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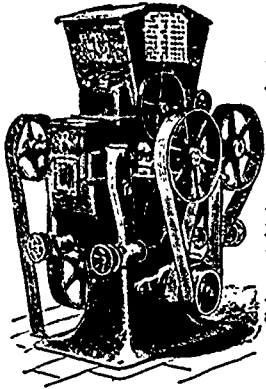
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Fort William Board of Trade.

At the first annual meeting of the board, held recently, President Geo. A. Graham gave a long and interesting address, from which we take the following:—

The board of trade was formed with a strong membership and during the year has taken an active part in the stirring events and rapid progress of the town of Fort William, which town will always look back to the year eighteen hundred and ninety-one, as the date when it first came into prominence as a business centre, although the signs of the times had for many years pointed to Fort William as the Canadian port on Lake Superior destined to be the first port of the great Dominion of Canada, which would rival Duluth and other American lake ports. Still our affairs did not develop sufficiently to convince the public that the time had arrived when the changes so confidently expected had been realized, but that our hopes of commercial supremacy have been consummated inconclusively shown by the advancement made by the town during the past year.

The unrivalled natural advantages of our harbor, coupled with the fact that Fort William had made a most advantageous contract with the Canadian Pacific Railway company, having as its object the construction at this point of the company's works in this vicinity,—this contract was carried into execution in November, 1890, when the consolidation so long expected commenced. The full effect of this important move on the part of the Canadian Pacific Railway company was not fully demonstrated until the spring of 1891, when it was seen that it carried with it the concentration of all the immense east and west bound traffic of this great company. All through freight and passengers were transferred here and this was made the port of departure for the Canadian Pacific steamers.

The business of this company thus centered here was as follows for the year 1891:

Freight received inward by lake, tons	55,245
Freight received inward by rail, tons	29,634
Freight shipped outward by rail exclusive of grain, tons	36,992
Freight shipped outward by rail, inclusive of grain, tons	319,836
Total tons	451,697
Grain received into elevators, bushels	5,493,378
Grain shipped from elevators, bushels	4,013,611
Coal received at docks, tons	119,282
The capacity of the coal docks is tons	100,000
Length of dockage, feet	4,068
Capacity of elevators and annex, bushels	3,750,000
Value of the C. P. R. buildings	\$1,210,000 00
Wages paid at Fort William during 1891	217,030 09
Passenger traffic receipts	24,570 00

The great influx of population in consequence of these changes caused the hamlet to grow into a pretentious town. Hotels, stores and other buildings, many of which are valuable solid brick structures, sprang up in all directions. The demand for buildings is not by any means supplied and it is confidently expected that more building will be done this coming year than last.

The trade of this port for the year is as follows for all districts:

Number of vessels reported in	601
Number of vessels reported out	603
Customs dues collected	\$68,859 00

The Canadian Pacific Railway Company built and furnished a first class hotel second to none in the west. Little over a year ago there was no bank here, while now we have the Bank of Montreal, Commercial Bank of Manitoba and the important banking house of Ray, Street & Co. The lumber trade is an important industry. About ten million feet will be sawed here this season, and a large quantity of ties and other timber are being taken out. Immense virgin forests of spruce and poplar suitable for pulp wood, close to transportation and cheap water power, are in the district.

Extended reference is made to the mining interests and to the advantageous situation of Fort William for the manufacture of iron.

The United States senate has passed Senator Dolph's bill continuing the Chinese Exclusion Act in force for ten years longer.

A sale of the Farnham beet root sugar refinery at St. Romuald de Farnham, Quebec, has been effected. It was knocked down to R. L. Gault for \$26,000. The property will be transferred by Gault to Baron Leillere. The judgment in virtue of which the property was sold was against the old company in course of liquidation for four years past.

A telegram from Minneapolis, United States, says: Advices have been received here of an advance in binding twice for the coming season of from 3 to 4 cents per pound. An afternoon paper declares the cordage trust last year cleared \$1,400,000, and that this showing will induce the establishment of an anti-trust factory in this city by a syndicate from Belfast, Ireland.

The Chicago Herald gives the totals of the nationalities which make up Chicago's 1,200,000 population, and according to these figures, which are pronounced reliable, the largest element is the German, 334,953, next the native citizens, 292,463, and third, the Irish 215,534. The Canadians are set down at 6,959, which shows that the Canadian population of Chicago is very much smaller than has been supposed.

SPECIAL TRADE NOTICE.

The only variation in quality which will ever be found in "Myrtle Navy" tobacco is in the degrees of moisture which it contains. Tobacco is a very absorbent of moisture, and in unusual states of the weather it may become a little too moist or a little too dry to suit the taste of some. This is a minor matter, however, as the essential quality of the tobacco is not changed. Its combustion is a little slower or a little faster according to the degree of moisture, that is all. The darker the plug the greater the moisture, and many prefer the dark. In each caddy, however, the preference for either can be met.