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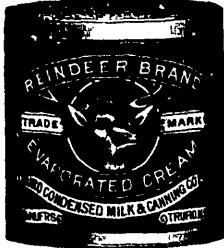
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WINNIPEG, NOVEMBER 26, 1894.

Manitoba.

M. B. Lee & Co., ladies' tailors, Winnipeg, have assigned.

E. L. McDonald has opened a jewelry repair shop at Wawanesa.

Dayton & Brydon, general store, Hilton, have assigned to S. A. D. Bertrand.

A movement is on foot to establish a creamery at Minnedosa in the spring.

J. W. Kastner has leased the Commercial hotel at Morris, to Mr. Spence of Winnipeg.

Duncan & McIntyre, blacksmiths, Morden, have dissolved partnership. T. Duncan continues the business.

Hugh Armstrong, fish dealer, Portage la Prairie, is out of business there, and moved to Norman, Ont.

G. W. Bateman, of Hartney, has been appointed General agent for Western Manitoba for the North American Life Assurance Company.

Jas. McMillan, of Minneapolis, was in Winnipeg the first of the week, in connection with the opening of a branch here of Jas. McMillan & Co.

The Western Canada Loan and Savings company, whose handsome building in Winnipeg was destroyed by fire, has opened temporary offices in the Grain Exchange.

The Manitoba board of underwriters, at a meeting held on Wednesday, announced that instructions had been received from the eastern head offices of the companies to advance Winnipeg fire insurance rates 25 per cent.

The town of Carberry purchased a \$6,000 fire engine some time ago. Owing to technicalities the by-law was quashed, and the engine taken back. Ronald, the maker, now has in a claim for \$1,500 damages, freight, etc., against the town.

The Robinson Fish company whose extensive warehouse at Selkirk was recently destroyed by fire, has begun reconstruction. The new warehouse will be completed in a few weeks, and will then be filled with ice in readiness for the spring catch. Although the idea still prevails that the fire was of incendiary origin the detectives engaged on the case have been unable to locate the fire bugs.

A fire broke out at Alexander on November 22 in the three-story frame block owned by James White and occupied by P. Dickson & Co., general store, and the Commercial hotel. The fire had gained such headway when first

noticed that it was impossible to save anything in the store or hotel, and the building was burned to the ground together with all the contents. The cause of the fire is unknown. The loss is \$10,000, partially covered by insurance.

Dr. Hinman has finished a preliminary inspection of the dairies supplying Winnipeg with milk, and he found that of over 100, only some five or six were in first-class order. The greatest deficiency was in lack of facilities for keeping the milk, while bad stables and bad water were frequent faults. A second inspection will begin at once, to see that the improvements ordered have been carried out. A closer investigation will also be made as to the health of the cows, which was impossible in the summer season, as most of the cows were out at pasture when visits were made.

Mr. Robert Strang, chairman of the Manitoba board of underwriters, said regarding the increase of insurance rates in Winnipeg, that it was done on instructions from head offices, owing to the city having insufficient fire protection. It would lively continue in force until a better system of water supply was adopted. One of the companies doing business in the province has issued orders not to take any more risks in Winnipeg until further instructions are received. The increase in rates may not apply to mills and other special risks.

The electors of Winnipeg will be called upon on Tuesday, Dec. 18, to vote on a by-law to authorize the contracting of a debt of \$225,000, and to issue therefore debentures of the city payable in forty years with interest at four per cent. per annum, payable half-yearly, for the purpose of establishing water-works for a supply of water for suppression of fires, and at the termination of the Winnipeg Works company's monopoly (if any such monopoly exist) for domestic and other uses and also for establishing a plant for electric street lighting of the city.

The hotel owned by John McAnany, facing the Canadian Pacific Railway Enerson branch at St. Boniface, was burned to the ground on Nov. 22. The building was not occupied and had been untenanted for some time. The hotel was one of a group of four or five smaller buildings which was erected in 1879, when the terminus of Manitoba's only railway was located in St. Boniface. Three of the hotels and the old station house have been wiped away by fire and soon the balance of the old landmark settlement may be a thing of the past.

The case of the Northwest Commercial Travellers' association v. London Guarantee and Accident Co., came up in Winnipeg this week. A policy was taken out by the plaintiffs in the defendant company on the life of the late C. F. Church, who lost his life on the prairie between Lethbridge and McLeod on 23rd November, 1892, when he was caught in a blizzard and frozen to death. The amount of the policy was \$1,000. The Accident company refuse to pay the policies on the ground that they were not responsible in this case, as death by freezing did not come within the covenants in the policy. Judgment reserved.

Cost of Railroad Cars.

An ordinary flat car costs to build about \$380; a flat bottom coal car costs \$475; a gondola drop bottom coal car, \$525; a double bottom hopper coke car, \$540; a box car, \$600; a stock car, \$550; a ventilated fruit car, \$700; a refrigerator car, \$800; a four wheeled caboose, \$550, and an eight wheeled caboose, \$700; a fifty foot mail and baggage car, \$3,500; a second-class passenger coach, \$4,800; a first-class coach, \$5,500, and a first-class Pullman car costs \$15,000.

Wheat Mixing

Special enquiry into the alleged mixing of wheat, graded as No. 1 hard at Port Arthur and Fort William, is being made on the spot, by an office of the Inland Revenue Department. When a standard is fixed, the chief requirement is that all samples which pass as No. 1 hard, or any other denomination, should not fall below the standard which it is required to attain. Does it therefore follow that if some grain, in its natural state is found above the requirement, a reduction to the standard is not permissible? When a purchaser bargains for No. 1 hard, he is entitled to get wheat which comes up to that standard as fixed; is he entitled to say that if the wheat was originally above the standard it shall not be reduced thereto? Any number of grading must be up to the standard set for that number—it cannot be below; is there any more reason that it should be above than below? If weight alone were the guide, there would be no difficulty; for all that would be required to make the requisite weight would be more of any inferior quality. But this will not do when the object is to get a certain standard of quality. If the contention be set up that No. 1 hard, though it attains the standard shall in no case have reached that level through reduction, it is doubtful whether it can be maintained, for that would be not merely to exact compliance with the standard, but something beyond it. It seems clear that nothing beyond or below the standard can be made the rule; for this would be to abandon the standard, and to put deviation from it in its place.—Monetary Times Toronto.

Lake Steamship Sailings.

The final sailings of the Beatty line boats before the close of navigation are scheduled as follows: Monarch leaves Sarnia to-day, 20th, arrives at Fort William on the 23rd and Duluth on the 24th; returning will arrive at Sarnia on the 28th. Empire leaves Sarnia on the 23rd, arrives at Fort William on the 26th; returning will arrive at Sarnia Dec. 1st. One of these boats, weather permitting, may make an extra trip.

The Canadian Pacific Railway boats will have three sailings from Fort William before navigation closes, the dates being 22nd, 26th and 29th.

Freight Rates and Traffic Matters.

The Western Freight association has agreed to advance the rates on flour from Minneapolis to New York to 35 cents per hundred pounds. The former rate was 22½ cents. The new rate goes into effect December 3, and has been agreed to by all the roads concerned.

Duluth Market Report, Nov. 19: "As the season of navigation nears its close freights have been inclined to ease off, and charters for fully 500,000 bushels wheat have been made within five days past at 2½c per bushel, a decline of ¼c from the rate that has been in force for some weeks. Vessels are said to have been offered at 2½c in the past forty-eight hours without takers. The week's shipments have been about 800,000 bushels. Little or no new business will be contracted from this on, practically all stuff to be loaded out having been contracted."

Silver.

The silver market was featureless and drooping. There were no developments in connection with Eastern demands for the metal to occasion any movement, and prices simply dropped off without evidence of special selling pressure. Silver prices on Nov 16 were: London 28 15-16d New York 63½c.—Bradstreet.

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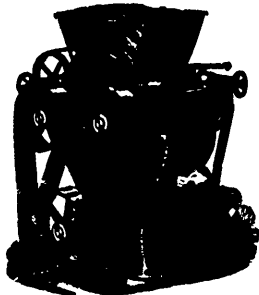
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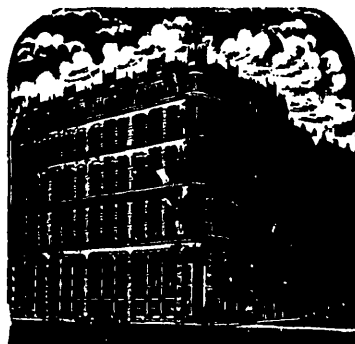
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The Commercial

WINNIPEG, NOVEMBER 26, 1894.

THE ATLANTIC STEAMSHIP BONUS.

The Dominion Government has voted a bonus of \$750,000 a year for ten years, to secure a fast ocean service to Quebec during the summer months, and to Halifax or St. John for the balance of the year. This would give about seven months of the year to Quebec and five to the Maritime province ports. It is also provided that the bonus may be extended for a second term of ten years, at the rate of \$500,000 a year. The cost to Canada of this service would be \$7,500,000 for the first ten years and \$5,000,000 for the following ten years, or a total expenditure of \$12,500,000. This is to be granted for a line of steamships having a speed of twenty knots an hour and giving a weekly service. This rate of speed is about equal to some of the lines running to New York, though some of the faster steamships have exceeded this speed. This fast Atlantic service, if established, at the rate of speed proposed, would reduce the time between Liverpool and Quebec about one day, as compared with the time of the present Canadian lines.

The bonus offered certainly seems an enormous sum to give to establish another Atlantic steamship line. There is apparently already over-competition in the Atlantic steamship service, though certainly the present Canadian lines do not attain the speed required to obtain the bonus offered. Do the people of Canada, who will be called upon to pay these twelve millions of dollars should the scheme be floated, believe they will receive value for their money? We think not. Nothing new is to be accomplished by this proposed vast expenditure. No new industry will be developed. No great internal development of the country will be secured. It will not increase the price of products, nor assist in developing our great mineral areas, or any other great natural resources of the country. It will simply secure a shortening of the time between Quebec and England for the few who wish to cross the Atlantic. It will result only in the establishment of another competing line, to interfere with the business of the existing lines. We need this proposed fast Atlantic steamship line about as much as we require a second railway line between say Montreal and Winnipeg, yet the government would not be justified in granting a large bonus to secure a faster railway service between these points. These proposed steamships would not even be built in Canada. All the money for their construction would go out of the country, and every cent of the large subsidy offered would go out of the country. The Commercial does not favor promiscuous bonusing of railways, but there is this to say of railway construction, that it creates work at home, increases the demand for products at home, and tends to develop the country. Not so with the expenditure in connection

with the proposed steamship line, which would not lead to any expenditure in the country.

The Atlantic steamship service will be improved as fast as commercial conditions warrant such improvement. This vast subsidy to simply provide for an improved service, seems to be something entirely beyond reason. It cannot be compared with railway bonuses for the opening up and development of new regions. A railway cannot be made to pay until there is traffic; but in order to open up a new district and provide traffic, it is necessary to have the railway, hence it has been found necessary to assist colonization roads. The steamship bonus is entirely a different thing. There is already competition, and the bonusing of another line will not lead to any development nor increase the traffic to be handled. Altogether it is an expenditure which seems to be beyond all reason, in comparison with the prospective gain to the country therefrom.

This bonus of \$750,000 annually, voted for a proposed fast Atlantic steamship service, would pay the entire interest on the full cost of building a railway from Winnipeg to Hudson Bay. We make this statement simply to show what could be accomplished in the development of the country at home, by the expenditure of this sum of money. Estimating the cost of the railway at \$15,000,000, five per cent. would provide \$750,000 on this sum—just the amount of the steamship bonus offered. The expenditure of \$15,000,000 in the building of a railway to Hudson Bay, would give this country a great lift on the road to prosperity. The money would be spent at home, and it would ensure good times at least while the road was under construction. It would provide work for our people and increase the demand for the products of the farmers. It would develop a large new territory, lead to the establishment of industries, increase the population of the country, and generally assist to build up the country. The benefit to be derived from the building of the Hudson Bay railway, even as a local road, and not taking into account the possibilities of the water route to Europe via the bay, would be much greater to Canada than anything that can be gained from the proposed fast Atlantic service. There are also many other ways in which the money could be expended in the internal development of the country, to much better advantage than in the way proposed.

NEW ROUTE TO EUROPE PROPOSED.

The proposal to build a line of railway from Quebec city to a harbor on the Labrador coast, is not altogether a new scheme. It has been talked of before, though it has never reached the stage of definite proposals. Any one who will take the trouble to look at the maps, will at once see what a vast saving in time and distance would be made by a railway to the Labrador coast, for travel and traffic to and from Europe. Of course calculating railway routes with the aid of maps is rather different from building the roads. So far as the maps show, a railway to the

Labrador coast would be an easy matter, and such a route, with steamship connection across the Atlantic, would make such a vast saving in time as to revolutionize the trans-Atlantic trade and travel. The maps certainly show the proposed railway in a most favorable light; but it may be noted that while the maps show the saving in geographical miles between America and Europe by this route, they do not indicate possible difficulties in the way of practically carrying out the undertaking.

The distance from Quebec city to the Labrador coast is about 900 miles. There are said to be several safe harbors on the coast. The ocean trip by this route to say Liverpool would be shortened to only 1,900 miles, which by a fast steamship would be made in something over three days. While the latitude is farther north, it is even claimed that the ocean trip by this route would be safer than by the more southerly routes. Mr. Wm. Little, of Montreal, claims the following and other advantages for the water portion of this route: Getting directly to sea from the harbor minimizes the ocean risk; fewer derelicts; no steamship lines crossing the route; absence of fog; greater length of day during the summer; less danger from icebergs, etc. One would suppose that there would be more danger from icebergs by this northern route; but it is explained that here the icebergs have a definite course, whereas they are scattered by various currents further south. As regards the saving in time Mr. Little says:

"By taking this route, a gentleman leaving Liverpool say on Monday morning should be comfortably dining at home in Montreal on Friday evening, when his companion for New York would be still listening to the melody of the foghorn off the Banks of Newfoundland. Yes, he would dine at home, then take the train to New York, spend the following day there, and be home again, before his American friend had passed the New York customs; or, if he had continued his journey through to Chicago, he would arrive there two days in advance of his companion coming by way of the longer New York route: while the saving of time from Duluth, Winnipeg or Vancouver would be nearer three days than two."

Where time is the great desideratum, as it is in the case of most passenger travel, and also in carrying the mails and conveying perishable goods, live stock, etc., the proposed route would have a great advantage over all the old routes. The cool summer temperature would be favorable to the handling of perishable goods, fresh meats, fruits, etc. The lowest winter temperature at the coast of Labrador is said to be about the same as Quebec. The lowest temperature at the government station at Belle Isle (near the proposed point of departure from the Labrador coast) last winter was 23 below zero, in February. The lowest in January was 15 below zero, and in March 5 below. The lowest record for twelve years was 27 below zero. This temperature is not as severe as might be supposed from the northern latitude. The summer temperature is very steady, the variation being remarkably slight.

MANITOBA WHEAT GRADES.

