

BUTTER



Now is the time to rush in your strictly fresh made Dairy Butter. There is a good demand and prices are good for fine Sept. and Oct. make in tubs and rolls. There is considerable enquiry for tubs of small sizes; that is, about 20 to 30 lbs. nett, at this season of the year. Be sure and wrap rolls in some of our best Belgium Parchment Paper. Do not allow newspapers or ordinary wrapping paper to be used in wrapping the goods, or in lining the boxes. By using the best Parchment Paper you increase the value of your shipments.

And don't hold; send along your Butter FRESH.

Our advices throughout the season not to hold Butter, so far has come true. There is, of course, a demand for Summer Butter, but at low prices, and those who sold right along, instead of holding, have made the most money.

We have a very large number of customers, not only in Winnipeg but all points East and West, who depend on us for their supplies. Consequently, we want large quantities of Butter of all kinds and we trust you will favor us with your consignments. They will receive our best care.

Finest September Cheese, Hams, Bacon and Lard at lowest market prices.

J. Y. GRIFFIN & CO., Pork Packers and
Commission Merchants
WINNIPEG

Have You Any Sweet Butter?



If so, ship to

**R. A. ROGERS
& COMPANY Ltd.**

WINNIPEG

And they will get you good prices for it.

THEY ALSO PAY FANCY FIGURES FOR STRICTLY FRESH EGGS

F. D. ROE, President

R. ABERNETHY, Vice-President

T. F. PATERSON, Sec.-Treas.

**The Canadian Pacific
Lumber Company Limited**



MANAGER

PORT MOODY, B.C.

CAPACITY: LUMBER—60,000 feet per Day; LATH—30,000; SHINGLES—150,000.

We have the largest dry kiln capacity of any mill in B.C.; also the largest amount of sheds, and these are well stocked with Manitoba lumber. We have seven planers and are prepared to ship promptly. We understand the requirements of Manitoba dealers. Send to us for your next car. F. V. TOWN, and JAMES MAYHOOD, Salesmen.

Staple Cottons Firmer.

There has been an improvement in the situation for domestic cotton goods, says the Toronto Globe. This is partly due to the advance in the market for raw cottons, and partly to the active demand for these goods, which make the Canadian manufacturers in different about booking further orders at current prices. This week some of the good-sized orders have been turned down by the mills, notwithstanding the fact that better prices than previously paid were offered. The reason was that the makers were too busy to promise anything approaching prompt delivery. There is still difficulty in getting deliveries of some lines of cottons. The jobbers are anxious to secure delivery of the goods, and the mills are doing their best with the large volume of orders on hand and keep making deliveries of the goods in instalments to keep the jobbers going.

The position of cottons is very firm, and present indications are not favorable to the belief that there will be any weakness in the situation in the immediate future. The fact that the Canadian mills are not disposed to book further orders at current prices or even at advanced prices seems to indicate that they do not care to take the risk of a further advance in the prices of the raw material. It is asserted that unfinished goods could not now be manufactured at current prices if the mills were not supplied with raw cotton at lower prices than are now quoted. These facts make the jobbers very firm in their views as to the value of cotton goods, and they are making concessions, being satisfied that the trade take its course, and feeling satisfied that they will get full prices for the goods whenever they are sold. There is, however, a disposition among a certain class of well-positioned retailers to order freely in these lines at present, so as to secure themselves against having to pay higher prices later on.

The New York Journal of Commerce says:—The condition of the market for bleached cotton is attracting increased attention from buyers and sellers on their part to purchase forward deliveries at present prices with spot dating are noticeable in most districts. Sellers are now meeting such a demand in any leading ticket. They are, on the contrary, decidedly reserved, and from their present attitude it is highly probable that advanced prices will be named within the next week or two in medium and fine grades. In low grades the market is firm.

Railway and Traffic Matters.

It is reported that the C. P. R. is intending to build a double track through their yards at Portage la Prairie and that a commodious freight shed and office will be built next summer on the site of the old M. & N. W. station.

A bill will be introduced in parliament next session to revise the charter of the Edmonton & Slave Lake Railway, which is to run through to Fort Simpson on the Pacific coast, via the Peace River pass. Recent reports have established the value of the Peace River district as a stock raising and mixed farming country, hence renewed interest in the railway project.

Some idea of the amount of railway building contemplated in the United States during the coming year may be gathered from the fact that orders for 1,300,000 tons of steel rails, for delivery in 1902, have been placed with manufacturers, in which amount included 350,000 tons held over from last year's orders, making a total amount actually on the books 1,650,000 tons. The aggregate orders for next year, it is estimated, will be about 2,500,000 tons. The output of rails in 1900 was 2,983,650 tons.

It is reported that the Imperial Tobacco Company of Great Britain and Ireland will take over each of the thirteen firms entering the trust in a footing of ten years' purchase of the average profits of the last three years and the good will. This is to be paid for separately. The members of the trust will be in Bristol, as besides the big firm of Wills, there are two or three of the most important of the concern in that city. Gallaghers and Murphys, two of the most important firms in Belfast, still hold aloof.