

enough any day this season to supply the daily wants of San Francisco for the table; meanwhile the market here is being steadily cleaned up of old fish, and we think that, with the single exception of New York market, the trade centres have less canned salmon on hand than at any time since 1880: it will be at least thirty days before any new salmon can be delivered and fully sixty days before it can be delivered in any large quantities. At present rates of freight salmon will cost but little more than last year, and while there is not a moment's guarantee of their continuance, yet the outlook is not good for an immediate change. American sardines are higher, California canned fruits are steadily advancing and when the labor element finally decide whether it is going to be composed of loafers or working-men, and the present excitement ceases, trade will move on in the old channels and we shall find there are buyers enough for what stock is, over at good fair prices.

### A Chicago View.

A local grain house pictures the speculative situation as follows: "We note Liverpool quotations on American wheat to-day are the same as on the 1st of January last, while in the meantime we have declined 15c per bushel on May wheat, and it is not to be wondered at that they are now buying our wheat quite freely; and we note that for future wheats at Liverpool, the demand is chiefly for the near by months, indicating they have not full confidence in the supplies in store and on passage being over abundant for current wants. It looks as if they will continue to buy our wheat freely for the next sixty days if prices are not put up out of their reach by speculation. There are no reports of damage to crops that we hear of, and unless something of the kind occurs we see nothing to cause an advance. We doubt very much if the export demand will follow any material advance in values on this side, but on the contrary any material advance is likely to shut off the demand, as has so frequently been the case heretofore this season. *Chicago Daily Business.*

### Montreal Elevators.

Thirteen thousand five hundred bushels of grain have been discharged from the new Canadian Pacific Railway elevator at Montreal, into a barge in one hour and three-quarters. This imposing new building, 80 feet by 210 and 165 feet high, is erected on the bank of the St. Lawrence beside the C.P.R. freight sheds. It has a 220 h. p. engine, and its capacity is placed at 600,000 bushels. It can be filled in a week, says Mr. Ross, the builder, and emptied in eight or nine days. A 600-bushel car can be filled in two minutes and emptied in five. There were sent from the building last week, says the *Star*, over 110,000 bushels to Liverpool and Glasgow. "At the present moment there are upwards of 400,000 bushels of grain on the track, the destination being the C.P.R. elevator in the first instance, and then, most probably Liverpool." In addition to the new structure just described, there is the Montreal Warehousing Company's elevator "C" which will hold about 750,000 bushels of grain, while an

other warehouse has a capacity of 400,000 bushels, and will hold, besides, 70,000 barrels of flour. The C. P. R. and M. W. Co can, between them, it is said, store away no less than 1,350,000 bushels of grain.—*Star.*

### Business at Montreal.

It is currently estimated that the small-pox epidemic last year cut into the trade of Montreal to the extent of \$8,000,000. The effects of the plague were far-reaching, but are now thought to have been overcome. In the leading lines of Canadian trade a very satisfactory volume of business is reported. The merchants of Montreal have secured by the opening of the Canadian Pacific Railroad an outlet to the northwest. The trade of Manitoba with St. Paul and Chicago has been in some particulars greatly reduced, to the advantage of the eastern cities of the Dominion. Toronto and Hamilton are active rivals of Montreal in catering to the newly-settled parts of the country, but the tradesman of the latter profess no doubt of their ability to get the lion's share of the traffic. Not a little Montreal capital is invested in the other cities. In point of railway connections there is little to choose between them.—*Bradstreet's.*

### General Notes.

The Canada Pacific Railway is to build an elevator at Toronto, Ont., with a capacity for 250,000 bushels of grain.

It is estimated that 500,000 bushels of oats have been shipped from Canada to Great Britain this year, against about 260,000 for the same time last year.

The annual report of the C.P.R. Co. for 1885 shows: Earnings, \$8,368,493; expenses, \$5,143,276; net earnings, \$3,225,216; increase over 1884, \$2,033,326.

The Port Arthur Lumbering Company cut 750,000 feet at their limit on Cloud River during the past season. Thirty men were employed in the woods.

A large party of Chicago Board of Trade men have visited the butterine works of Armour & Co., and were shown how the product was made. They were apparently satisfied that good butterine was as good and that the industry of making it was legitimate and should be fostered.

W. H. Shorey & Son, of the Acton, Ontario Glove Works, have received an order from the Dominion Government for fifteen hundred pairs of real buck, one fingered, lined driving mitts for the Northwest Mounted Police. The order is worth \$1,800, and must be completed within six weeks.

The *Chicago Daily Business* says: That is a curious report to the effect that the Boston Board of Trade has filed a petition in insolvency confessing to assets of \$1,402 and liabilities of only \$11,250. One might think there is large heatedness enough in that city to have prevented such an open confession of weakness, but perhaps the whole has not been told.

The Dundas (Ontario) Stove Manufacturing Co., which was started about three years ago,

has not proved a successful venture, and the stock and plant has been purchased by R. T. Wilson at 50c on the dollar. The directors, it is understood, intend paying the liabilities, each of them losing about 3,000 in addition to the amount originally invested. The business will be continued by Mr. Wilson under the old style.

India is rapidly coming to the front as a cotton manufacturing country. Between 1878 and 1885, the number of mills increased from fifty-three to eighty-seven, the number of spindles from 1,289,706 to 2,158,706, the number of looms from 10,538 to 16,537, and the consumption of cotton in bales from 267,585 to 597,180. The raw material used is Surat cotton, some kinds of which are almost as long in staple as American cotton, and the cloth produced is coarse, suitable for the Chinese trade.

A petition is shortly to be addressed to the State board of health by a firm of eminent lawyers in New York city asking for the appointment of a special medical officer to inspect workmen employed in cigar factories. The lawyers say that a number of Cuban and Bohemian cigarmakers recently imported into that State are unfitted by disease to handle tobacco that other men are to smoke, and that clients of theirs, who have suffered from the infection, have set the movement on foot.

Lumber manufacturers along the line of the Northern Pacific Road held a conference in Duluth lately. Estimates made the amount of dry lumber on hand show 107,000,000 feet against 165,000,000 a year ago, and the log crop this year to be 231,000,000 against 172,000,000 last year. Lumbermen figure from these figures that there will be a lumber famine before the year is over. Prices on dimension stuff for places west of Brainerd were made \$1 over Duluth prices, and common boards advanced \$1. An effort will be made to establish uniformity of grades through the Northwest.]

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