It seems likely that the government will take a sensible view of the matter and refuse to interfere at the behest of those who are demanding changes in the mode of handling and inspecting Manitoba wheat. To make any changes in the middle of the season, would certainly work serious injury to the trade and derange the entire business for the balance of the crop year. If any changes are really necessary, it will be time enough to introduce them by the time the next crop is ready for market. So far as mixing is concerned, there is undoubtedly less reason for complaint this year than in most previous years. The quality of the crop is so high this year, that even with other grades mixed in, the average quality will still be above the regular No. 1 standard, and so long as the wheat is equal to or above the standard, no one has any reasonable cause for complaint. It is worthy of notice that eastern parties who claim to have suffered through being furnished with mixed wheat when they had purchased No. 1 hard, have not asked for an investigation. They have done lots of talking, but they have taken no action to verify their assertions. If any eastern buyer is furnished by a Manitoba shipper, with wheat below the standard, the inspection act provides for a simple and speedy means of redress. So long as these parties who object to the grading of Manitoba wheat, refuse to avail themselves of the means of redress for wheat supplied under grade, their agitation must be regarded as proceeding from other motives than that of real imposition in supplying wheat under grade. The proof of the pudding is in the eating of it, and if the wheat is not up to grade, it is an easy matter to secure redress. When no action is taken, we must decide that no wheat below the standard has been supplied by Manitoba shippers, in filing orders for No. 1 hard.

As regards smutty wheat, it is unreasonable to object to the cleaning of such wheat. Of course farmers are largely to blame for having smutty wheat, but this is no reason why an effort should not be made to handle this class of wheat to the best advantage, so as to enable the farmer to realize as much as possible for his grain. Some have said: "Let the farmer who grows smutty wheat stand the consequences." We think, however, that this is poor reasoning. While the farmer should be warned against growing smutty grain, at the same time it is only right for shippers to try to handle such grain so as to net as much as possible for those who are so unfortunate as to have it.

The Manitoba inspection system provides for two classes of smutty wheat, namely: No. 1 and No. 2 rejected. No. 1 rejected is choice wheat, not badly smutted, but not fit for the regular grades by reason of the presence of some smut. When this grade is thoroughly cleaned before the smut is much broken, it should be good

enough for the high grades. To refuse such wheat a grade above No. 3, would entail a serious loss upon the farmers whose wheat comes in this class.

ABOVE EXPORT VALUE.

Very little Duluth No. 1 hard wheat is being exported. The reason for this is that it is being purchased for home milling purposes at considerably above export values. The supply of hard wheat in the United States is limited, and the most of it is wanted at home for mixing with the softer wheats, to obtain a strong flour. If Manitoba wheat could go into the United States free of duty, so it could be used there for milling, it would be of some value to the producers of Manitoba, as Manitoba wheat would then be placed on a par with Duluth; though possibly the effect of the admittance of Manitoba wheat would reduce hard wheat prices in the United States to an export basis, owing to the increased supply which would then be available. Be this as it may, it is evident that Duluth wheat at the moment has a slight advantage over Manitoba wheat, owing to the fact that it has been selling above an export basis, on account of the home milling demand, while the Manitoba wheat, not having as keen demand at home, has been selling at export prices. The last statement of the Minnesota Railroad and Warehouse commission shows that Duluth wheat sold in England recently at 4 cents per bushel under relative Duluth prices. On October 22, in England, 16,000 bushels of No. 1 hard Duluth wheat sold at equal to about 67½ cents. On the same day the quotation for the same grade at Duluth was 58½ cents or equal to about 72c delivered in London, showing an apparent loss of about 4 cents per bushel. Following shows the price of wheat in Duluth on October 22, with the cost of delivery in London:

Price No. 1 hard in Duluth Oct. 22	5825
Duluth elevator charges	.0085
Lake freight and insurance, Duluth to Buffalo	.0350
Buffalo elevator charges, etc.	.0100
Canal freight and insurance Buffalo to New York	.0300
New York elevator charges	.0150
Ocean freight and insurance, New York to London	.0325
Loss in weight, Duluth to London	.0050

Cost delivered in London..... 7185
Actual sale in London for 22s 7½d per qr of 480 lbs (or 67½c per bu)..... 6788

Apparent loss on transaction nearly 4c .0397

A later statement furnished by the Minnesota Commission, reports a sale on October 29 of 8,000 bushels of No. 1 hard Duluth in London, at 22s 6d per quarter, equal to 67½ cents per bushel. The commission also reports that 8,000 bushels of No. 1 Manitoba hard sold on the same day, on the same terms and at the same price as was obtained for the Duluth grade.

With Duluth wheat selling as much as 4 cents per bushel above export values, it is quite evident that any difference in price between Manitoba and Duluth wheats of the same grade, in United States markets, is

not owing to any difference in quality, but rather to the fact that the home milling demand is taking the Duluth wheat at above export prices, while the Manitoba wheat, being subject to the duty, can pass through the United States only in bond, and must be exported. The latter must therefore be sold at export prices.

INDIAN HEMP.

The Indian hemp, a textile plant of some value, which has been found growing wild in Manitoba, near Rounthwaite, as described in previous issues of The Commercial, is to be tested at the Manitoba experimental farm. The following letter has been received from Mr. Bedford, manager of the farm:

Editor Commercial,—I notice your article in last week's issue on the Indian Hemp, if you will kindly send me some of the seed, I shall be pleased to give the plants a test.

Yours truly,
S. A. BEDFORD.

It is to be hoped the plant will prove valuable under cultivation. It is understood to be used in Russia to some extent, for its fibre.

EDITORIAL NOTES.

INSURANCE rates have been advanced in Winnipeg 25 per cent. This is an outcome of the recent fires, which showed some weak points in the civic fire department. There is, however, no greater reason for the advance than there has been for years. Winnipeg, all things considered, has been a good investment for the companies, but they seem averse to meeting with a loss, and evidently intend to make it up by the increase of rates.

THE Young Liberal Club of Toronto has been debating the question of law reform, and as a result the Ontario government will be asked to appoint a commission, composed of four judges and three laymen, to report as to the best method of securing reform. If the movement leads to the accomplishment of anything in the direction indicated, it will be a matter for satisfaction. To the lay mind, there appears to be abundant room for law reform, in the direction of reducing the cost of litigation, and also in expediting and simplifying the mode of procedure. The introduction of the principle of arbitration more generally in settling disputes is perhaps as greatly to be desired as is a movement for law reform.

THE price of wheat during October, in England, averaged the lowest on record. During 1893, the lowest price reached was 25 shillings per quarter (eight bushels), which was the average price for the month of March, in last year. The October average this year was 17s 10d per quarter. Elsewhere in this issue we publish a table from the London Miller, showing the monthly average of wheat in England for seven years. The prices given are for home-grown English wheat. The very inferior quality of the English crop this year, on account of damage from rain, will perhaps account to some extent for the very low range of prices, but this is only one

(Continued on page 262.)

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FRUIT SHIPPER AND BROKER.

Will buy and ship Fruit and Vegetables at lowest market prices, and handle your produce to best advantage. Special attention given to selecting fruit. Correspondence Solicited.

Unsolicted testimony, dated Oct. 8th, 1894, from my first and heaviest buyer when ordering his supply of winter apples. "I need not tell you that I am worried to death with Winnipeg agents, but having done so well for me, if you can fill this order I don't want any one else to do it."

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For Sale or Exchange.

An unimproved farm in the Winnipeg district for sale very cheap, and on terms to suit a purchaser of limited means. One who would put improvements on the property could have the place on payment of a merely nominal sum. Would exchange for live stock. Address D. W. B., Commercial Office.

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Plain,
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Galvanized,
Wire Goods.

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Put up in neat paper packages and packed (3) three doz. in a case. Price per gross net \$10. GUARANTEED STRICTLY PURE.

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A. J. Ellis.

THE BUSINESS SITUATION.

WINNIPEG, Saturday, Nov. 24.

The principal feature of trade is the effect of the closing of lake navigation. Importations of goods have been heavy of late, to lay in supplies for the winter and early spring trade, previous to the closing of navigation. The closing up of the cheaper lake route for traffic has a firm tendency on prices of general goods. The grain movement is waning. Next week's shipments will wind up the movement by the lakes, as the last boats leave about November 28 or 29. The balance of the crop will go into store for the winter as fast as it is marketed by the farmers. Shipments of live stock are about wound up, navigation having closed at Montreal. A few more loads of cattle are expected to go east for Eastern Canada markets, but the business is practically over for this year. The weather has been moderate, with the exception of a couple of cold days about the beginning of the week.

Winnipeg Markets.

WINNIPEG, SATURDAY AFTERNOON, Nov. 24.

[All quotations, unless otherwise specified, are wholesale for such quantities as are usually taken by retail dealers, and are subject to the usual reduction on large quantities and to cash discounts.]

GROCERIES.—Dried and evaporated apples have had a bad season, owing to some extent as previously stated in The Commercial, to the large quantity of inferior and improperly cured evaporated fruit, and also to large stocks. Buyers require to exercise particular care this year in selecting evaporated apples, as a great deal of the stuff is so badly cured as to be unsafe to handle. Prices have had a declining tendency all the season. Sugars have had an easier tone, prices having been shaded slightly at the refineries on granulated, while New York advanced a point or two. Canadian refiners quoted 4½c granulated and 3 to 3½c for yellows. Raw beet sugar is reported to have sold the lowest on record recently in England, the quotation being 9s 7½d, the lowest previous quotation, ten years ago, being 9s 9d. Molasses are strong. New Bosnia prunes are expected shortly. The first shipment has arrived at Montreal. Wholesalers have now their winter stocks well in hand, and with navigation closing on the lakes and only the higher all rail freight rates open, prices of course are firm.

NUTS.—Soft shelled almonds are quoted at 15 to 16c, walnuts, 15 to 16c, filberts, 12 to 13c. New Chestnuts, 12½ to 15c lb; Figs, new layers, 15 to 22c; Cooking figs, 8 to 9c, dates, 8 to 10c. Cocoanuts \$1 to \$1.20 per dozen.

FLUID BEEF, ETC.—Following are prices of the goods put up by the Johnston Fluid Beef Company of Montreal:—Johnstons Fluid Beef—No. 1, 2-oz. tins, per dozen, \$2.70; No. 2 4oz., \$4.50; No. 3, 8oz., \$7.88; No. 4, 1 lb., \$12.88; No. 5, 2 lb., \$24.30. Staminol—2oz. bottles, per dozen, \$2.55; do, 4oz., \$5.10; do, 8 oz., \$7.65; do, 16oz., \$12.75. Fluid Beef Cordial—20oz. bottles, \$10. Milk Granules—In cases of 4 dozen, \$5.10. Milk Granules with Cereals—In cases of 4 dozen, \$4.25.

CANNED MEATS:—

Corned Beef	..... 2 lb tins, per case of 1 dozen	\$2 65
Roast Beef	..... 2 " " 1 " "	2 75
Brawn	..... 2 " " 1 " "	2 68
Pigs Feet	..... 2 " " 1 " "	2 25
Lunch Tongue	..... 2 " " 1 " "	7 65
	..... 1 " " 2 " "	7 80
Ox Tongue	..... 1½ " " 1 " "	6 70
Chipped Dried Beef	..... 1 " " 2 " "	5 25
Compressed Ham	..... 1 " " 2 " "	4 50

FISH—We quote: British Columbia salmon, 14c lb; British Columbia halibut, 14c. Lake

Superior trout, 9c; whitefish, 6c; pickerel 3 to 4c. Smoked whitefish, 8c lb; smoked goldeyes, 30 to 35c dozen; red herring 20c box; finen haddies, 11c lb. Oysters, \$2 for standards and \$2.25 for selects, per gallon. Shell oysters, \$7.50 per barrel; cans, selects, 48c; cans, standards, 45c each; dry cod, 7c lb; boneless cod, 7 to 7½c; boneless fish, 6c.

GREEN FRUITS.—The way apples have gone this year has been a great disappointment to all who have handled them. There is something peculiar about apples which is not understood. Varieties which have been considered first-class keepers in former years, are proving unreliable this season, and apples which should keep in good condition through the winter, have already to be picked over before shipping. Such late keeping varieties as spies have this year proved entirely unsafe to hold and have rotted badly. What the reason for this is, is not explained, but it is supposed that the warm fall weather in Ontario has been averse to the apple crop. At any rate, whatever the cause may be, Ontario winter apples have this year lost their keeping qualities. At least this is true of the apples received here. Good lemons are very scarce, Floridas being scarce and no other varieties but Malaga lemons being obtainable. It is expected the market will have to depend on Malagas for the next ten days or two weeks, until new Messinas come in. The stock of Malaga grapes is not large and it is expected the supply will be exhausted sooner than usual, all other grapes are out of the market, but some catawbas may be received yet. Cranberries are firm and again higher. Spanish onions have been selling at a wide range of prices owing to some being off quality. They have ranged all the way from 35c to \$1.50 per box. The first sale of the season of New Messina lemons was held in New York on Nov. 20, when prices were about 75c per box higher than the first sale last year. As high as \$4.25 per box was paid. The cause is owing to the recent earthquakes in southern Italy, which have played havoc in the Messina fruit district. Following are quotations for sound fruit:—Florida Oranges, \$5.50 to \$6 per box; Florida Lemons, \$6.00 to 6.50 per box; apples, \$3.00 to 3.75 per barrel; snow apples, \$4.50; California winter pears, \$2.50 to 3 per box; bananas, \$3 to 3.50 per bunch. Malaga grapes, \$7.50 per keg. Cranberries, \$11.75 to \$12 per barrel for fancy Jerseys. Spanish onions, \$1.25 per crate of 50 lbs. New layer figs, 15 to 22c per pound, as to quality and size of boxes.

HARDWARE, PAINTS, ETC.—Jobbers have been busy receiving their usual large importations before the close of navigation, though the importations this season have been on a smaller scale than in some former years. With higher all rail freight rates coming into effect, prices are of course firm, though values now are only nominal on many lines. A good deal of glass has been going out, but generally the quiet season has set in. Refined petroleum has made two or three fractional advances in the east, but there has been no change in this market, and the local market is not expected to follow the advance.

DRUGS.—Following prices are for small parcels and will be shaded considerably for full package orders: Alum, per pound, 3½ to 4½c, alcohol, \$4.75; bleaching powder, per pound, 6 to 8c; blue vitrol, 5 to 8c; borax, 11 to 13c; bromide potash, 55 to 75c; camphor, 75 to 85c; camphor, ounces, 80 to 90c; carbolic acid, 40 to 65c; castor oil, 11 to 15c; chlorate potash, 28 to 35c; citric acid, 55 to 65c; copperas, 3½ to 4c; cocaine, per oz., \$7.50 to \$8.00; cream tartar, per pound, 28 to 35c; cloves, 20 to 25c; epsom salts, 3½ to 4c; extract logwood, bulk, 14 to 18c; do., boxes, 18 to 20c; German quinine, 30 to 40c; glycerine, per pound, 20 to 25c; ginger, Jamaica, 25 to 40c; do., African, 20 to 25c; Howard's

quinine, per ounce, 35 to 45c; iodine, \$5.50 to \$6.00; insect powder, 35 to 40c; morphia sul., \$1.90 to 2.25. Opium, \$4.50 to 5.00; oil, olive, \$1.25 to 1.40; oil, U.S. salad, \$1.25; to 1.40; oil, lemon, super, \$2.25 to 2.75; oil, peppermint, \$4.00 to 4.50; oxalice acid, 13 to 16c; potass iodide, \$4.25 to 4.50; saltpetre, 10 to 12c; sal rochelle, 30 to 35c; shellac, 45 to 50c; sulphur flowers, 3¼ to 5c; sulphur roll, per kegg, 3¼ to 5c; soda bircarb, per kegg of 112 pounds, \$3.75 to 4.25, sal soda, \$2.00 to 3.00 tartaric acid, per lb, 45 to 55c.

COAL.—Prices delivered to consumers in Winnipeg are as follows: Imported anthracite, \$9 per ton for egg, stove or nut sizes; western anthracite, \$8.50 per ton for stove and furnace size; Lethbridge bituminous, \$7.50 per ton; Souris lignite, \$4.25 delivered or \$3.75 on cars here, and \$1.50 to \$1.75 on cars at the mines.

