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commissioners in the interests of the public finances; as my friend, Mr. Paquette, the opponent of Mr. Savignac, in the present campaign. I will ask that their election will be made by the people before whom they will have to prove their capacities, as well as their qualifications. I will attentively watch the granting of contracts from the city, and see that they be made under the most favorable conditions to improve the city finances. The continued extension of the city limits in all directions will necessitate before long the erection of a great retail market in a more central part of Montreal, more easily reached by the public than Bonsecours market, which, by its location, is more suitable for the wholesale trade. It is, in other words, to tell you that I am not in favor of the enlargement of this market for the present for the economical reason, which must not be overlooked.

This is, in its great lines, the programme which I submit to your attention. It remains only for me to trust in your hands my electoral prospects. My opponent, Ald. Renaud, kept always in tow at the hands of M. Savignac, this is about all he has done in the City Council. His evident insincerity renders it useless for me to speak of his municipal career only to recall to your memory that when called to cast his vote he remained always under the guardianship of M. Savignac; deceitful guardianship if there ever was one.

Gentlemen electors, I thank you once more for the confidence you rely in me, confidence which I will prove worthy of by my conduct in the City Council, conduct of which you will, of course, remain the supreme judges.

FRANCIS FOURNIER,
Candidate for Ticket No. 2,
St. Louis Ward.

The new season's display in prints and gingham is an excellent one in all respects, and some of the results secured in regular fancies would have been deemed high class in dearer specialties a few seasons ago. Novelty effects are numerous, with elaborate all-over patterns a feature. High grade dress goods designs have been reproduced with such fidelity as to altogether hide the ordinary fancy calico character, while silk and other finishes have yielded brilliant results. The demand for novelty effects has given a good business to agents handling high class specialties in wide special finishes and in printed organdies dimities and other light sheer fabrics, and has kept prices on these quite steady. Percales and other fabrics

largely used by the shirting and waist manufacturers have also sold exceedingly well so far this season on a steady range of values. The demand for such regular prints as indigo blues, turkey reds, mournings and grays, staples and solids has been indifferent, with an occasional tendency to favor buyers in the last named. Shirting prints have been quiet, but steady. Heavy goods, such as printed robes, twills, furniture, etc., have been dull and featureless.

The California Fruit Grower says:—"We fail to see the silver lining to the cloud that hangs over the raisins situation. There is no market, the quotations continue nominal. From January 1st to August 31st (1895) there were shipped overland from Fresno and the North 15,954,000 pounds of raisins. From Sept. 1st to November 30th the shipments were 63,144,000 pounds. When a raisin vineyard of 140 acres, yielding 170 tons of raisins, runs in debt for the labor employed in cultivating and harvesting the crop, what can be said in favor of the raisin business at this time?

The sixteenth annual report of the "American Grocer," showing the total pack of tomatoes in 1895, in comparison with the output of previous years, demonstrates that an earnest and successful effort has been made to bring supply and demand into their proper relation. The acreage was reduced in nearly every tomato-packing State; and this coupled with unfavorable weather, a delayed season and early closing, resulted in a pack of 3,844,780 cases, against 6,686,979 cases in 1894—a reduction of 2,842,199 cases, or 42½ per cent. A careful study of the output for three years indicates that under normal conditions the annual requirements of the United States are amply met by a pack of 4,500,000 cases—in fact, the actual consumption has not reached that quantity. The total output in three years—1893-95—was 15,166,942 cases—a yearly average of 5,055,647 cases. Had not this supply been

beyond requirements, the market would have advanced. The fact that prices throughout the year had ruled comparatively steady, or below the cost of production, is sufficient evidence that the output has been enough greater than requirements to keep the market down. The law of supply and demand is inexorable and if the former is below the latter it is inevitable that prices improve. They have not advanced, and the conclusion must be reached that invisible stocks are larger than estimated.

At a conference of the Postmaster-Generals of the Australian Colonies, Hon. Duncan Gillies and Sir Saul Samuel, Agents-General in London of Victoria and New South Wales respectively, were appointed Australian delegates on the Pacific Cable Commission. The Conference adopted a resolution declaring the Great Britain, Australia and Canada should each pay one-third of the cost of the cable; that the landing place should only be on British territory, and that the route from Fiji should be to Norfolk Island, from which place the line should extend to North Island, New Zealand and Moreton Bay, on the east coast of Australia.

The annual meeting of the Butter and Cheese Association was held in the Board of Trade last week. Mr. Wm. Nivin, President, occupied the chair, and there were also present Messrs. A. W. Grant, John McKergow, J. A. Vaillancourt, H. A. Hodgson, Frank Duckett, A. C. Wieland, A. J. Brice, P. W. McLagan, J. J. Kirkpatrick, A. Hodgson, D. S. Hislop and George Hodge. The election of officers for the ensuing year resulted as follows:—President, M. A. W. Grant; Vice-President, Mr. J. A. Vaillancourt; Treasurer, Mr. Frank Duckett, Executive Committee, Messrs. P. W. McLagan, J. J. Kirkpatrick, A. C. Wieland, and D. S. Hislop, Arbitration Committee, Messrs. John McKergow, W. T. Ware, A. Hodgson, Geo. Hodge, and Chas. Langlois. A Transportation Committee, composed of eleven members of the association, who also elected,

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