northern Pacific Railway Company and the Canadian Northern Railway Company and the crushing financial burden that it would probably impose on the province, from which there can be no escape once the contract has received legislative sanction; prompt me to urge upon you that no definite arrangement in connection with it be made between the government and the other parties until at least there has been further opportunity to discuss the whole subject with the members of the legislature. I have the honor to be, sir, your obedient servant. (Signed) T. G. Shaughnessy, President." This amended proposal was also rejected.

Circulars have been issued by the passenger department of the Grand Trunk Railway, announcing that colonist special trains will be run in March and April from Toronto, by way of North Bay, to the Canadian Northwest. The first train will leave Toronto at nine o'clock in the evening March 5, and it is the intention to run specials every Tuesday during the period mentioned. Colonist sleeping cars for passengers with ordinary baggage will probably be run through to Winnipeg during March and April on the express train, leaving every Tuesday afternoon at 1:45 o'clock from Toronto. A rate of \$22.40 is quoted to Winnipeg.

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Table listing various grocery items such as canned goods, dried fruits, cereals, coffee, cured fish, and dried fruits with their respective prices.

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Table listing various dried fruit items like Raisins, Walnuts, Apples, and other products with their prices.

Tobacco

Table listing various tobacco products including Dominion Tobacco Co.'s List, Empire Tobacco Co.'s List, and Cured Meats, Etc.

DRUGS

Table listing various drug items such as Alum, Alcohol, Bleaching Powder, and other medicinal products with their prices.

LEATHER

Table listing various leather goods like Harness, Oiled, and other types with their prices.

FUEL

Table listing various fuel items such as Coal, Pennsylvania anthracite, and other types with their prices.

CARLYLE, ASSA.

From a Correspondent. The village of Carlyle is situated on the Pipestone branch of the Canadian Pacific Railway, directly south of the Moose Mountains...

way will likely build stockyards here next spring, it being the most convenient point from which to ship cattle. One thing the whole Moose Mountain district is badly in need of is better banking facilities...

lake is very favorably known and is rapidly coming to the front as a pleasure resort. Its nearest point is only about fourteen miles from Carlyle. There is already a road to it, and improvements will be made on this road as soon as practicable in the spring...

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