WOOD.—There is not much wood coming in, and there will not be much new wood in until sleighsets in, to get it out of the bush, when lower prices are looked for. Tamarack sells mostly at \$1 to 4.10 per cord on track here in car lots as to quality. Oak about \$3.60 to 3.75, mixed pine, spruce, etc., can be had at \$3.50. Poplar has sold at from \$2.25 to 2.60 on track as to quality. Birch, \$4.

GRAIN AND PRODUCE.

WHEAT.—The history of the wheat market this week has been a continual slump in prices. United States markets have made a net loss each succeeding day from Monday to Friday inclusive, though on Friday the loss was trifling. The recent advance seems to have frightened operators, and they have stood from under this week and let prices drop, even in the face of bull news on some days, as notably on Thursday. The visible supply statement on Monday showed an increase of 1,062,000 bushels. The corresponding week last year the increase was 2,701,000 bushels, and the same week two years ago the increase was 2,333,000 bushels. The total supply is now \$2,282,000 bushels as compared with 76,753,000 bushels a year ago. Wheat on ocean passage increased 616,000 bushels. The English visible supply decreased 630,000 during the week. Large receipts of 1,366 cars at Minneapolis and Duluth combined on Monday, was a principal factor of weakness. Exports from all countries were 900,000 bushels greater than weekly requirements of importing countries. A report on Wednesday said the Russian agricultural Minister approximates the crop of wheat this year for that country at 272,000,000 bushels against 336,000,000 last year. Prices declined heavily in the United States markets, without much apparent cause. On Tuesday the Cincinnati Price Current reported that the invisible supply of the United States on Nov. 1 was 56,000,000 bushels less than on the corresponding date a year ago, and that the total stocks were less by 47,000,000 bushels than in 1893. Liverpool cables were 1-4d. higher. Exports were good. Closing Liverpool quotations, however, were lower, and United States markets were ¼ to ¾c lower. On Friday the tendency of the markets continued downward, but after a decline of ¼ to ¾c, there was a recovery of nearly the full amount, and at the close United States markets were only a shade under Thursday. Receipts were large at Minneapolis and Duluth, aggregating 825 cars, and cables were lower.

Exports of wheat, including flour as wheat, from both coasts of the United States and Canada, amount this week to 3,312,000 bushels, compared with 2,909,000 bushels last week, 2,764,000 bushels in the corresponding week a year ago, 3,465,000 bushels in the same week of 1892 and 4,082,000 bushels in 1891. The Pacific coast makes another large record in the matter of exports of wheat, Tacoma having secured an unusually large proportion of the business during late weeks.

CONSIGNMENTS

Of Butter, Eggs, Poultry or any other Products of the Farm solicited, and Carefully Handled.

Try our Fresh Pork and Bologna Sausage.

Live Hogs Wanted.

J. Y. GRIFFIN & CO., Pork Packers, Winnipeg.

Canadian Excursions.

Once more The Northwestern Line—C. St. P. M. & O. R'y., announces its arrangements with Northern Pacific and Great Northern Railways for the annual Holiday Excursions to Canada via St. Paul and Chicago.

Tickets will be on sale at Stations in Northern Minnesota, North Dakota and Manitoba on the following dates: In Manitoba every day from November 20th to December 31st, 1894, and in Northern Minnesota and North Dakota on November 20th and 27th; December 4th, and every day from December 10th to 31st, inclusive, at the following rates:

\$40.00 for the round trip to Montreal and points west in Quebec and Ontario. To points East of Montreal tickets will be sold at slightly increased rates.

Trains from Northern Minnesota, North Dakota and Manitoba, arrive in Minneapolis and St. Paul early in the morning in ample time to connect with the day train via

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which leaves Minneapolis 7:20 a.m. St. Paul 8:00 a.m. Daily, arrives Chicago 9:35 p.m., making connections with late trains out of Chicago for the East. Luxurious Parlor Car on Day Train Minneapolis and St. Paul to Chicago.

Other trains via The North-Western Line for Chicago leave as follows:

ATLANTIC EXPRESS leaves Minneapolis 5:45 p.m., St. Paul 6:25 p.m., Daily Except Sunday. Arrives Chicago 8:00 a.m. Has FREE Reclining Chair Car.

NORTH-WESTERN LIMITED leaves Minneapolis 7:30 p.m., St. Paul 8:10 p.m., arrives Chicago 9:30 a.m. Has Pullman and Wagner Private Compartment Sleepers and Buffet Smoking Library Coaches. THE FINEST TRAIN THAT RUNS ON WHEELS.

For the popularity of The North-Western Line would refer you to the large number of people who have enjoyed its first class services to Chicago en route to Canada in former years.

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Thrice Blessed With Good traveling accommodation is mankind today. But Good is not enough for the traveling public who are used to luxury when they are at home. They must have the Best, and up in this country when we say BEST we mean The North-Western Line.—Improvement Bulletin, Minneapolis.

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Our prices per ton, delivered anywhere in Winnipeg,

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THE INMAN OPTICAL CO. Wholesale, 512, 520 Main St., WINNIPEG, MAN.

THE ROSEBUD CLEARED ALL UP.

He had just finished the addition of fourteen columns of tantalizing figures, and was brain weary, when a friend and customer entered his private room. There was temper plain upon the intruder's face, for he was a man easily irritated, though generous to a fault. There was a misunderstanding, and he came not to clear it up, but to mix it up worse in a loud and useless wrangle. Ere he had finished his first burst of temper in loud words, his friend handed out the box containing "Reliance Rosebuds." The visitor grasped one bit the end off savagely, and wasted three matches ere he got it lighted. This act interrupted for a little his voluble irritation, but his first puffs were nervous and quick in succession. Before he was well seated and prepared for more loud talk, his friend had got in a few calm sentences, and as the misunderstanding was simple, the explanation was short and lucid. Few men have the blunt moral courage to acknowledge their mistake the moment after it is made, but as the smoke curled up from that cigar, the visitor saw clearly and acknowledged his, and a few minutes later left the room with expressions of perfect satisfaction, and avowals of continued friendship. This is but one of a hundred such instances. Cigars made from a coarse rank tobacco only increase the ill-temper of an irritated man, but the "Reliance Rosebud" contains the finest Havana tobacco, and smoking it never fails to soothe the nerves, and calm the temper. Try one when you are bothered and annoyed, and all doubt upon the matter will quickly vanish. This cigar is manufactured only by TASS, WOOD & CO., RELIANCE CIGAR FACTORY, MONTREAL.

San Francisco wires to Bradstreet's that vessels are being chartered there to proceed to Columbia river in ballast to load with wheat.

Wheat Locally.—The great weakness in wheat in loading markets has affected the local situation, though the decline here has not been as great as in United States markets. There was some buying to wind up the shipping season, which maintained prices fairly well in the face of a decline of about 3c in United States markets during the week. In this market business during the week was transacted at prices ranging between 59 and 60c for No. 1 hard, Fort William delivery, closing weaker, with sellers at 59 cents. In Manitoba country markets prices have been well maintained. At some points there was an advance this week in prices to farmers. The range in Manitoba country markets, to farmers has been between 40 and 43c, according to freight rates, most points ranging at 41 and 42c. Wheat being bought in the country now of course cannot go forward in time for shipment by water this year, so it is evident the closing of navigation has not depressed country prices materially. Shipments are falling off, though there was a fair movement this week. Next week's returns will wind up water shipments for this year, with a total approximating 8,000,000 bushels shipped eastward via the lakes. The railway companies have done well this year in supplying cars and keeping up with the demands of the trade. Only for a brief time when the movement first set in heavily, was there any appearance of congestion of traffic. Lake rates have been easy toward the close of the season. Duluth reported offers of vessels at 2 1/2c the first of the week.

FLOUR.—The advance indicated last week went into effect on Monday, the full advance in the quotations for small lots being 20c, but most sales are being made at 15c; namely \$1.50 patents and \$1.60 bakery.

MILLSUFFS.—The advance reported last week went into effect on Monday. The quotation is now \$11 for bran and \$13 for shorts, with small quantities held at \$1 per ton more.

GROUND FEED.—Prices unchanged. The range is from \$18 to \$20 per ton as to quality for pure oats and barley feed.

OATMEAL.—Prices are about the same. Rolled oatmeal is quoted at \$1.90 to \$2 per sack in broken lots, as to quality, and offers have been made at \$1.75 in carlots. Standard and granulated meal, \$2.15 in small lots, per 100 lbs.

OATS.—Prices to farmers here have ranged at 22 to 23c per bushel of 34 pounds, though 25 to 26c is paid for good to choice white milling oats. Car lots have been held at about 23 to 24c on track here. In Manitoba country markets car lots are held at about 18 to 19c.

BARLEY.—Very little movement. No shipping business reported. Farmers' loads here bring 28 to 30c for feed qualities.

FEED WHEAT.—Wheat for feed or local milling is worth 40 to 45c, price to farmers for loads.

OIL CAKE.—Ground oil cake meal is quoted at \$24 per ton in sacks, with small lots at \$25.

BUTTER.—The butter market is heavy. Eastern markets are overstocked, especially for undergrades, and prices seem weak every where. Locally business is dull and prices easy. We quote round lots of country dairy, mixed quality, at 10 to 12c as to average quality. Selections, 15c, medium qualities 8 to 10c, culls 5c.

CHEESE.—Jobbers quote 11 to 11 1/2c.

EGGS.—Dealers are selling at 15 to 16c as to quality, and paying 14c for round country lots.

CURED MEATS.—There has been a further decline on some lines, long clear being 1/4c lower and breakfast bacon 1/2c lower. Quotations are: Hams, 12c for heavy, and 12 1/2c for assorted sizes; breakfast bacon, backs, 11 1/2c; bellies, 12 1/2c; dry salt long clear bacon, 8c; smoked long clear, 9c; small smoked sides, 9c; dry salt shoulder, 8c; dry salt backs, 9 1/2c; spiced rolls, 8 1/2c; mess pork, \$16, selected mess, \$18 to 18.50 per barrel. Sausage is quoted: Fresh pork sausage, 7 1/2c; bologna sausage, 7 1/2c per pound; German sausage, 7 1/2c; ham, chicken and tongue sausage, 10c per half pound packet. Pickled hogs tongues, 5c lb. Pickled pigs feet, \$1.40 per pair; pickled hocks, 3c lb; smoked jowls, 6c.

LARD.—Lard has also declined again this week. We quote: Pure, \$2.00 for 20 pound pails, and \$5 for 50-lb pails; compound at \$1.75 per 20-lb pail; compound in 3 and 5 pound tins, \$1 per case of 60 lb. Pure leaf lard in 3, 5 and 10 pound tins, quoted at \$7.00 per case of 60 pounds.

POULTRY.—Prices are easier at 10 to 11c for turkeys dressed, per pound. Ducks, dressed, 10c lb; geese, 10c. Chickens, 8c per pound, dressed; old fowl, 7 to 8c lb dressed.

DRESSED MEATS.—A good deal of country dressed stuff is now offering, and though most of it is rough stuff, still it has a depressing feeling. Dressed hogs are weak. About 5c is the price paid for country hogs, though some exact prices to go lower, and are talking 4 1/2c now. Beef is easy. A good deal of rough country beef is offering. We quote city dressed beef selling mostly at 4 to 4 1/2c and country beef 3 to 4c. Mutton, 5 1/2 to 6c. Lamb the same as mutton.

HIDES.—The opening of business by a new firm has somewhat unsettled prices. There is a higher tendency on country frozen hides, and though some quoted 1 1/2c, others were reported paying 2c flat for country frozen hides. We quote, Winnipeg inspection 2 1/2c for No. 1 cows, 1 1/2c for No. 2, and 1c for No. 3, and 3 to 3 1/2c for No. 1 heavy steers, and 2 to 2 1/2c for No. 2 Steers; branded hides grade No. 2, when not otherwise damaged to reduce them to No. 3. Green frozen country hides as they run 1 1/2 to 2c. We quote: Calf, 8 to 13 lb skins, 1 to 5c per lb. Kips about the same as hides. Sheep and lamb skins, 35 to 4 1/2c for fresh, large skins. Tallow, 5 1/2c rendered and 2 to 3c rough.

SENECA ROOT.—Dull and nominal at 19 to 21c.

VEGETABLES.—Potatoes have been sold from 10 to 50c per bushel, but only a few have gone lower than 40c, which is the usual price. Prices are: Potatoes, 10 to 50c per bushel. Onions, 2 1/2 to 3c, per lb; cabbage, 50c to \$1.00 per dozen; celery, 20 to 30c per dozen; citrons 40 to 60c per dozen; vegetable marrow, 50c per dozen. Carrots, 40c per bushel; beets, 30 to 40c per bushel; turnips; 20 to 25c per bushel; parsnips, 2c per lb.

HAY.—Loose hay on the street market is selling about \$4 per ton. Baled hay slow and quoted at \$1.50 to 5.50 as to quality, etc.

LIVE STOCK.—Cattle business is quiet. There was nothing doing this week in shipping stock, though it is expected some more shipments will go forward to Eastern Canada markets. Export business to Europe is over for the season, navigation having closed at Montreal. We quote butchers cattle, good to choice, 2 to 2 1/2c. Hogs quiet and quoted at 4c off cars here for good average packer hogs. Sheep inactive and quoted at \$2.25 to \$2.40 per cwt. At Toronto on Tuesday, butchers' cattle sold at 3 1/2c for choice, but few brought this price. Fairly good brought 2 1/2 to 2 3/4c and down to 1 1/2c for poor. Hogs were a shade higher at \$1.30 to 1.35 for bacon, \$1.25 for thick fats, and \$1 for stores, sows and light fats. Sheep, 3c for export, some being taken to ship via Portland or Boston. Lambs dull at \$1.50 to 2.65 each.

Chicago Board of Trade Prices.

Wheat opened firm on Monday, and gained 1/4c, but then became weak on large receipts northwest, and declined, closing near the bottom at 1/4 to 1/2c under Saturday. Closing prices were:

	Nov.	Dec.	May.	Jan.
Wheat	55 1/2	55 1/2	60 1/2	
Corn	50 1/2	49 1/2	49 1/2	
Oats	28 1/2	29	32 1/2	32 1/2
Mess Pork			12 7 1/2	12 4 1/2
Lard			7 3 1/2	7 20
Short Ribs			6 15	6 30

Wheat continued weak on Tuesday, with dull markets. May wheat opened at 60 1/2c and closed with a loss of about 3/4c. Closing prices were:

	Nov.	Dec.	May.	Jan.
Wheat	54 1/2	55 1/2	60 1/2	
Corn	50 1/2	49 1/2	49 1/2	
Oats	28 1/2	29	32 1/2	32 1/2
Mess Pork			12 50	12 20
Lard			7 22 1/2	7 05
Short Ribs			6 30	6 15

The weakness was even greater on Wednesday, though some firmness was shown early in the day. The lowest prices were at the close, with a loss of 1 1/4c on the May option. Closing prices were:

	Nov.	Dec.	May.	Jan.
Wheat	53 1/2	54	59 1/2	4
Corn	50 1/2	49	48 1/2	
Oats	28 1/2	28 1/2	32 1/2	
Mess Pork			12 32 1/2	12 15
Lard			7 20	7 02 1/2
Short Ribs			6 27 1/2	6 12 1/2

On Thursday prices again made a further loss, though slight. May option ranged between 58 1/2 and 59 1/2c, closing 1/4c lower than yesterday. Closing prices were:

	Nov.	Dec.	May.	Jan.
Wheat	53 1/2	53 1/2	58 1/2	
Corn	49 1/2	48 1/2	48 1/2	
Oats	28 1/2	28 1/2	32 1/2	
Mess Pork			12 10	12 07 1/2
Lard			7 12 1/2	6 95
Short Ribs			6 20	6 05

On Friday wheat continued weak. May wheat declined to 58 1/2c, but advanced near the close to 58 3/4c. Closing prices were:

	Nov.	Dec.	May.	Jan.
Wheat	58 3/4	58 1/2	58 3/4	
Corn	49	47 1/2	48 1/2	
Oats	28 1/2	28 1/2	32 1/2	
Mess Pork			12 37 1/2	12 05
Lard			7 15	6 97 1/2
Short Ribs			6 20	6 05

On Saturday, November 21, wheat closed at 58 1/4c for November, 58 1/2c for December 59 1/2c for May. A week ago November wheat closed at 55 1/2c, December at 56 1/2c and May at 61 1/2c.

