

Manitoba.

T. Donaldson, of Winnipeg, has opened a blacksmith shop at Deloraine.

Geo. A. Jenkins, Carman, is moving into his new store, where he has greatly improved quarters.

W. A. Pierce, saddler, Winnipeg, is in the hands of the sheriff, and stock advertised for sale on Aug. 27.

The county of Dennis board of trade has taken steps to secure accurate crop reports from every section of the county.

Whitehead & Green, general store, Neepawa, have admitted D. A. Stewart into partnership, under style Whitehead, Green & Co.

Gardiner & Connolly are opening a new undertaking establishment in Winnipeg. Mr. Gardiner was for many years with Hughes & Co.

W. G. McLaren, general merchant, of Bois-savain, will move to Souris, where he has leased the new brick store which is being built by Mr. Snowden.

E. B. Eddy, the great manufacturer of Hull, whose wares are known throughout the Dominion, is on a visit to the west. He arrived in Winnipeg last Tuesday.

The National hotel (formerly the New Douglas,) Winnipeg, which has been undergoing extensive repairs, was re-opened for business on Thursday last under the management of Harry McKittrick. The hostelry has been fitted up in good style.

The Pilot Mound *Sentinel* says: "Although a considerable number of swine are shipped from this place by dealers, there will be a large trade in dressed hogs this winter, and farmers, as well as merchants, will receive benefit from this restored branch of business.

Owing to a hitch in the contract for the Manitoba fish hatchery, by which the lowest tenderer failed to give his security for the completion of the work, proceedings have been somewhat delayed. The contract, says the *Selkirk Record*, has been let to the next lowest tenderers, F. Walker & Co., of Winnipeg.

The catch of Whitefish on Lake Winnipeg this summer has been unprecedented. The fishing companies are unable to handle the large quantity caught, and one company have withdrawn half their fish, while another company have withdrawn all their boats for a while. Capt. Robinson will finish up his pack this month.

The Virden board of trade is agitating for a special train to convey members of Manitoba and territorial boards of trade and their families to the Toronto exhibition. The promoters believe that the occasion can be turned to good account by advertising the country, their idea being that each board of trade should send with their delegation products of the district which they represent.

Talk about your tall grass, says the *Neepawa Register*. Here is where you find it. We have got the longest specimen extant at this office. It is of the joint grass variety and measures 17½ feet—all this season's growth. Had not the mower laid it low there is no telling where it would have ended. It grew in a meadow six miles west of Neepawa, and was left with us by Mr. Dunsmore, secretary-treasurer of Laogford municipality.

The change of time on the Deloraine branch railway came into operation on Monday last. The train will leave Winnipeg on Tuesdays, Thursdays and Saturdays, going through to Estevan, the new town in the coal fields, and the terminus of the Souris branch. The recent completion of the link between Deloraine and Napinka, connects the Deloraine and Souris branches at the latter place. The distance is 326 miles to Estevan, from Winnipeg.

At the last meeting of the Winnipeg Industrial Exhibition directors it was resolved that in the opinion of the board the exhibition for 1893 should be held from July 17th to 21st,

both dates inclusive. This indicates that the directors are fully satisfied with the plan of holding a summer exhibition, as expounded with this season. The date named above is a little earlier than the exhibition was held this year, this change being made in deference to the expressed wishes of many farmers, as it will not interfere with their haying operations.

According to Henderson's new directory there are in Winnipeg, of ripe enough age to be chronicled, 220 Johnstons (including different ways of spelling that name,) 120 Smiths, 96 Browns, 32 Whites, 30 Greens, 17 Blacks, 100 Andersons, 93 McDonalds, 71 Wilsons, 68 Clarks, 58 Russes, 48 Joneses, 46 Mitchells, 41 Moores, 38 Robinsons and 33 Bells. According to the directory there are 82 insurance companies represented, 59 retail groceries, 43 lawyers, 42 hotels, 33 physicians, 33 real estate agents, 23 newspapers and periodicals, 26 contractors, 23 butchers, 21 incorporated companies, 19 commission merchants, 18 grain dealers, 13 agricultural implement dealers, 13 chemists and druggists.

Alberta.

George Templeton, of Cobourg, Ont., has purchased the drug business carried on in Calgary by John Field.

C. W. Ramsay & Co. are opening a merchant tailoring establishment at Lethbridge. Mr. Ramsay has been engaged as cutter for with Bently & Co. for the last three years.

A. Coghlan has sold out his share in the livery business of Coghlan & Bellisle, Edmonton, to Stanly McPhadden, and the business will be continued by Bellisle & McPhadden.

