

G., per 100 feet lineal, \$1.50; 5 in, do, \$1.75; 6 in, do, \$2; 8 inch, O. G., base, \$3; 10 in, do, \$3.75. Lath, \$1.75. Shingles—1st quality, \$3; 2nd do, \$2.50; 3rd do, \$1.50; 4th do, \$1. Dealers are requested to order by number.

PAINTS, OILS AND COLORS.

Prices are as follows: Turpentine, 80c in five-gallon cans, or 75c in barrels; harness oil \$1.00; neatsfoot oil, \$1.25; linseed oil, raw, 68c per gallon; boiled, 70c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal. olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 26c; water white, 29c. American oils, Eocene, 34c; water white, 31c; sunlight, 23c. Calcined plaster, \$1.25 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.25. Alabastine, \$8 per case of 20 pkgs.

WINES AND SPIRITS.

Prices are: Canadian rye whiskey, five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet DeBouche & Co., \$4.50; Martell, vintage 1885, \$6.50; vintage 1880, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1885 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry, \$2.50 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martell and Hennessy's brandy, one star, \$14.00 per case of 12 bottles; v. o., \$19. v. s. o. p., \$22.

WOOL.

Prices hold at about the following quotations: 7 to 8c for unwashed fleece, and 12 to 15c for washed. Western ranch sheep, 11 to 14c.

THE MARKETS.

WINNIPEG.

WHEAT.

The wheat movement is now almost over for the season. At many points buyers are out of the market. The crop outlook continues very favorable. Very heavy rains in the early part of last week were experienced all over the country, but the balance of the week was warm and favorable for rapidity in maturing. A few weeks of warm, dry weather will ensure a remarkably heavy crop.

FLOUR.

Quotations in broken lots to the local trade were: Patents, \$2.25; strong bakers, \$2.05; XXXX, \$1.55; superfine, \$1.40.

MILLSTUFFS.

Bran is quoted at \$8.50 per ton; shorts at \$11 per ton.

OATS.

Quoted at about 32 to 33c in car lots.

OATMEAL.

Prices to the trade in broken lots are: Standard, \$2.65; granulated, \$2.80; rolled oats, \$3.20.

EGGS.

Receipts have continued rather light, and prices have held steady at 15c in case lots.

BUTTER.

Receipts are not as large as last year, but are quite large enough for the demand, and in

medium and second qualities are too large for the demand. For the city trade, as a rule, only best qualities are wanted, for which about 10c is the usual price paid for small lots. Medium and second qualities range anywhere from 10c upward, and are very dull. There is talk of making up a car lot of medium for consignment eastward, to reduce the quantity in the market. A car of choice could hardly be made up in the market at present. Cheese manufacturing seems to be increasing at the expense of butter making, and unless a better average quality of butter is turned out, the country will stand a considerable reduction yet in butter production.

CHEESE.

About 12c is the top price at which small lots are jobbing, with the feeling easier. Some quote lower. Dealers do not seem inclined to purchase from factories at prices being asked, as they expect prices to go lower. The cheese now jobbing at 12c was purchased earlier, when prices were higher. At the Tingersoll Ontario cheese fair on Tuesday, a small portion of the offerings sold at 10c.

LARD.

Usually quoted at \$2.40 in 2c lb. pails.

CURED MEATS.

Chicago product is mainly in the market, with some home packing. Dealers are adverse to handling eastern, the curing not being up to requirements. Prices are as follows: Long clear, 11½ to 12c; smoked, 13 to 13½; breakfast bacon, 15c; rolls, 14c; hams, 15½c; Armour's star hams, 18c; do. breakfast bacon, 16c.

DRESSED MEATS.

Are generally easier: Beef sides are quoted at 7 to 7½c, with the inside price generally accepted. Mutton is also lower, being quoted at 11c; Hogs keep up to old prices, at 8 to 8½c.

LIVE STOCK.

Cattle continuing on the downward track and 3½c is now about the top quotation, live weight. Sales are reported at slightly under this figure. Hogs are offering more freely, and hold pretty steadily at about 6c for lots arriving by rail. There is always a market for live hogs, and they can be handled to better advantage in this way than when brought in dressed. Hogs brought in dressed in warm weather are often not fit for packing, on account of heating, and are therefore salable only to butchers, whilst packers are always open for any number of live animals.

Vancouver, B. C.

In July, 1886, the city had a population of about 1,200.

In July, 1887, the population was 2,000.

In July, 1888, a careful calculation shows that the city has some 8,500 people within its limits.

And it is estimated that by July 1889, the population of Vancouver will be at least 20,000.

The western terminus of the Canadian Pacific Railway the only railway line on the American continent that reaches from the Atlantic to the Pacific which is controlled by one company. Vancouver has from this circumstance alone the certainty of becoming a place of great importance. In addition to this, however, she is the only seaport on the Pacific coast of the Dominion that has an harbor capable of being entered at all states of the tide and at every season of the year by the largest ocean-going vessels. This has consequently led, in connection with her being the railway terminus, to Vancouver's being selected as the home port of the lines of mail steamers to Japan and China, New Zealand and Australia. The

former service has already been commenced and it is anticipated that within a few months the Australasian service will also be inaugurated.

In 1886 Vancouver had no communication by railway with the rest of the world and the only way by which passengers or mails arrived was by a steamer calling on its way from Victoria to Port Moody. Now Vancouver has a daily steamer from here to Victoria; a steamer twice a week (shortly to be made three times weekly) from Port Townsend, Seattle and Tacoma; a steamer every three weeks to Japan and China besides extra boats on frequent occasions and numerous steamers from the various provincial ports. Vancouver has a daily mail service over the C. P. R. with the east, and three trains a day between this city and Westminster. Letters have arrived here in 12 days from England and with faster steamers on the Atlantic it is contemplated that within a few months Vancouver will be within 8 or 9 days of England.

The industries and resources of Vancouver are many in number and diverse in their character. The production of lumber on Burrard Inlet is the largest on the British Pacific coast. Great as it is a considerable addition is expected to be made to its amount in a short time by the erection of one or more large mills. Within the past year sash and door and furniture factories have been started and already their productions are being shipped to the far east both to the Dominion and to the United States. Several other wood-working industries are expected to be commenced shortly.

Vancouver's future as the centre of one of the most important industries—that of smelting gold and silver ores—is assured. Ground has been purchased within the city limits for the erection of large smelting works and before the close of the year they will be in full operation. The history of Omaha, Denver, Butte City and Salt Lake will be repeated at Vancouver, and around the smelting works will spring up a large population and the city will be the location of numerous subsidiary industries. Already there are in operation iron works and foundries, boiler works, shipyards and boat-building establishments and many smaller factories and works of other descriptions.

The location of Vancouver is probably the finest of any city on the coast. Situated on Burrard Inlet which is a natural harbor some 11 miles long by 2½ to 3 miles wide, completely landlocked, it is impossible to conceive a more favorable position for a large naval and mercantile port. What San Francisco is on the Pacific and New York on the Atlantic to the United States or Liverpool to Great Britain, Vancouver will become to the Dominion, while as the half way house on the peculiarly British route between Great Britain and her Indian and Australian dependencies, she will be always a city of great importance in the views of the Imperial Government. For beautiful situation, for the building up of a great city with excellent drainage and everything which tends to attract population, the location of Vancouver leaves nothing to be desired. With the Inlet on the north and False Creek on the south, the city is easily accessible by water thus affording