Duluth Wheat Market.

No. 1 Northern wheat at Duluth closed at follows on each day of the week:

Monday	Nov 60c; Dec 59 1/2; May 62 1/2
Tuesday	Nov, 59 1/2; Dec, 59 1/2; May, 62 1/2
Wednesday	Nov, 59 1/2; Dec, 59 1/2; May, 61 1/2
Thursday	Nov, —; Dec, 57 1/2; May, 60 1/2
Friday	Nov, —; Dec, 57 1/2; May, 61 1/2
Saturday	Nov, —; Dec, 57 1/2; May, 60 1/2

A week ago prices closed at 60 1/2c for Nov. delivery per bushel, 60 1/2c for December and 63 for May. A year ago November wheat closed at —; December at 60c and May at 65 1/2c. No. 1 hard is quoted at 1 1/2c over No. 1 northern. No. 2 northern 3/4c lower than No. 1 northern for cash wheat.

New York Wheat.

On Saturday, November 21, wheat closed at 57 1/2c for December. May closed at 62 1/2c. A week ago December wheat closed at 59 1/2c, and May at 64 1/2c.

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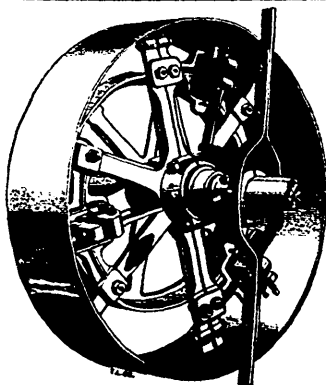
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COMMERCIAL JOB DEP'T

Awarded First Prize for Job Printing
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Minneapolis Wheat.

No. 1 Northern wheat closed on Saturday at 58½¢ for December delivery and May at 58½¢. A week ago November wheat closed at 59½¢, December at 59½¢, and May at 61½¢.

Winnipeg Wheat Inspection.

The following shows the number of cars of wheat inspected at *Winnipeg for the weeks of ended on the dates named compared with the number of cars inspected for the corresponding weeks a year ago, as reported by Inspector Horne to the Board of Trade:—

Grade.	Oct. 20	Oct. 27	Nov. 3	Nov. 10	Nov. 17
Extra Manitoba					
hard	0	4	0	1	1
No. 1 hard	87	160	183	94	236
No. 2 hard	4	0	0	4	4
No. 3 hard	0	0	0	0	0
No. 4 hard	0	0	0	0	0
No. 1 Northern	12	10	17	26	26
No. 2 Northern	2	0	0	2	0
No. 1 White eye	2	2	1	2	2
No. 2 White eye	2	0	0	0	0
No. 1 Spring	0	4	3	2	4
No. 2 Rejected	10	8	15	5	20
No. 2 Rejected	18	10	17	7	13
No. 2 Rejected	1	1	0	0	0
Total	142	211	191	143	270
Same week last year	282	190	219	267	219

*Wheat inspected at Emerson going out via the Northern Pacific to Duluth, is included in Winnipeg returns. A considerable portion of the wheat moving is inspected at Fort William, and does not show in these figures.

Winnipeg Clearing House.

Clearings for the week (five days) ending November 21, were \$1,360,533, balances, \$297,841. For the previous week clearings were \$1,492,242.

Following are the returns of other Canadian clearing houses for the weeks ended on the dates given:

	Clearings.	
	Nov. 15th	Nov. 8th.
Montreal	\$12,726,527	\$14,193,293
Toronto	6,822,050	6,149,448
Halifax	1,316,467	1,295,422
Winnipeg	1,492,242	1,650,810
Hamilton	770,044	903,395
Total	\$22,627,390	\$24,195,369

Manitoba Wheat Exports.

The following shows the quantity of wheat carried weekly by the Canadian Pacific to Lake Superior ports for the season, with water shipments from the same ports:

	Arrivals at lake ports.	Water Shipments.
Sept. 1	212,688	174,751
8	121,099	277,377
15	224,285	168,481
22	393,158	153,981
29	727,817	752,197
Oct. 6	836,767	418,849
13	1,018,702	1,007,383
20	991,574	851,773
27	893,890	891,672
Nov. 3	810,694	891,080
10	717,696	1,021,222
17	588,206	686,556
Total	7,457,946	7,277,269

Estimating receipts at Canadian lake ports this week at 600,000 bushels and allowing for about 1,000,000 bushels carried to Duluth by the Northern Pacific for the season, the total shipments out of Manitoba wheat to date would equal about 9,000,000 bushels, including balance held in store at lake ports. There has been also a considerable quantity gone out in flour. Including wheat held in store at interior points and what has been ground by the mills, there would be about 12,000,

000 bushels of this crop out of farmers' hands. Stocks in store at Fort William on November 17 were 1,090,811 bushels, as compared with 1,518,703 bushels in store a year ago.

To Shippers of Hogs.

J. V. Griffin & Co., pork packers, Winnipeg, have issued the following circular, which is of interest to handlers of live and dead hogs.

After operating our new pork packing house for about 15 months, and having made experiments during that time, we think same should be communicated to our numerous shippers. During the time referred to we packed about an equal number of live hogs, slaughtered by ourselves, and frozen dressed hogs killed by farmers and others, and our experience has been decidedly against dressed hogs. One thing should be impressed on farmers that all dressed hogs must be opened at hams and breast, and gutlet taken out clean. The trouble is hogs that have been frozen are much more difficult and uncertain in curing, and we feel they are so risky that we could not be induced to handle such a large quantity again as we did last season. While we may take a few a little later, the number will be small, and were we to get what we required alive, we would not touch the dressed ones at all. We feel assured we will soon be compelled to adopt same course as American and Eastern Canadian packers, that is not to pack dressed hogs.

Our house has arranged for handling live hogs in winter as well as summer, and shippers who use box cars in cold weather can send their hogs forward in perfect safety. Last winter we received quite a large number alive from wagons, and some rail lots arrived during the very coldest snap and in prime condition.

The quality of hogs now coming forward, is, we are pleased to say, a decided improvement on those offered last season. Hogs weighing from 150 to 250 pounds are the most desirable and the ones now wanted in this market. Do not ship any unrier 150 pounds or sows in pig, as they are of no use to us for cutting up and can only be sold for account of shipper. Heavy hogs now sell fully 10 per cent. lower than medium weights. Stags are bad stock, and if you do buy them, and they are not too bad, we will take them at 1½¢ delivered at packing house. But we prefer not to handle them at any price. Always get liberal allowances on flabby sows, and let it be clearly understood, when we make an offer on live hogs delivered Winnipeg, or off cars Winnipeg, it means hogs are not to be fed or watered in transit, and if they are they will be subject to the usual shrinkage taken off farmers, namely 5 per cent.

Live Stock.

The cable from London on November 19 says: The market for cattle to-day was strong, and prices advanced 2c per lb. since last Monday, which was due to the improved demand, the light receipts of Canadian and American cattle and the general supplies being light. Finest steers were quoted at 12c, as against 10c this day last week. The sheep market is firm with no change in prices to note. Finest steers, 12c; good to choice, 11½¢; poor to medium, 10½¢; inferior and bulls 8 to 9½¢; best sheep 12c; secondary, 10 to 11c; Merinos, 9½ to 10½¢; inferior and rams, 7 to 8½¢.

The Montreal Gazette on Nov. 19, says: "This is the last week for shipments from this port, the steamship Storm King being the last vessel to sail, then exporters will no doubt occupy considerable of their time in balancing their accounts. The sharp advance abroad noted by our cattle to-day was very

welcome news, but on the other hand it was doubted by some shippers, as private cables received in some cases reported the market unchanged. The 220 head of cattle and 2,000 sheep, which were booked for the disabled steamship Kosarian, are here, and as it is impossible for the shippers to secure space from this port it is likely that the sheep will be shipped by way of Boston, but the cattle will have to be sold here for local consumption, owing to the fact that other shippers have their supplies on hand to fill the balance of the space from this port. The ocean freight market here is practically closed for the season, but we understand that considerable business has been done in the way of engaging freight from other ports for shipping cattle and sheep during the winter months. It was reported to-day that all the sheep space from Portland had been taken up to the 1st of February at 50c and one boat at 55c."

At the Montreal stock yards on Nov. 19, there was a fair supply of live stock offered, for which the demand was good both from local speculators and butchers. For good cattle holders realized fully 4c to 4½¢ per lb. more than they did this day last week. Good heaves sold at 3½¢ to 3¾¢; fair at 2½¢ to 3c, and common at 2½¢ to 2¾¢ per lb. live weight. There was no change in sheep, the feeling being steady, with a good demand at 3c per lb. for shipping stock fed, and a sale of over 300 head was made at 8½¢ per lb. off the cars. Lambs were plentiful and easier, sales of some fair sized lots being made at 2½¢ to 3c per lb., live weight. The market for live hogs was firmer and values were higher. The offerings were about 400 head, which sold at 4½¢ per lb., and one lot of choice changed hands at \$1.40 per 100 lbs. Calves were scarce and dear at from \$5 to \$12 each, as to size and quality.

An Abnormal Decline.

The fact that United States pig iron has been sold as far east in Canada as Montreal at the extremely low price of \$17.50 per ton is sufficiently wonderful in itself when the distance that the iron has to be carried, and other facts are considered. In 1881 No. 1 anthracite foundry pig iron was selling at Philadelphia at \$23.50 per ton; to-day it is selling at \$12.50 or \$3 per ton cheaper than it was ten years ago.

The fluctuation in values was not violent until the year 1890, except in 1885 and 1889, when there was a difference of \$2.50 and \$3.25 per ton respectively, and the price of \$20.50 in 1884. But though they showed the fluctuation between January 1884 and January 1890, they were substantially the same at these two periods, for in January, 1890 the ruling price for No. 1 pig at Philadelphia was \$19.90.

This figure was the culmination of an advance which set in in the latter part of 1889, but by July, 1890, the price had fallen almost \$2.00 per ton, and from that period the unprecedented decline set in and has continued, no recovery of any moment being noted during the years which have elapsed. In other words, between January, 1880, and January 1891, there has been a decline averaging 40 per cent. below the figures which prevailed previous to this period.

It is not surprising, therefore, that the wages of iron workers across the lines have been reduced, for a moment's reflection will show that it has been absolutely necessary. In fact, the surprise is that iron and steel manufactures have been able to face the adverse conditions as they have done. Indeed, if the decline is continued, the prospect for them is anything but hopeful. —Hardware Merchant.

British Columbia.

Hunter & McKinnon, general merchants, have sold out in New Denver, and will concentrate their business at Silverton.

Four more British Columbia salmon canneries have passed into the hands of an English syndicate. These are the Lighthouse cannery, on the Fraser, two on Naas river, and one on the Skeena. The price paid for the Lighthouse cannery was \$30,000.

C. W. White, tailor, has started business at Kamloops.

Hirst Bros., general store, Nanaimo, style about to be changed to James Hirst.

James A. Caldwell, tailor, Nanaimo, has compromised at 60c on the dollar.

The estate of J. W. Spear & Co., musical instruments; assignee selling off and closing the business.

J. Beer, grocer, New Westminster, is offering to compromise.

Forlong & Sexsmith, general store, Steveston, are reported to have dissolved.

James Abrams, men's furnishings, boots and shoes, etc., Union Mines; stock is offered for sale by assignee.

W. E. Johnstone has opened in cigars at Vancouver.

Hobson Bros., boots and shoes, Vancouver, contemplating dissolution.

Chas. Gross & Co., boots and shoes, are opening business at Vancouver.

G. B. Scuitto, hotel, Vancouver; sheriff's sale advertised.

Goldstein Bros., clothing and men's furnishings, Vancouver, have dissolved.

E. L. Morand, hotel, near Vernon, totally destroyed by fire.

Thomas Brownlee, oil merchant, Victoria; successor to the Paragon Oil Co.

Mrs. P. Wilson, groceries, etc., Victoria, advises retiring from business.

E. G. Anderson & Co., commission, etc., Victoria, have given up business.

George Cavin, saloon, Victoria, has taken a lease of the Colonial Metropole bar.

Fitzpatrick & Beal, metal workers, have dissolved. J. F. Fitzpatrick continuing.

M. Wasto, marble, Victoria; reported admitted a partner.

Wellington Loan & Investment Co., Ltd., Wellington, reported about winding up.

J. A. Thompson, late furniture, etc., Wellington, contemplates opening a hotel at Nanaimo.

Lukey & Lowry, printers, etc., Wellington, discontinued business, Lowry withdrawing from the firm, and R. J. Lukey recommences at Nanaimo.

A. J. McMurtrie, clothing, boots and shoes, etc., Wellington, is selling out and contemplates opening in hotel business.

Thompson Bros., stationery, Vancouver, has suffered a loss by burglary.

L. Conn, fruits, etc., Victoria, has given up business.

Alberta

The Northwest Trading Co., made the first shipment for the present season, of dressed beef to Montreal, on Nov. 16. Last winter the company shipped a large quantity of beef to Montreal from Calgary.

Kerr Bros. are opening in groceries at Calgary.

Edmonton Bulletin: James Walsh and R. Secord, fur buyers, will arrive on to-night's train. They stopped off a Red Deer to purchase on the way up on last train. Competition in fur buying is likely to be keen at Edmonton this winter.

Assiniboia.

J. W. Jones & Co. have opened business at Grandfoll, as dealers in groceries, boots and shoes, stationery, hardware, etc. The firm is composed of Jas. W. Jones and Thos. Jammet, both of whom were formerly in the employ of Osmond Skrine, general merchant, of the same place.

F. G. Davidson, general store, Craven; bill of sale registered, favor R. J. Campbell.

M. Airley is opening a restaurant at Moosomin.

J. H. Hall, jeweller, etc., Oslow, is advertising his business for sale.

The estate of D. J. Robertson, Regina, is advertised for sale.

We are pleased to learn that the item in The Commercial last week, to the effect that N. & D. Livingston, of Yorkton, had compromised at 60 cents on the dollar, was an error. The stock was sold for 60 cents on the dollar to a relative, and no compromise has been made. Winnipeg wholesale houses interested in the estate say distinctly that they will not countenance compromises, and there was no compromise in this case.

Wm. Henderson, of the firm of Scott, Cooke & Henderson, butchers, Moosomin, was relieved of a large sum of money, \$690, while returning on the express train from Winnipeg last night, by some unknown robber. The passenger car was quite full at the time and Mr. Henderson does not remember of anyone in particular of whom he could be suspicious. Mr. Henderson had taken a carload of hogs to Winnipeg last week and had succeeded in disposing of them for cash, which he was bringing back with him.

