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Our Brands

Are a guarantee of superior value. Customers know the rapid selling "Crescent" Black Dress Goods, "Seabelle" Black and Navy Serges, "Abergeldie" Costume Cloths, "Imperial" Velvetens and Hosiery, "Queen City" Cotton Goods, and all goods bearing our trade mark.

FILLING LETTER ORDERS A SPECIALTY.

John Macdonald & Co.

Wellington and Front Sts. E.,

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WRITE FOR PRICES AND CUTS OF

Reliable Air-Tight Heaters

MARSHALL-WELLS CO.
WHOLESALE HARDWARE
WINNIPEG

Made to Wear

"Queen's Head" Iron is made to wear. No danger of its rusting in spots or discoloring after a short exposure, like so many other brands. The secret is perfectly galvanizing. Examine the surface carefully, under a magnifying glass, compare it with other makes, and note the cleanness, smoothness and uniformity of "Queen's Head" coating. It's "the best to-day, and good for years."

JOHN LYSAGHT, Limited, Makers, Bristol, Eng. and Montreal
A. C. LESLIE & CO., Montreal, Mgrs. Canadian Branch

Epsom Salts Heavy Chemicals Patent Medicines Glassware

We are receiving this week: One Car Epsom Salts, one car Heavy Chemicals, two Cars Patent Medicines, three cars Glassware.

We are open to fill winter orders at good prices. Write for quotations.

The Martin, Bole & Wynne Co.
WHOLESALE DRUGGISTS
P.O. Drawer 1461, WINNIPEG

S. Greenshields, Son & Co.

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Wholesale . . .

**DRY GOODS
MEN'S FURNISHINGS
CARPES, ETC.**

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Represented by—R. R. GALLAGHER
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HODGSON, SUMNER & CO.

IMPORTERS OF

DOMESTIC
BRITISH
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AMERICAN

**Dry Goods
Men's
Furnishings**

Small Wares and Fancy Goods

347 and 349 St. Paul St., Montreal

Represented in the West by
A. C. McLAUCHLAN, Box 108, Winnipeg

Galt for president, Mr. Whittla seconding. Mr. Galt, however, stated that he expected to be absent from the city during part of the year, and for this and other reasons he could not accept the office. Strong efforts were made by members to induce him to reconsider his decision, but he would not be persuaded.

Mr. Wm. Georgeson was then unanimously elected on motion of Mr. Ashdown, seconded by Mr. Bole.

The other officers, who were also elected by acclamation, were:

Vice-president, Mr. John Russell; treasurer, Mr. Andrew Strang; secretary, Mr. C. N. Bell.

Messrs. Elliott, Strang, and E. L. Drewry were appointed a committee to nominate sixteen members of the council. They selected the following as representing the various business interests, and they were accepted by the board without amendment: J. B. Monk, J. W. Hutchinson, J. H. Ashdown, Wm. Martin, D. W. Bole, Wm. Hespeler, G. F. Carruthers, D. D. Wood, R. J. Campbell, D. W. Buchanan, W. R. Baker, D. B. Hanna, J. Y. Griffin, A. L. Johnston, E. L. Drewry, D. K. Elliott.

The newly-elected president, not being present in the meeting, the vice-president took the chair until he could be summoned by telephone. On arriving the president was heartily welcomed. In acknowledging the honor, he expressed regret that Mr. Galt, whom he characterized as a faithful and hard-working member had not seen fit to accept the position.

The following standing committees were then chosen:

Legislation—Wm. Georgeson, F. W. Stohart, N. Bayley, J. H. Ashdown, G. F. Carruthers, John Russell, John Aird.

Board of Arbitration—K. MacKenzie, E. L. Drewry, G. F. Galt, J. J. Maulson, S. A. D. Bertrand, J. H. Brock, R. T. Riley, S. Spink, John Galt, Wm. Hespeler, John Aird, G. F. Carruthers, Vacant Lands—W. Hespeler, John Russell, H. T. Champion, A. M. Nanton, H. S. Crotty, D. W. Bole, W. F. McCreary.

St. Andrew's Rapids—W. Hespeler, John Russell, D. W. Bole, H. N. Rutland, H. S. Crotty, J. H. Ashdown, E. L. Drewry, A. Macdonald.

Beet Root Growth—John Russell, J. S. Atkins, J. A. Nares, D. K. Elliott. Freight Rates—J. H. Ashdown, J. T. Gordon, D. W. Bole, H. Miller, J. H. Brock, H. W. Hutchinson.

Beet Root Sugar.

Mr. Russell was called upon to outline the work of the beet root committee. He stated that the committee had pressed on the local government for the last two or three years the desirability of having a thorough test

made to ascertain whether a beet sugar factory could be successfully established. The four great essentials of the industry were fuel, water, lime and beets. Few places were so favorably situated as Winnipeg for the best three of these. Two million gallons of water a day and 15 to 20 tons of lime would be required. It was necessary that the beets should have not less than 12 per cent. of saccharine matter, and not less than 80 per cent. of the co-efficient of purity. The soils had to be treated on a scientific basis. The soil here was regarded by the best experts as quite satisfactory; they found that the farther north the beet could be successfully cultivated, the higher the percentage of saccharine matter, and of co-efficient. He believed we could raise under proper cultivation a quality of beet sufficient for the purpose. The capital required would be over half a million dollars; the industry could not be carried on successfully on a small scale. He thought it might be made second only to the wheat industry.

A petition from the letter-carriers of Winnipeg to the government in Ottawa was presented for endorsement. They asked that the scale of salaries be revised and twenty per cent. added in view of the extra cost of living here. A motion, moved by Mr. Strang, seconded by Mr. Wood, was passed, endorsing the petition.