Several incendiary fires have been started in Edmonton recently, fortunately without serious results. The town council offers a reward of \$500 to any one who will give information that will lead to the conviction of the guilty party.

Most of the delegates, who arrived last Monday from North Dakota, says the *Edmonton Bulletin*, left on Friday's train after taking up land around the two creeks, east of Fort Saskatchewan. The majority have farms under crop this year in Dakota, so have gone back to harvest, but will return this fall and some early in the spring.

The residents of Macleod have decided to stand by the present town, rather than move to the new townsite at the railway terminus. It is to be hoped some arrangement can be made to carry the railway into the old town, instead of endeavoring to build up a competing town. The railway people should be as generous as they can in this matter.

Assiniboia.

Jos. T. Nutrie, of Maple Creek, a young man who came from Ontario a few years ago, has decided to go into sheep. He has taken up a rancho near Maple Creek and purchased from W. L. Nicol, of Walsh, 700 high grade ewes and 12 thoroughbred Oxford Down lambs.

Saskatchewan.

The Vermont delegation, after spending a week inspecting the Prince Albert district, left for the south on August 15. They presented to the government officers, who guided them over the district, lengthy reports as to conclusions arrived at, the substance of which, taken from a portion signed by every member of the delegation, is as follows: "We find that the Prince Albert district for the superior quality of soil, the magnificent crops (in fine condition during our visit) abundance of water, salubrious climate, general adaptability for mixed farming purposes and stock raising is without doubt one of the most desirable localities for the settlement of emigrants on the continent of America."

Grain and Milling.

A new farmers' elevator is being built in Holland, Man.

For the year ending June 30, 1892, the exports of wheat from the United States were 167,230,351 bushels, and of flour 15,196,769 barrels, the total representing 225,060,311 bushels.

The harvest which commences this month in England, says the *London Miller*, bids fair to produce a full average crop on many of the heavier soils, especially where there is good farming and a strong soil is well drained.

At a meeting of the members of the Montreal corn exchange it was proposed that the canal tolls remain as they are until the end of the season, but this was overruled, and it was decided to leave the matter in the hands of the government to act as they see fit.

A consignment of choice two hard wheat left here on Wednesday, says the *Times*, of Emerson, Man. This wheat was shipped in bags and goes through to England via Montreal. Mr. Griffith sends another lot next week. This wheat was grown in the vicinity of Emerson, and is shipped directly to millers, who will test its merits. It will be interesting to know the results.

According to the *Liverpool Mercury*, the first grain cargo to enter the Manchester canal, or rather that portion of it which is finished, was brought by the Francesco Gotuzzi from the River Plate, and was discharged at a point eleven miles up the canal, that is to say, at the extreme end of the section open for traffic. The description of the grain is not given, but the cargo is said to have been consigned to a firm of Warrington millers.

The failure of the large Boston grain firm of Gilman & Cheney was reported recently. Failures in the grain trade should not cause any surprise, as it is well known that the past season has been a disastrous one to the trade all over. Grain men in Great Britain and Europe loaded up with high price wheat early in the season, under the belief that the crop was short, and they have been left with large quantities of stuff on their hands which had to be sold at a loss. On this side the rule has also been losses of a heavy nature to dealers. Winnipeg dealers have suffered with the rest. A Winnipeg dealer was heard to remark the other day that if he had what the other city dealers had lost on wheat this season, he would retire from trade.

Freight Rates and Traffic Matters.

The *Montreal Trade Bulletin* of Aug. 12, says: "Very little change has taken place in grain freights during the week engagements having been made at 1s 10½d. for Liverpool. London is quoted at 2s 3d, Bristol at 2s 6d to 2s 9d, and Glasgow at 2s. Sack flour has been engaged at 10s 3½ for Liverpool. Provisions 13s 9d; butter and cheese 25s to Liverpool, London and Glasgow and 3s to Bristol. Eggs 15s, deals 40s, and cattle 45s to 60s. Lake freights from Chicago to Buffalo 2s wheat, and 1½c corn, and to Kingston 3½c. From Kingston to Montreal, 2½c to 2½c.

Lumber Cuttings.

The Winnipeg city council is calling for tenders for 200,000 to 500,000 feet of pine plank.

The log drive has arrived at the mill at Macleod, Alberta, and the men are busily engaged hauling in the logs. The tail end of the drive is some miles up the river still, but will be down in a few days. So far the boom has proved quite capable of holding the logs and none have yet escaped.

Five hundred passengers left the union station, Toronto, on Aug. 16 last on a special colonist train over the Grand Trunk for North Bay en route for Manitoba and points west.