The Price of Wool.

The price of wool in England, where this staple has obtained a market quotation for more than a century, is exceedingly interesting as indicating the variations that are likely to take place in an article of necessity due to a variety of circumstances. In 1784, according to the official reports in Bradford, England, the ruling price of "Down" fleeces was in its American equivalent 17 cents per pound. From that low range it went up during the latter end of the last century, and particularly during the early part of this, while England was engaged in the Napoleonic wars, to the equivalent of 72 cents per pound. Following that period there was a decline, so that in 1829 the price had fallen to 13 cents a pound. From that time onward there were fluctuations running from 36 cents to 18 cents up to the time of our civil war, which, together with the great influx of gold, tended to stimulate prices, so that at one period the fleece was 48 cents per pound. From that time onward there was a more or less constant decline, the average price in 1894 being 21 cents.—Boston Herald.

Late Western Trade Items.

Jan. A. Ovas, merchant, Brandon, has purchased the stock of Jno. T. Somerville, of the same place.

With its last issue the Neepawa Register appears in an entirely new dress of type throughout.

J. A. Schoenau, hardware dealer, of Virden, Man., has purchased the Dixon hardware stock at Oak Lake.

J. J. Young, of the Moosomin Spectator, is reported to have been secured to manage the Calgary Herald. The Calgary Tribune has also passed out of the hands of T. B. Braden, its founder and will be conducted by John A. Reid, formerly of the Herald.

C. N. Bell, secretary of the Winnipeg grain

exchange, has returned from the East. The Eastern papers publish long interviews with Mr. Bell, upon the questions of grading and mixing Manitoba wheat, which will do much good in setting the Eastern people right upon these matters. Now that the question is understood in official circles, the prospect of any interference with the Manitoba grain trade has practically disappeared.

The town of Moose Jaw Assn., has issued debentures to the amount of \$5,000 for permanent improvements which are now offered for sale. Debentures bear 5 per cent. interest and are payable in 15 equal annual consecutive instalments.

The provincial legislature of Quebec opened on Nov. 19. The speech from the throne referred to the notable agricultural progress, over 1,457 butter and cheese factories having been established since last year and 606 agricultural clubs established.

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CHOCOLAT-MENIER

There received the Highest Award, Diploma of Honor.

The best cup of chocolate you ever tasted can be had *only* by using

CHOCOLAT-MENIER, (the best and cheapest Vanilla Chocolate on the market), and preparing as follows:—

TAKEN ONE OF THE SIX STICKS (IN EACH HALF-POUND PACKAGE), BREAK IT INTO SMALL PIECES and dissolve in three tablespoonfuls of water over a brisk fire; stir until completely dissolved, then add sufficient milk for two cups and boil for about five minutes. Water may be used in place of milk.

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ANNUAL SALES EXCEEDED 33 MILLION POUNDS.

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DRY GOODS, CLOTHING,
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McDermott St., Winnipeg.

W. J. GUEST,
—DEALER IN—

**FISH, GAME, POULTRY
and OYSTERS.**

FINNAN HADDIES RECEIVED WEEKLY.
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ACCOUNTANT AND AUDITOR
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IT IS A GUARANTEE THAT THEY ARE A 1.

CHAS. BOECKH & SONS Toronto
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Andrew Allan, President. John McKechnie, Supt
P. H. Brydges, Vice-President. W. E. Allan, Sec.-Treas

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Correspondence Invited.
Consignments Solicited.

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Commission and Fruit Merchants,
Butter, Cheese, Eggs, Flour,
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FRUITS AND ALL KINDS OF PRODUCE.
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Quote prices on first quality Dairy Butter or consign it to us and get top market prices.

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Agents for The Canada Jute Co., Ltd., Montreal.

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For a Pleasant Smoke try **REPUBLICS.**

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Canada's Wheat Production

An article on the subject of the production of wheat in Canada, is contributed by Sydney C. D. Roper, of Ottawa, to the September number of the Canadian Magazine. Of the eight provinces, only three produce a surplus of wheat, namely, Manitoba, the Territories, and Ontario, and if the two former are excluded it will probably be found that Canada does not produce more wheat than is required for home consumption. According to the census returns, the area devoted to the growing of wheat increased, between 1880 and 1890, from 2,342,855 acres to 2,723,861 acres, while the production rose from 82,350,000 bushels to 144,144,000 bushels. But the increased acreage occurred practically altogether in the west, the figures being:

Decreases.	Acres.	Increases.	Acres.
Ontario	499,604	Manitoba	845,317
Quebec	81,377	B. Columbia	7,204
Nova Scotia	27,698	P. E. Island	2,761
New Brunswick	23,080	The Territories	108,193

In the last decennial period the area devoted to wheat in Ontario was reduced from 1,930,128 acres to 1,430,519 acres, or by more than 25 per cent., and since 1890 a further considerable contraction of the acreage has been made. This process is a natural one, in view of the decline in the price of wheat, the returns obtained by farmers from the crop during the past year not more than compensating for the cost of production. The land formerly given over to the growth of wheat, and also to the growth of barley, has been devoted to the production of oats, peas, and other coarse grains, and still more largely to pasturage and the raising of animal food. The intelligent farmer, like the intelligent man of business, will quickly adapt his products to the changing conditions of markets, and so wheat having become an unprofitable crop, failing, at any rate, to yield commensurate returns, attention has been turned in Ontario, Quebec and the Maritime provinces more largely to live stock and dairying, with very satisfactory results.

The wheat crop in Canada varies with the seasons. According to official estimates it was only 30,810,000 bushels in 1883, while that of 1891 is placed at 60,721,000 bushels, the average for eleven years being given at 41,627,000. Estimating the home consumption at 5½ bushels per head of population, making due allowance for the quantity required for seed, and the quantity exported, Mr. Roper finds that in the eleven years ending with 1892 the crop estimate ran nearly 40,000,000 over the distribution. In that period, the average export of wheat, including flour, from Canada was 4,990,000 bushels, and in two years, 1883 and 1888, there was actually a net import into the country. These figures are certainly surprisingly small, when one remembers that Manitoba and the Territories produce eighteen or twenty million bushels annually, and they seem to lead to the conclusion that but for the opening up of the West, Canada would now be an importer of wheat. The excess of crop over distribution, already noted, Mr. Roper accounts for in two ways. He declares that the Customs returns of exports are defective, to the extent of probably 25 per cent. of the export; and he believes that the provincial crop estimates are usually above the mark. Certain it is that after making liberal allowances for home consumption, seed, etc., the exports are either grossly under-rated in the official returns, or the actual production is much less than we have been led to believe. In this connection Mr. Roper says:

"If the rules regarding export entries were more efficiently enforced, the returns thus

obtained would prove valuable checks on the crop estimates of the Dominion, while a more common-sense system of compiling the official trade returns of exports, would make them of considerable value in verifying the crop estimates of individual provinces, but as matters now are, the export returns are too incomplete to be of much use as a guide to production; while the official trade returns, not only convey little information, but are distinctly misleading. Wheat grown in Manitoba and the Territories, and shipped via Fort William or Duluth and Sarnia, is all credited to the province of Ontario, while if it goes out via Montreal, it is put down to the province of Quebec, for the province in which lies the port where the entry is made gets the credit of the export, and practically of the production. How erroneous the impressions created by this plan are can be seen by the following illustration: According to the trade and navigation returns, the shipment of wheat from Manitoba to foreign countries during the year 1899, amounted to 442,200 bushels, while the facts actually were that probably from five to six million bushels left the province for European ports."

The production of wheat in Manitoba and the Territories is certain to augment year by year, because of the cheap and favorable conditions of cultivation, but in the older provinces the tendency to devote the land for other purposes is hardly likely to be soon terminated. The larger output in the west will thus be offset, to some extent, by diminished output in the east.—Montreal Gazette.

Wheat Prices in England.

The London Miller reviews the course of the wheat markets during October as follows: "The month's trade began with wheat 6d lower on the week at Mark Lane. A top price of 25s was quoted for flour. On the 2nd, at the Baltic, a cargo of No. 2 Red winter wheat sold for 19s 7½d per quarter. On the 3rd, at Glasgow, both wheat and flour fell about 6d on the week. On the 4th, Bristol maintained quotations, but Birmingham gave way 6d per quarter. On the 5th, No. 2 Calcutta wheat cargoes were sold at the Baltic for 21s 3d per quarter. On the 6th, cargoes of La Plata fetched 19s 6d off coast. On the 8th, Mark Lane was fairly firm for wheat, but only at previous low rates. American bakers' flour advanced 3d per sack, but fine flour, both English and American, was a languid trade. On the 9th, Liverpool was weak with 4s 3d per central accepted for No. 2 Red winter wheat and 4s 7d for Californian. On the 10th, at Glasgow, wheat and flour again gave way 6d per quarter and sack respectively. On the 12th, Liverpool also was again weak, accepting 4s 2d for Red winter, and 4s 6d for Californian. On the 13th, Red winter wheat cargoes to London were freely offered at 19s 6d per quarter. On the 15th, at Mark Lane, the top price of flour fell to 24s per sack, but American bakers' flour rose 6d. The makes from new English compared unfavorably with American in many instances; wheat was absolutely without change. On the 16th, Hull and Liverpool were without alteration. On the 17th, the Baltic rallied slightly for American wheat, and 19s. 9d. was paid for Red winter. On the 18th a better tone in the wheat market was observable at Birmingham. On the 19th, Liverpool followed suit, and 4s. 7d. was quoted as the lowest price for Californian per cental. On the 20th, at Liverpool, "The Atlantic," 4s. 3d. was made for Red winter. On the 22nd, Mark Lane was weak for English flour, 15s. to 17s. being taken per stone flour from Norfolk, and 17s. to 18s. for roller flour. Wheat and American flour, however, were a better trade at full prices. Liverpool, on the 23rd, was strong for Californian wheat, 4s. 9d. being made. For

Red winter 4s. 4d. per cental was asked, but buyers held off. On the 24th, at the Baltic, 19s. 10½d. was made for Red winter, and on the 26th, at Liverpool, the 4s. 4d. previously demanded was now obtained. The country wheat average on the 27th rallied one penny. Mark Lane, on the 29, was 6d. dearer for both English and Oregon wheat. American flour, of the grades varying from 14s. to 17s. per sack, was in request, but all other sorts hung fire. French at 17s. was rather looked up. On the 30th, at Liverpool, prices were no better from the 26th, but the terms then made were still quoted. On the 31st, at the Baltic, Calcutta cargoes were held for 21s. 9d. per qr. Thus the month closed with a slightly improved feeling though the wet weather was against home samples.

ENGLISH WHEAT AVERAGES (MONTHLY) FOR SEVEN YEARS.

Shillings per qr.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
January	32.11	30.1	30.1	32.7	35.1	26.3	31.2
February	30.3	29.7	29.10	32.6	32.5	35.10	25.3
March	30.5	30.2	29.10	33.11	32.10	25.0	24.5
April	30.4	29.11	29.11	38.4	31.9	25.4	24.8
May	31.7	29.7	32.2	40.5	31.3	26.4	24.7
June	31.8	28.6	32.8	39.9	30.1	27.1	23.11
July	31.9	29.3	33.5	34.6	29.5	26.7	24.6
August	35.3	31.9	38.2	40.1	29.7	26.3	24.3
September	35.10	29.11	32.11	38.5	29.11	26.0	20.7
October	31.7	19.9	31.0	35.0	28.6	27.7	17.10
November	31.10	30.1	32.4	37.11	27.10	27.3	—
December	31.0	30.0	32.3	37.6	26.0	26.9	—

Average for the year

1888	31.10	29.9	31.9	37.1	30.4	26.6
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Odious Comparisons.

A few Canadians have got into the habit of looking away from home for enterprise and development. They belittle their own country, and point to what they consider the greater enterprise of other countries. The United States is generally the country referred to as the embodiment of advancement. If these people were acquainted with the actual facts they would have little reason for such comparisons to the disadvantage of their own country. The fact is, that in an honest comparison of the progress of the two countries, Canada is by no means at a disadvantage, but rather the contrary is the case. The only true comparison is one of percentage. Canada has increased in population more rapidly than the United States, notwithstanding that our population is small as compared with the republic. In railways and in shipping we are clean out of sight in advance of our neighbors, and in education and actual prosperity of the masses, we are certainly ahead of the United States. Following is a comparative statement of the railway mileage of the two countries, compiled from recent official reports:—

In the United States there were added 2,430 miles of railway last year, an increase of less than two per cent, during the year, as against 1,761 miles in Canada, equal to an increase of 13 per cent. The number of miles in operation at the close of 1893 was in the United States 145,839 and 17,332 in Canada. To have a mileage in proportion to population equal to the railway mileage in Canada, the United States should be able to show 35,000 miles more than that country possesses, according to the official returns quoted from, so that at the present rate of progress Canada is, comparatively speaking, 15 years ahead of her neighbors in railway development. This is only one comparison of many which can be made to the advantage of this country. It is all very well for our neighbors to the south to boast of their great achievements, but enterprise and advancement on this continent does not remain entirely with them, notwithstanding that some few Canadians seem to be willing to admit that it does. The republic has certainly made great progress in some respects, and we may add that this has been largely possible through the investment of British capital in the country.

J. & T. BELL TURNER, MacKEAND & CO.
FINE WHOLESALE GROCERS
BOOTS & SHOES
MONTREAL.

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Full line of Icing and powdered sugars in barrels and 60 lb. boxes.

Choice New Sultana Raisins. New S.S. Terragona Almonds in Sacks -
 offstalk Valencia. New Figs in 1 and 10 lb. boxes.
 " " Layer " New Figs pulled natural in about 90
 " " Currants in barrels and half barrels. pound boxes.

Fresh Supplies of the celebrated Ram Lal and Coolipur Teas.

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HAS NO EQUAL. FLOUR. HAS NO EQUAL.

STANDS unparalleled in its Distinctive Qualities and Peculiar Advantages. We are aware others are attempting to imitate our Brands, which is the Strongest Guarantee of the Superiority of
"OGILVIE'S FLOUR."

WINNIPEG, Oct. 5th, 1893.

Messrs. Ogilvie Milling Co.,

GENTLEMEN:—I have great pleasure in giving you my opinion of the two grades of flour, Patent and Bakers, you are now manufacturing. It excels all other flours that I have ever used, and makes more bread per barrel, and gives me splendid satisfaction in my business, and I am very glad to express my opinion after a number of years experience in flour. Yours is certainly the best I have ever used. H. LISTER, Baker.

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OGILVIE'S FLOUR

YOU HAVE

THE BEST

Each bag guaranteed. Sawn with our Special Twine, Red White and Blue.

OGILVIE'S HUNGARIAN,

Unequalled for fine Cakes and Pastry. Stands unrivalled for Bread Making. Make the sponge thin. Keep the dough soft. Do not make it stiff. For pastry use little less flour than usual.

DOMINION BAG CO., LTD.
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MANUFACTURERS OF—

Full Stock Carried by our Manitoba and Northwestern Agents

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(Successors to Chipman, Morgan & Co.)

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Importers of Rice, Sacks, Japan, Indian and China Teas, Steel, Iron, Rope, Cement, Oils, Fruit, Canned Goods, Etc., Etc.

BRITISH COLUMBIA.

Business Review

November 19, 1891.