A communication from the St. John board of trade was read, asking co-operation to secure a reduction of the rate of postage on drop letters in cities to one cent. On motion of Mr. Ashdown, seconded by Mr. Magurn, a resolution was passed heartily endorsing the petition of the St. John board of trade. Some comments were made on the absurdity of charging the same price for delivering a letter across the street as from Vancouver to Halifax. Mr. Elliott called attention to the fact that this was the birthday of the secretary, Mr. C. N. Bell. Mr. Bell had been appointed secretary fourteen years ago, and was receiving only the same salary as at the beginning, \$1,000. He moved, seconded by Mr. Hespeler, and it was unanimously carried that Mr. Bell's salary be increased to \$1,200.

The members present at the meeting were Messrs. D. K. Elliott, J. Galt, Jno. Stovel, F. W. Drewry, E. L. Drewry, P. Gallagher, Jno. McKechnie, H. Miller, W. S. Evans, W. Hespeler, A. Strang, N. Bayley, D. W. Bole, W. L. Parrish, A. L. Johnston, Capt. Robinson, J. H. Ashdown, C. A. Baskerville, N. Bawlf, G. H. Shaw, S. P. Clark, Wm. Martin, K. McKenzie, J. T. Gordon, J. W. Harris, R. T. Riley, Wm. Whyte, G. R. Crowe, A. Wickson, C. A. Kennedy, A. Magurn, J. B. Monk, A. C. Archibald, H. W.

Hutchinson, D. D. Wood, R. J. Whittla, T. Harry Webb, John Russell, R. Muir, D. B. Hanna, Jno. Aird, S. Spink, J. Scroggie, H. S. Crotty, J. S. Atkins, A. M. Nanton, T. Gilroy, A. Macdonald, W. R. McInnes.

Tenders.

Tenders will be received by Mackenzie & Mann, Winnipeg, until 12 o'clock noon, on Saturday, Feb. 16, for building abutments and piers for bridge crossing Red River at Winnipeg, Manitoba.

The Commercial Men.

F. W. Foord has succeeded John A. Scott as traveller for Strang & Co., wholesale wines and liquors, Winnipeg.

S. J. Graham, western traveller for Bright & Johnston, wholesale fruit merchants, Winnipeg, was one of the principals in a wedding on Thursday.

The following commercial travellers registered at Hotel Leland, Winnipeg, this week: D. E. Swift, Chicago; G. M. Newton, Montreal; T. Burrows Ross, Montreal; Alex. Munro, Hamilton; John Dromgole, London; W. E. Short, Montreal; M. Lewis, Montreal; L. Hurswit, Toronto.

Movements of Business Men.

J. L. Melkie, of Port Arthur, intends leaving on the 11th for Europe to purchase stock for his proposed wholesale fancy goods, china, and smallwares business, which will be opened next May.

Modern Boiler-making.

We prepared for deafening sounds. But there was comparatively little noise, for the old boiler-maker who hammered away all day on rivets is in Baldwin's, at least, a thing of the past. His place has been taken by powerful machinery that presses instead of hammering. We began to get a larger glimpse of the machine-like precision of the works, and from what we saw it would seem that the making of a locomotive boiler is the work of a few minutes. For instance, we went over to where a big machine was drilling holes around the edges of some large slabs of metal. The slabs measured a dozen feet each way and were an inch thick, yet the drills went through several of them superimposed, as though they were so much felt. While we looked, a travelling crane came rapidly up the aisle and stopped by the machine. Two flat hooks, like those used to lift barrels, came down from above. A workman caught one

on the edge of metal sheet which had been drawn from the machine. He dexterously threw the other hook across to the opposite side of the sheet, and it caught nearly over the edge. Immediately the crane lifted the sheet into the air, and carried it swiftly down the shop, perhaps a hundred feet, to where a rolling machine was working. One edge of the sheet was dropped into the rolling machine, which bit it as between teeth. The crane hooks slipped off and the sheet began to slide in between the rolls. There was a heavy grinding sound, and then we could see the sheet coming up from the rolls. It was no longer flat, but curved into a great tube. Workmen slipped it out of the end of the rolling machine, and another crane came along, picked it up, and started away with it.—Theodore Waters in Frank Leslie's Popular Monthly.

The Dominion Coal Co., operating in Cape Breton, N. S., are reported to be moving their head office from Boston to Montreal.

The Canadian fire underwriters are to meet in Toronto on the 14th inst. to consider the question of a general advance in rates.

A. E. McKenzie & Co., grain and seed merchants, Brandon, have issued their fifth annual illustrated catalogue of seeds and plants.

The report in a Winnipeg newspaper that Arthur Congdon, agent for Dolge's felts, contemplated buying next summer is incorrect.

Lemon & Co., horse dealers, Fonseca avenue, Winnipeg, received this week a carload of horses suitable for city delivery work. They report the prospects for the spring trade as good.

The Lake of the Woods Milling company is moving 200,000 bushels of wheat back from Fort William to its mill at Keewatin. It is claimed that the wheat can be bought cheaper at Fort William than at Manitoba country points.

The new bridge connecting with Hull is about completed. There is a single railway track, double electric car track, double track for street cars, and a double walk for foot passengers. The steel superstructure is 500 feet in length and 62 feet in span being 336 feet.

WANTED—Capable, reliable person every country to represent large of solid financial reputation; \$2500 per year, payable weekly; \$3 per absolutely sure and all expenses; bona fide, definite salary, no commission; early Saturday and expenses advanced each week. STANDARD OFFICE 334 Dearborn St., Chicago.