The only topic of conversation on Water street this week is the action of the newly appointed Provincial fruit inspector in condemning fruit wholesale as infected and dangerous to the community. So far the codling moth is a stranger to the British Columbia apples, and in their efforts to keep the dangerous little pest out of British Columbia the government have taken very severe measures. An entire carload of apples from Ontario was condemned recently. There are 15 carloads more of apples due from Ontario, and in the words of the C.P.R. freight department they may all be condemned as well. The freight department of the railway and the consignees are naturally both indignant. They think the British Columbia infected fruit regulations are enforced too rigidly. It is only the larvae of the moth that is found at this time of the year and the authorities they think should allow the apples to be picked over in each barrel and only the affected ones destroyed, instead of having the whole carload cremated because some apples in each barrel were affected. Oregon and Washington apples are also being sent back in large lots affected with codling moth as well as pears from San Francisco. Nine cases of pears go back to San Francisco this week affected with San Jose scale. The Sidney Mail by the steamer Miowera arrived this week, says: "Messrs Geddis and Company will to-morrow make a first venture of opening up a meat trade with Canada, by a shipment of frozen mutton and rabbits to Vancouver and Victoria via the Miowera. Nothing that has happened in our midst for some time past is so fraught with interest to the community. The need of the hour in this colony is the means to develop new markets, and everything tending in that direction must win the applause and support of all those who desire to be in the front rank of progress." The rabbits and mutton arrived safely, most of the consignment being stored in the Victoria cold storage, entire consignment was sold readily at good prices. The shearers, bootmakers, hatmakers, and printers of New South Wales are on strike for higher wages. The strikes are prolonged, annoying, and in some cases accompanied by violence. A commission is enquiring into the nature of the disease of the sugar cane in Australia, which is widespread and apparently incurable. The cane affected with the new disease is called "gummy," and is thought by the best authorities to arise from the fact that the plantations were not properly tilled, and that careful tilling and the introduction of new foreign stock will overcome the disease. A cheese from the Corona factory New South Wales has been compared with the cheese sent from Canada as a sample, with the following result according to the report of the analysts. Cheese that is sold in the Sydney market at one penny a pound contains 1.25 more fat and 4.78 per cent less water than cheese sent from Ontario as a special high class Canadian make sold readily in English markets. The analysts

Every Mackintosh

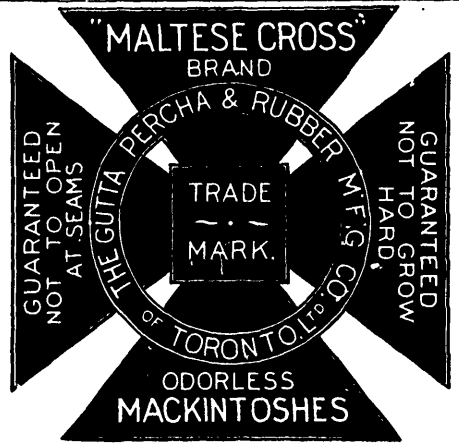
Bearing this Trade Mark is

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These are not merely "dew proof" or "shower proof" goods they are **THOROUGHLY WATER PROOF** and will absolutely withstand all changes of climate.

For Sale by all the Leading Wholesale Houses.

Try them and you will Buy Again.



were employed by the government to make the test they add that the Australian cheese was too highly colored with anatto but far superior to Ontario cheese otherwise and advise the farmers to go extensively into cheese making for the English market.

B. C. Market Quotations.

Butter, Eastern creamery, 25; dairy, 16 to 20c; Canadian cheese 13c.

Cured Meats.—Hams, 13½ to 14c; breakfast bacon, 18½c; backs, 12 to 13c; long clear, 11c; short rolls, 12c. Lard is held at the following figures: In tins 12½c per pound; in pails and tubs, 12c; mess pork, \$18; short cut, \$22.00.

Fish—Prices are: Cod, 6c; herring, 4c. flounders, 4c; smelt, 6c; seabass, 5c; halibut, 8c; smoked salmon, 12c; smoked halibut, 10c; blotters, 10c; kippered cod, 10c; shipped herring, 10c; boiled crabs, doz., 60c.

Game.—Venison, 6c; bear, 5c lb; mallard duck, per brace, 30c; teal, 15c; pentail, 30c; grouse, brace 50c; wild geese, 60c each.

Vegetables.—New potatoes, \$16 to \$18 per ton; Ashcroft potatoes, \$22.00 per ton; onions, silver skins, 1½c; cabbage, 1c; turnips, beets, etc., ¾; native cabbage, 1½c; peppers, \$1.50; sweet potatoes, 2½.

Eggs.—Manitoba, 20c; fresh local, 35c; rising market.

Fruits.—Lemons, California, \$5.00; Australian lemons, \$2.75; coconuts, per dozen, 60c; pears, per box, \$1.50; peaches, \$1.25; California grapes, full crates, \$1.50; Australian oranges, \$2.50; Apples, native, 1.25; California \$1.50 to \$1.75; Prunes, 75 to 80.

Flour.—The Ogilvie Milling Co. and Keewatin Milling Co. quote, in car load lots at Victoria and Vancouver: Patent, per barrel, \$1.00; strong bakers \$3.80. The Columbia Flouring mills quote Enderby flour in car lots at Victoria, Vancouver and New Westminster: Premier, \$3.80; XXX, \$3.65; strong bakers or XX, \$3.95; superfine, \$3.15. Oregon, \$2.50; Oak Lake patent, \$3.90; strong bakers \$3.70.

Grain.—Manitoba oats, new, per ton, \$26; United States oats, \$24; wheat \$21.00; hay, \$10 on bank.

Meal—Oatmeal—National mills, Victoria, at Victoria, 90-lb racks, \$3.30. Cornmeal, per 98-lb sacks, \$2.15; per 10-10, \$2.55.

Ground Feed—Add freight and duty to the quotations on stuff from the United States. Manitoba chopped feed, \$28 per ton; feed wheat, United States, 12.50 per ton. Canada chop barley, \$19.50; California chop, \$15.

Millstuffs—Bran, \$7.00; shorts, \$9.00; oil cake, \$32. Add freight and duty.

Dressed Meat—Beef, 6½ to 7½c; mutton, 8c to 8½c; pork 8 to 10c; veal, 3c; lamb, per head \$3.50 to \$1.

Live Stock—Calves, 5 to 6c; steers, 3½ to 4; sheep, 3½c; hogs, 6 to 7½c; cows, 2½c to 3c.

ugars—Powdered and icing, 6c; Paris lu 0, 5½c; granulated, 4½c; extra C, 4½c; fancy yellows 4½c; yellow, yellow, 4½c; golden C, 3½c.

Syrups—30 gallon barrels, 2½c per pound; 10 gallon kegs, 2½c; 5 gallon kegs, \$2 each; 1 gallon tins, \$4.25 per case of 10; ½ gallon tins, \$5.75 per case of 20.

Flour Prices for 25 Years.

In its anniversary issue, celebrating its 25th year, the American Grocer of New York publishes a tabulation of prices of various staples, drawn from its own columns. Flour is a noteworthy instance. The table given furnishes the average annual price per barrel from 1869 to 1891:

Year	Price per barrel
1869	\$1.10 to \$3.30
1870	\$1.10 to \$3.30
1871	\$1.10 to \$3.30
1872	\$1.10 to \$3.30
1873	\$1.10 to \$3.30
1874	\$1.10 to \$3.30
1875	\$1.10 to \$3.30
1876	\$1.10 to \$3.30
1877	\$1.10 to \$3.30
1878	\$1.10 to \$3.30
1879	\$1.10 to \$3.30
1880	\$1.10 to \$3.30
1881	\$1.10 to \$3.30
1882	\$1.10 to \$3.30
1883	\$1.10 to \$3.30
1884	\$1.10 to \$3.30
1885	\$1.10 to \$3.30
1886	\$1.10 to \$3.30
1887	\$1.10 to \$3.30
1888	\$1.10 to \$3.30
1889	\$1.10 to \$3.30
1890	\$1.10 to \$3.30
1891	\$1.10 to \$3.30

United States Shipping.

The finest and largest vessel yet set afloat under the American flag was launched at the Cramp's shipyard in Philadelphia on Monday last in the presence of a large concourse of people. The occasion was marked by the presence of the President and many of the leading officials of the government. Reference was made in some remarks by President Cramp of the shipbuilding company to the fruitful results which have followed the inauguration of the policy of rebuilding the navy and to the practical revolution in American shipbuilding which has taken place during the period which has elapsed since Mr. Cleveland first took office. The President in acknowledging the reference declared that the great cause of congratulation was to be found in the hope and promise which was afforded of still greater progress in the future than has been made even during the present decade. From the policy of reconstructing the navy there seems to be no dissent.—Bradstreet.

O'LOUGHLIN BROS. & CO.,

IN STOCK AND ARRIVING . . .

Christmas Goods!

LARGE ASSORTMENT CONSISTING OF:

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White Metal Novelties,
Leather and Plush Albums.

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Writing Desks and Cases,
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Travellers now on the road with Samples. Mail orders will receive our careful and prompt attention.

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41 PRINCESS ST., WINNIPEG.

Toronto Grain and Produce Markets.

Wheat.—Car lots of white wheat, west, are quoted at 55c. There is an export enquiry at 58c, but none can be got at that figure. Red wheat is quoted at 51c. Manitobas continue firm. Three cars of No. 1 hard sold west to-day at 70c, and five cars east at 71c.

Flour.—Firm. One car of choice straight roller was reported sold, Toronto freights, at \$2.78. There are, however, free offerings of good straights, in wood, at \$2.70.

Millfeed.—Car lots of bran, middle freights west, are quoted at \$11 and shorts at \$13.00 to \$14.00.

Oats.—White offered west to-day at 27½c, and 27c was bid in several places. One car on the Northern, to go south, sold at 27c. Mixed are quoted at 26½c.

Barley.—Finest bright barley is in good demand. Choice heavy No. 1 is wanted at 45c outside. No. 2 is quoted at 40 to 41c and feed at 37 to 38c.

Car prices are: Flour (Toronto freights)—Manitoba patents, \$3.55 asked; Manitoba patents, \$3.35 asked; Ontario patents, \$2.75 to \$3.00; straight rollers, \$2.55 to \$2.70; extras, \$2.30 to \$2.35; low grades, per bag, 90c to \$1. Bran—\$12.50 to \$13. Shorts—\$14.50 to \$15. Wheat (west points)—White, 55c; spring, 5½c; red winter, new, 54 to 55c; goose, 51c; No. 1 hard, 70c; No. 2 hard, 68c; winter wheat, on the Northern, 54 to 55c. Peas—51 to 51½c. Barley (outside)—Feed, 37 to 38c; No. 1 at interior points, 41 to 45c, and No. 2 at 40 to 41c. Oats—(west) 25 to 27c. Buckwheat (east)—38 to 39c. Rye (east)—40 to 41c.

Eggs.—Offerings and demand are moderate and prices maintained. Commission houses quote five and ten case lots of fresh at 16c, and limed at 14c to 14½c. Case lots of strictly new laid eggs are quoted at 18c.

Poultry.—Chickens, choice, 20 to 30c, and poor to medium, 15 to 20c; ducks, 35 to 50c; turkeys, 5 to 6c, and geese, 4 to 5c.

Honey.—Demand fair; Extracted is quoted at 8c for 60-lb tins, and 8½c to 9c for small tins; sections, 12½ to 14c.

Onions.—Easy. Good stock offers at 70c per bag, and choicest at 75c.

Dressed Meats.—Quotations are: Beef, fords, \$1 to 5.50 per cwt.; hinds, 26 to 7.50; lamb, carcass, 1 to 5c per lb; mutton, 4 to 5c per lb; veal, 6 to 8c; pork, \$5.25.

Beans.—Hand-picked white beans are quoted at \$1.30 to 1.35 per bushel. Limas are quoted at 1 to 1½c.

Apples.—Quotations are: Round lots, outside, dried, 4½ to 5c, and Evaporated at 6½c for fall and 7½c for choicest winter stock.

Dressed Hogs.—Sales of farmers' loads were made at from \$5 to 5.25. Car lots delivered here are quoted at \$5.

Cured Meats.—Quotations are as follows: Mess pork, Canadian, \$15.50 to 16.00; short cut, \$16; shoulder mess, \$13.50 to 14.00; clear mess, \$14.00; bacon, long clear, case lots, 8c, ton lots, 7½c; lard, Canadian, tierces, 8½c; tubs, 8½c; pails, 9c, and compounds, in pails, 7½c, and tubs, 7½c; smoked hams, 10½c for large, 11c for medium, and 11½c for small; bellies, 10 to 10½c; rolls, 8c to 8½c; green hams, 9½c.

Butter.—Prices are easy for all sorts, except strictly fresh made dairy. Quotations are: Dairy tubs choice to extra choice, 16½ to 17c; good to choice, 14½ to 16½c; store-packed tubs, choice, 13 to 14c; inferior to medium, 10 to 12c; large dairy rolls, 16 to 16½c; pound rolls, 18 to 19c; creamery pounds, 21 to 22c; creamery, tubs, 19 to 20c.

Cheese.—Commission houses quote as follows: August and September makes, 10½ to 11c, and half-sizes at 11 to 11½c. Small Stiltons are quoted at 12 to 12½c.—Empire, Nov. 17.

Toronto Grocery Market.

Canned Goods.—The slightly improved demand that sprang up for tomatoes a few weeks ago has been satisfied, and business is now again as it was before, quiet. There is not much doing in corn either, but the situation is stronger in this article than in tomatoes on account of the light pack. Much the same remarks apply to peas. Canned fruits have been going out a little better during the last week or ten days, the enquiry principally being for peaches, plums, pears, raspberries and strawberries. Wholesalers' stocks are apparently pretty well complete, for they are buying but very little. A continued good, active demand is reported for salmon, especially the better grades. The new pack of cohoes is beginning to arrive. Business in lobsters continues quiet, and the same may be said of soups, meats, etc. We quote Tomatoes and corn, 85 to 90c, peas, 80 to 85c, peaches, \$2.75 to \$3 for 3's, \$1.75 to 1.90 for 2's; raspberries, \$1.65 to 1.80; strawberries, \$1.00 to 2.10; apples, 3's, \$1 to 1.10, gallons, \$2.65 to 2.80, and preserved fancy quarters at \$1.35 to 1.40; salmon, \$1.30 to 1.35 for good red fish in tall tins, and \$1.50 to 1.60 in flat tins; second quality \$1.20 to 1.25; canned mackerel, \$1 to 1.10; lobsters, \$1.70 to 2.00 for tall tins and \$2.25 to 2.75 in flat tins.

Coffees.—The market is still bare of Rio coffees, but some shipments are nearly due. There is little attention being given to Maracaibo hinds, but it does not amount to much. We quote green, in bags: Rio, 21½ to

22½c; East Indian, 27 to 30c; South American, 21 to 23c; Santos, 21½ to 22½c; Java, 30 to 32c; Mocha, 27 to 28c; Maracaibo, 21 to 23c; Jamaica, 21 to 22c.

Rice.—Trade is of a quiet reasonable character, without any special feature to note. We quote: "B," 8½c to 8¾c; extra Japan, ½ to 5½c; imported Japan, 5½ to 6½c; tapioca, 4½ to 4¾c.

Spices.—We quote as follows: Pure black pepper, 10 to 12c; pure white 18 to 25c; pure Jamaica ginger, 25 to 27c; cloves, 25 to 30c; pure mixed spice, 25 to 30c; cream of tartar, 20 to 25c per lb.

Nuts.—New season's Valencia and Jordan shelled almonds and Tarragona soft-shelled almonds are arriving this week. We quote as follows: Brazil nuts, 11 to 11½c; Sicily shelled almonds, 25 to 26c; Tarragona almonds, 12½ to 14c; peanuts 10 to 12c for roasted and 7 to 10c for green; coconuts, \$4.50 to \$5 per sack; Grenoble walnuts, 13 to 14c, Marbot walnuts, 11 to 12c; Bordeaux walnuts, 8 to 10c; filberts, 9½ to 10½c for sack and 10½ to 11c for small lots; pecans, 10½ to 11c.

Sugar.—The movement in this line is small indeed, and wholesalers' prices are fractionally lower than they were a week ago, 4-1-5 to 4½c now being the ruling quotation for granulated and 8½ to 8¾c for yellows. Dark Demarara raw sugars are quoted at 8½ to 8¾c, ordinary raws and 8½c. The refiners are still holding prices steady. Yellow sugars are still scarce, some of the refiners seemingly having none to offer.

Syrups.—Demand for syrups is fairly good, particularly for bright goods at about 35 to 45c per gallon. Good syrups of all kinds are scarce. We quote: Dark, 25c; medium, 28 to 30c; bright, 35 to 40c; very bright, 45 to 50c.

Molasses.—Demand is fairly good for the time of year. We quote: New Orleans, barrels, 26 to 28c; half-barrels, 30½ to 32c; Barbadoes, barrels, 28 to 32c; half-barrels, 30 to 34c.

Tea.—Low grade Indian and Ceylon teas are in demand at firm prices, but trade in other kinds, especially Japans, is on the quiet side. Prices ruling are: Young Hysons, 16 to 18c for low grade; 24 to 27c for medium, and 30 to 38c for high grades; China Congous, 16 to 18c; Japans, 16 to 25c; Indians and Ceylons, 18 to 35c.

Dried Fruits.—The feature of the trade this week is the general arrival of new season's Malaga fruit, and it is meeting with fairly active demand, especially black and blue baskets. We quote new season's fruits as follows: London layers, \$2.25 to 2.50; black baskets, \$3.25; blue baskets, \$4.25; extra dessert clusters, \$1 to \$4.50; connoisseur

clusters, \$3.25 to 3.50; quarter flat connoisseur clusters, \$1 to \$1.15; Royal Buckingham, \$5 to 5.50. Valencia raisins are in fairly active demand at these quotations. We quote: Off-stalk, 4½c to 4c; fine off-stalk, 1½ to 5½c; selected, 5½ to 6c; layers, 6 to 6½c. We quote California loose muscatels at 6 to 7½c. Currants are in active demand, especially the good grades, owing to the low prices ruling. We quote:—Filiatras, half-barrels, 4 to 4½c; barrels, 4½c; fine Filiatras, half-barrels, 4½c; barrels, 4½c; Patras, 5½ in cases; Casalina, 5½ to 6c; Vostizzas, 6½ to 7½c in cases and half cases. Panarte, 8 to 8½c. First shipment of figs is about exhausted, and people are now waiting for second lot to arrive, which will probably be about a week hence. Prices unchanged. We quote: 14 oz., 10½ to 11c; 10 lb., 15 to 12½c; tans, 4½ to 5c; 18 lb., 15c; 28 lb., 18c. Demand for Sultana raisins keeps moderate at 5½c up. There is nothing but new season's French prunes on the market and further shipments of them have been arriving during the week, and there is a fair demand for them at 4½ to 5c. No new dates have yet arrived, and old are nominal at 4½c to 5c.

Dried Apples.—None offering, and prices are unchanged at 5½c. Evaporated Apples.—Supplies are more plentiful. Some small lots have changed hands at 6 to 6½c f.o.b. outside. The idea for jobbing price is 7½c.—Canadian Grocer, Nov. 16.

Toronto Live Stock Markets.

Export Cattle.—Buying was not brisk, and prices were a full ½c off. To-day's business practically winds up trade for the season. A few lots may be taken for shipment, via Halifax, if prices here and in British markets warrant the extra cost of carriage, but usually the season's trade is regarded as over when the port of Montreal closes.

Butchers' cattle.—Prime, well finished beefs were in good demand. One buyer was open to take 50 head of the right sort at 3½ to 3¾c a lb, but very few offered, and these brought high prices. One bunch of these prime finished heifers sold at 4c a lb, and other sales of choice cattle were made at 3½ to 3¾c.

Sheep and Lambs.—There was again a glut of lambs. There were fully 1,000 lambs and about 300 sheep on offer. Export sheep were in good demand at 3½c a lb, weight off car, for ewes and wethers, and 2½c for rams. On the close of navigation at Montreal shippers will continue to buy. They will ship via Halifax or some U. S. port. There seems to be a fair demand at 3½c a lb for good straight fat sheep.

Hogs.—Demand was active all around. Thick fats and bacon continue in good request. Prices were firmer. Long clear hogs of 160 to 220 lbs, weighed off car, sold at \$1.30 to 1.35, thick fats at \$1.25, stores and light fats at \$1 to 1.10, and stags at \$2 to 2.50.—Empire, Nov. 16.

Montreal Grain and Produce Market.

Flour.—The advance in the price of wheat, naturally produced a firmer feeling in the flour market, and it is stated that the price of strong bakers has been advanced 25c per bbl.; but this will not cover the advance in freight which takes effect Nov. 15th, to the extent of 25c per bbl. It is claimed that there should be an advance of 50c per bbl., instead of 25c, in order to cover the rise in freight and advance in wheat. In straight rollers, holders have already got an advance of 15c per bbl. during the week, as sales have been made here of car lots on track at \$2.65 to \$2.75; but some Western millers are asking 25c per bbl. advance. The market is undoubtedly stronger and steadily advancing, with the

prospect of still higher values in the near future: Patent, spring, \$3.50 to \$3.65. Ontario Patent, \$3.10 to \$3.25; Manitoba Patents, \$3.60 to \$3.65; Straight roller, \$2.75 to \$2.95; Extra, \$2.50 to \$2.60; Superfine, \$2.30 to 2.40; City Strong bakers, \$3.50 to \$3.55; Manitoba Bakers, \$3.35 to \$3.50; Ontario bags—extra, \$1.30 to \$1.40; Straight Rollers, \$1.35 to \$1.45.

Oatmeal.—Western millers are offering car lots on track here at \$1.70 per bbl., although other brands can be had at less money. The local demand has not improved as much as was expected. We quote jobbing prices as follows:—Rolled and granulated, \$1.00 to 1.05; standard, \$3.90 to 4.00. In bags, granulated and rolled are quoted at \$1.90 to 2.00, and standard at \$1.85 to 1.95. Pot barley \$3.75 in bbls, and \$1.75 in bags, and split peas \$3.50 to 3.60.

Bran, etc.—Sales of bran have been made at \$14.50 to \$15.00 for car lots on track, but holders are now asking \$15.50 to \$16.00 as to quality. Shorts have been dealt in at \$16.50 to \$18.00 as to quality. Moullie is quiet at \$20.00 to \$22 as to grade.

Wheat.—No. 2 red and white wheat is quoted at 63c to 64c, and No. 1 Manitoba hard at 70c to 71c; No 2 do 68c to 69c.

Oats.—Sales of car loads have been made of No. 2 at 3½c, and one lot of 2 cars brought 35c. A lot of 2 cars of No. 3 sold at 33½c per 34 lbs.

Barley.—Malting grades have sold at 51c to 53c, and feed at 44c to 45c. A lot Manitoba sold at 44c.

Pork, Lard, etc.—The market for hog products is weak, and pork has a declining tendency at the recent decline. Lard is also easy, sales of 1,000 pail lots of compound being reported at \$1.35 up to \$1.40 and \$1.45 for similar quantities. Pure lard has sold at \$1.70 to \$1.80 per pail, or 8½c to 9c per lb. Hams are also lower at 10c to 11c as to size and quality. Bacon is about ½c lower with sales at 10½ to 11c.

Dressed Hogs.—Prices have dropped another 25c per 100 lbs, further sales of car lots have been made at \$5.25 to 5.50 per 100 lbs as to average weight and quality. Smaller lots are selling in a jobbing way at \$5.50 to \$5.75.

Butter.—Sales of September and October creamery have been made all the way from 19c to 20½c, and even higher, according to sellers and particular factories. A fine lot of September and October creamery was sold at 19c at the factory. In this case the factory-man asked for a bid, and the buyer wired back 19c, never expecting to get it; but to his surprise a message came back accepting that figure. About 500 tubs of well kept June creamery sold at 17½c. Creamery September and October 19c to 20½c; Creamery early made 17c to 18c; Eastern Township dairy 16½c to 18c; Western 14½c to 16c. Add 1c to 2c per above prices for single tubs of selected.

Cheese.—The Liverpool cable advanced 2s since our last report. We quote prices as follows:—Finest Western colored 10½c to 10¾c; Finest Western white 10½ to 10¾c.

Eggs.—Sales of held fresh at 13c to 14c, while limed have been in good inquiry at 14c to 15c. It is thought that there will be none too many pickled eggs, as such large quantities have been contracted for the English market. Fresh gathered selected eggs are quoted at 17c to 18c and even higher.

Dressed Poultry.—The soft and unfavorable weather of the past few days has caused holders to rush off stocks, and sales of turkeys were made at 8c to 9c for good to choice stock, some lots of medium selling at 7½c. Young chickens sold at 6c to 7c and old at 5c to 5½c. Ducks 7½ to 8c, and geese 5c to 6c.

Hides.—What with the demand from Quebec and local tanners and American buyers, stocks are kept well cleaned up, both as regards light and heavy kinds. Prices are consequently well sustained all round, in sympathy with the firm tone of advices from Boston and Chicago. Dealers are still paying 4½c for No. 1 light with recles of salted at 5c to tanners. In heavy hides there is a fair movement, with sales at 5½ to 6c. Lambskins are unchanged, with sales all the way from 60 to 70c. We quote as follows: Light hides, 4c to 4½c for No. 1, 3 to 3½c for No. 2, and 2 to 2½c for No. 3; to tanners 5c for No. 1. Heavy hides are quoted at 5½ to 6½c; calfskins, 5 to 6c; lambskins, 60 to 70c.—Trade Bulletin, November 16.

Montreal Paints and Oils Market.

Red lead is lower at 3¾ to 4c. Seal oil is firm at 35c in round lots and at 40 to 45c in a jobbing way. The market for coal oil is stiffer and an advance in prices is looked for as soon as the consumption decreases the supplies. In the primary markets gum arabic has had quite an advance of late, and prices here are firmer, but not notably higher. Linseed oil has been fairly enquired for, and values are firm, but we do not hear of any move in regard to the cornering of the market of this article. We quote:—Choice brands white lead Government standard, \$4.75; No. 1, \$4.50; No. 2, \$4.25; No. 3, \$4; No. 4, \$3.75; dry white lead, 1½c; red lead, pure, 3¼ to 4c; do, No. 1, 4c; zinc, white, pure, \$7.25; No. 1, \$6.25; No. 2, \$5.25; glass, \$1.25 first break; \$1.35 second break per 50 feet; \$2.90 for first break per 100 feet; linseed oil, round lots, raw, 57 to 58c; boiled, 60 to 61c; putty in bulk, \$1.85.

The feature of cement has been the firmer feeling, and prices have advanced 5c per cask. The season is now about over and importers do not look for much change in the situation from now on. We quote spot prices at \$2 to 2.10 for English brands, and \$1.85 to 1.90 for Belgian. The arrivals of firebricks have been large, there being 275,000 received during the past week. The demand is good and some fair sized lots have changed hands at \$15 to \$22 per 1,000 as to brand. We quote: Turpentine, 44 to 45c; rosins, \$3 to 5.50 as to brand, coal tar, \$3.25 to 3.75; cotton waste, 5 to 7c for colored and 7 to 10c for white; oakum, 5½ to 7½c, and cotton oakum, 10 to 12c. Cordage Sisal, at 7 to 7½c for 7-16 and upwards, 14 to 15c for deep sea line. Pure manilla, 9½c for 7-16 and upwards, and 10c for smaller sizes.

The demand for petroleum has continued good, and the market rules active and firm at last week's advance in prices. Canadian refined 12c in shed in Montreal for round lots, and 12½c to 13c for smaller quantities, with a discount of 2 per cent. for cash. United States petroleum is quoted at 15c in car lots, and 16c for smaller quantities.—Gazette Nov. 16.

Frie Canal to be Improved.

Western Grain shippers will be glad to learn that the amendment to the New York constitution which provides for the improvement of the Erie canal was carried by a majority of over 50,000 votes, so the friends of the canal can rest assured that the next legislature will provide ample funds for the deepening of the canal to ten feet and the lengthening of the locks of the canal.

This will enable much larger boats to navigate the canal. All boats can then load to full capacity and run much faster, as they will run through water, not mud. The steamers can take more tons and grain will be transported from Buffalo to New York promptly and at rates that will attract all the grain carrying trade.—Chicago Elevator.

EDITORIAL NOTES.

(Continued from Page 261)

cause of the low prices, and is not accountable for the general depression in foreign as well as native wheats in British markets. At this rate, wheat growing in England can hardly be maintained, for it would seem impossible for the English farmer, with his high rents, cost of fertilizing, etc., to produce wheat at the October average, equal to 58½c per bushel. Commenting on the wheat prices the Miller says: "To landowners the meaning is, farms out of cultivation, and tenants leaving through sheer inability to pay their way, while farmers themselves must surely see that whatever may have been their doubts in the past, the time for doubt is over, and wheat in future should only be grown in small quantity, and then only on the fittest soil."

Montreal Grocery Trade.

The feature of the sugar market during the past week has been the weaker feeling which has prevailed in granulated, and prices show a decline of 1-16c to ¼c per lb since this day last week. Granulated has sold at ¼c and yellows at 8-16 to 8½, as to quality, at the factory. Private cable advices from London to-day report the market for beet dull and easy at 9s 7½d for November and December.

The stock of Canadian syrups is very light, both refiners being completely cleaned out; consequently business is dull, as buyers are unable to fill their wants. Some lots of United States syrup have been brought in, which has met with a good demand, and sales are reported at 21c per gallon. We quote Canadian nominally at 2c to 2½c for bright grades, and 1½c to 1¾c for dark per lb. at the factory.

In Barbadoes molasses the feeling has been weaker and prices have declined ¼c to 1c per gallon. The demand is fair and sales of several lots of fifty puncheons are reported at 2½ to 27c ex-store. The combine price is unchanged at 29c for car lots and 30c for single puncheons.

Price—We quote: Japan, standard \$4.25 to \$4.40; crystal Japan, \$4.74 to \$5; standard B \$3.45; English style, \$3.30; Patna, \$1.25 to \$5; and Carolina at \$6.50 to \$7.50.

The colder weather of late caused an improvement in the demand for spices, and a fairly active trade has been done, but there is no change in prices to note:—Penang black pepper, 6c to 7½c; white pepper, 10 to 12½c; cloves, 7½c to 7c; Cassia, 9c to 10c; nutmegs, 60c to 90c, and Jamaica ginger, 15 to 22c.

In coffees there is no new feature of importance to note. The market has ruled quiet, with only a moderate amount of business at steady prices. We quote:—Maracaibo, 20c to 22c; Rio, 20c to 21c; Java 23c to 29c, and Mocha 25c to 29c.

During the past week the tea market has been of a quiet character and without any new phase to note. The demand has fallen off to some extent, owing to the fact that country buyers have filled their wants for the present. On the whole business is quiet, and outside of sales of one or two small lots of low grade Japan being made at 12c to 14c we do not hear of much doing. A private letter received from Yokohama states that there has been an advance in the price of putting up teas on account of the scarcity of labor.

The raisin market remains steady as last noted for all offerings of prime fruit; in fact it is just possible that a buyer would have to advance his bid to get fresh supplies. There is however, a large quantity of cheap trashy stock on the market, which is offering at very low prices and this is unsettling the market.

For such stock 8½c is about the idea, but a buyer of it has to take chances on the stock he gets. For prime fruit we hear of business in ordinary off stalk Valencia at 1c to 1¼c, fire 1¼c, selected 1½c to 5c and layers 5c to 5½ for round lots from first hands. The stocks held in this latter connection are not heavy, there being only one large line of goods here, and the fact that the holders of it have been compelled to lend supplies from it to regular customers of theirs who have supplies on the way, illustrates pretty plainly that stocks are not heavy. In currants business is very dull, and prices rule about the same. Filiatrias and provincials have changed hands at 8c to 8½c in barrels, and 3½c to 4c in cases.

Patras are held rather steadier, 4½c to 4¾c, while Vostizas are firm at 6½c to 6¾c for extra quality, which is about the only kind offering of the latter description. The first shipment of new Bosina prunes got in last Monday, which is about a week earlier than in previous seasons. Business in it has been done on the basis of 5c. Bordeaux prunes 4 to 5c; according to grade. Figs are about steady, fancy figs in large boxes selling at 15c to 16c, while ordinary grades are quotable at 5½c. Bag stock is obtainable at 5c.

There has been no improvement in the market for canned goods, business having continued quiet and principally of a jobbing character. The feeling generally is steady and values show no change. Pink salmon has been offered as low as \$1.10 per dozen. We quote: Lobsters at \$5 to 6.50 per case; sardines at \$3.50 to 9.50; salmon at \$1.10 to 1.40 per dozen; tomatoes at 85 to 90c per dozen; peaches at \$2 to 2.70 per dozen; corn at 95c to \$1 per dozen; and marrow-fat peas at 85 to 90c per dozen.—Gazette, Nov. 15.

Montreal Chemical Prices.

Borax continues to rule weak and has declined to \$20 10s per ton, which is the lowest point yet touched. An impression exists that a purchase of this article at the above low figure would show a handsome profit if the market takes an upward turn, which is more than likely to do after such a big break. In bleaching powder the feeling is firmer and prices have advanced ¼c per pound. Morphia sulph, has had a further rise and is now quoted at 5s 6d per ounce. Latest advices from abroad state that there is a move in progress among manufacturers of glycerine to form a combine which, if carried through, will, no doubt, have a decided effect upon prices. We quote: Bleaching powder, \$2.50 to \$2.75; Bicarb, soda \$2.25 to \$2.35; sal soda, 70 to 75c; carbolic acid, 1 pound bottles, 25c to 30c; caustic soda, 60 per cent. \$2.15 to \$2.75; do 70 per cent. \$2.40 to \$2.50; chlorate of potash, 20 to 22c; alum, \$1.40 to \$1.50; coppers, 75c to 80c; sulphur flour, \$1.75 to \$2; do roll, \$2 to \$2.10; sulphate of copper, \$1.50 to \$5; white sugar of lead, 7½c to 8½c; bich. potash, 10c to 12c; sulphur Sicily, per ton, \$75 to \$80; soda ash, 48 to 50 per cent, \$1.15 to \$1.50; chip logwood, \$2 to \$2.10; castor oil, 6½c to 7c, and Norwegian cod liver oil, \$25 to \$26.

Evaporated Apples

Unsatisfactory indeed has been the market so far this season for evaporated apples. As is usual the good prices obtaining last season led a good many factories to expect that they would get the same or better figures in this year of grace. The folly of such a hope must have been patent to everyone who was at all cognizant of the condition of the apple crop of this continent. If every factoryman did not know that the crop was heavy it was his own fault. He should have known; it was his business to have known. But whether the

evaporators were in touch with the market or not, they have so far all season been playing a losing game.

With not a few of them the idea at the opening of the season was 11c. per pound, but since then they have gradually come down in these views, yet they appear to be still following at a distance. To their sorrow, some factories have lately been compelled to take 6½c, where a few weeks before they might have had 8c.

It is all very well to hold an article for a price if a careful reading of the signs of the times encourages it, but how anyone could have been led to hold evaporated apples this season in the face of the obvious outlook is past man's understanding. The fact of the matter is some of the factories were either blind or could not read the auguries.

The prospects for an improvement or the present low prices are not by any means light. The local demand is said to be pretty well satisfied, while relief can hardly be expected from the export trade owing to the low prices quoted and taken by the factories in the United States.

It pays in the long run to take good prices when they are going; and many of the evaporated apple men no doubt realize this at the moment.

But gone as the market has against the evaporated apple factories, the responsibility for all the losses sustained by them does not lie with the market. Some of the fruit that has been offered on the Toronto market has been admirable. And what has been Toronto's experience has probably been the experience of other trade centres. For this the responsibility must lie with the factories themselves. Cases after case opened up has been found to be improperly cored, some being scarcely cored at all, while others were made from worm-eaten fruit, and presented anything but an inviting appearance. But by far the greater cause for poor quality is improper curing, which in turn induces fermentation.

So large has been the quantity of poor fruit on the market this season that although more apples than ever before were evaporated, the quantity of real first-class stock is short rather than otherwise.—Canadian Grocer.

Do You Close at Six.

The hardware dealers in Charlottetown, P.E.I., made an agreement three years ago to close at six o'clock every night. They have adhered carefully to it ever since. Other firms have begun business in the meantime, and they have, on their own account, done the same, excepting one who keeps open later Saturday night. "We would not go back to the old system for anything," writes one of them. "We enjoy our long evenings, especially in summer, when we often go to the country. People now know that we close at six, and they never think of going to a hardware store after that hour. A week or so before Christmas we all keep open late, as there is so much shopping which must necessarily be done then. Many stores in other lines now follow our example." What the Charlottetown dealers have done, so can those in other parts of Canada, though many of them say they cannot.

"There is No Royal Road

To public favor any more than to learning. This is true, at all events, in America where intrinsic excellence is necessary to secure and retain the popular favor. The reason The North-Western Line is one of the most popular railroads is that its service is not only always up to date but *away ahead of the date*. In our opinion, this is the Best Line between Chicago and the Twin Cities.—*The Excursionist, Chicago*.

Grain and Milling News

James McGowan, of Holland, Man., is about to restart the flour mill at Emerson, Man., in which place he has decided to locate.

The machinery of Alexander Kelly & Co.'s new flour mill at Brandon is now being placed in position by Nordy, Lee & Garmon, of Indianapolis, who have the contract for the work.

Members of the Montreal corn exchange have abandoned the idea of holding a meeting to discuss the mixing of No. 1 hard Manitoba and scoured wheat at Port Arthur until after the report of the investigation by a government official has been made.

A. G. Thomson, a Montreal grain man, has returned from New York and speaking of the position of Manitoba wheat there said: "A great deal of that wheat is held in New York for December, January, and February shipment; a fact, I think which proves conclusively that New York is the outlet for it. Supposing the same amount had been held in Montreal, it would have to have been shipped long ago. Lying in New York it awaits the shipper's convenience, though in all probability it will be sent out during the months I have mentioned. Furthermore, the majority of holders manage to get free storage. Considerable Manitoba wheat is also held in Boston."

A telegram from Ottawa to the Winnipeg Free Press says: Mr. Gerald, assistant commissioner of inland revenue, returned last night from Duluth and other western points, where he had been investigating the subject of mixing wheat. Controller Wood said this morning that Gerald's information was confidential, and for his guidance, and would not be made public. It is learned, however, that Gerald reported that mixing was done at Duluth. It is also learned that it is the intention of the department to investigate as to whether the process of scouring depreciates the flour-making qualities of the wheat. The department certainly leans to the views held by the Manitoba grain men, and will not comply with the requests of eastern boards of trade or the Dominion Millers' association. An official who is high in the department said to-day that all the kicking from Montreal was due to the fact that the grain which used to find an outlet by Montreal does not now go that way, not more than ten per cent. of it. Most of it is sent from Port Arthur to Europe via Buffalo and New York. This again shows that Winnipeg has got the ear of the department and not Montreal.

Lumber Trade News.

There has recently organized in New York city in a quiet way, an association which will have, it is stated, a large influence upon the wholesale lumber trade throughout the country. It is the National Wholesale Lumber Dealers association. The organization is the outgrowth of a voluntary association which has been in existence for some months, but has never been legally incorporated. As now incorporated and instituted, the association is probably the largest and strongest trade organization in the country. The capital represented is upwards of \$30,000,000 and the business done exceeds \$75,000,000 a year.

The Canadian Pacific railway tie contracts for this winter have been awarded, the successful tenderers and the places where they will take out ties being as follows: J. W. Buchanan, Ostersund; Neil Keith, Telford and Ingolf; G. H. Strevell, Shelly; Capt. Robinson, delivered at West Sellirk; D. C. Cameron, Rat Portage; Carpenter & Co., Wabigoon; A. C. Stevenson; Savanne; Capt. G. W. Corbett, Murrillo; Martin & Parson, Murrillo; J. J. Egan has a quantity of

ties now on the line, which were cut last year, and they will now be taken over by the company. The total quantity to be cut this winter will aggregate 250,000.

Wire Nails.

The increasing use of wire nails to the exclusion of cut nails cannot be explained, says the Architect, Builder and Decorator, by the rules that commonly govern the substitution of one line of goods for another which has had the field for so long as did the cut nails. It is no uncommon thing these days of advertising to see an old favorite driven from the market by a new and perhaps inferior article, through the judicious use of ink; while a really good article, well established in the esteem of the public, must be liberally advertised in order to hold its own. In this use of nails, however, no advertising seems to have been done, whilst what little investigation of the relative merits of the two kinds has been made, all seems to have given testimony in favor of the old style of nails. In spite of the fact that repeated tests have shown the cut nails to hold more than the wire nails of the same length and weight, and in spite of the weight of tradition on their side, which is usually of itself sufficient to hold the market for useful articles against any ordinary effect, the wire nails have pretty much driven the others out. Some dealers do not keep any considerable assortment of the cut nails, and others declare that they do not sell a fifth as many as of wire nails. It will not do to say that the favor shown by builders is all a mistake, and accept the testimony of a testing machine as altogether conclusive. There must be something upon which to found the very general belief prevalent among the people who use nails, that the wire nails are the better. Possibly the evidence of the retailer as to the relative condition of packing boxes put up with the two sorts of nails on their arrival at the end of their journey, may have weighed. The difficulty the carpenter finds in pulling down his staging when built with wire nails may be evidence to him of their staying powers. Whatever the cause, he thinks the wire nails will hold more than the others. When the wire nails were first generally introduced, they had only cut nails of the very poorest material to compete with, but this is not the case now, for there is no difficulty in getting cut nails that will clinch almost as well as the old "wrought" variety. In the larger size nails, the number to the pound of a given length is about the same, but in the sizes more commonly used there is a considerable difference in favor of the wire nails—enough to make them the cheaper at anything like the same rate per pound. The present popularity of the wire nails is such that the cut nails must be specified if one has any hopes of securing their use on buildings. That the cut nails of a given length are better for the general purposes of a building, there would seem to be no reasonable ground for doubting, being as they are, so much stronger when driven home. Nails are not expected to hold in a building after they are half pulled out. The "coated" or "cemented" wire nails would probably be of advantage in some building work, as although a more slender wire than the ordinary nails of the same length, their hold when driven home is allowed by all who have tested or used them to be phenomenal. So far as we have observed, they are, however, hardly known among builders. For such places as the lathing of an ordinary ceiling they would add greatly to the security.

Billadeau & Gignere, fish dealers, Norman, have dissolved partnership, Billadeau retiring.

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North Bound					South Bound		
Freight No. 103. Daily.	St. Paul Ex. press No. 107 Daily.	Miles from Winnipeg.	STATIONS.		St. Paul Ex. press No. 108 Daily.	Freight No. 104 Daily.	
1.20p	8.00p	0	Winnipeg	11.30a	5.30a		
1.06p	8.49p	0	Portage Junction	11.42a	5.47a		
12.42p	8.56p	9	St. Norbert	11.55a	6.07a		
12.32p	9.23p	19	Carrier	12.09p	6.22a		
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11.31a	1.07p	37	Union Point	12.39p	7.02a		
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10.31a	1.29p	60	Morris	1.00p	7.46a		
10.03a	1.16p	66	St. Jean	1.16p	8.25a		
9.28a	12.59p	68	Lettellier	1.34p	9.19a		
8.08a	12.30p	65	Emerson	1.53p	10.16a		
7.00a	12.15p	68	Fembla	2.05p	11.16a		
11.05p	8.30a	168	Grand Forks	5.43p	8.29p		
1.30p	4.55a	223	Winnipeg Junction	9.25p	1.26p		
	3.46p	453	Duluth	7.25a			
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	8.00p	491	St. Paul	9.25p			
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Ft. No. 180	Ex. No. 182 Thur. & Sat.	Miles from Morris.		Ex. No. 187 Mon. & Fri.	Ft. No. 189		
1.20p	8.00p	0	Winnipeg	11.30a	5.30p		
7.50p	12.55p	10	Morris	1.56p	8.00a		
6.59p	12.59p	10	Low Farm	2.06p	8.44a		
5.49p	12.07a	21	Myrtle	2.23p	9.31a		
5.29p	11.55a	25	Roland	2.39p	9.50a		
4.99p	11.39a	33	Rosebank	2.59p	10.29a		
4.59p	11.24a	39	Miami	3.19p	10.54a		
2.16p	11.02a	49	Deerwood	3.39p	11.44a		
2.51p	10.50a	54	Arzmont	3.49p	12.10p		
2.19p	10.33a	63	Belmont	4.09p	12.51p		
1.47p	10.18a	68	Swan Lake	4.29p	1.23p		
1.19p	10.04a	74	Indian Springs	4.39p	1.54p		
12.57p	9.53a	79	Marleopolis	4.50p	2.19p		
12.27p	9.39a	86	Greenway	5.07p	2.52p		
11.57a	9.24a	92	Baldor	5.23p	3.29p		
11.28a	9.07a	102	Belmont	5.49a	4.19p		
10.37a	8.45a	109	Hilton	6.04p	4.59p		
10.18a	8.29a	117	Ashdown	6.21p	5.29p		
9.49a	8.22a	120	Wawancoa	6.29p	6.47p		
9.39a	8.14a	123	Elliotts	6.49p	6.04p		
9.08a	8.00a	129	Rounthwaite	6.59p	6.37p		
8.29a	7.43a	137	Marlinville	7.11p	7.19p		
7.50a	7.25a	145	Brandon	7.30p	8.00p		

Number 127 stops at Baldu, for meals.

PORTAGE LA PRAIRIE BRANCH.

East Bound			STATIONS.		West Bound		
Read up Mixed No. 144, every day ex Sun	Min. Ex. Winn. Pkg.			Read Down Mixed No. 145 every day ex Sun			
12.00 noon.	0	Winnipeg	6.00 p.m.				
11.43 a.m.	3.0	Portage Junction	4.15 p.m.				
11.10 a.m.	11.5	St. Charles	4.40 p.m.				
11.00 a.m.	13.5	Redding	4.46 p.m.				
10.30 a.m.	21.0	White Plains	5.10 p.m.				
9.32 a.m.	35.2	Eustace	5.55 p.m.				
9.06 a.m.	42.1	Oakville	6.25 a.m.				
8.20 a.m.	55.5	Portage la Prairie	7.30 a.m.				

Stations marked -†- have no agent. Freight must be prepaid.

Numbers 107 and 106 have through Pullman Vestibuled Drawing Room Sleeping Cars between Winnipeg and St. Paul and Minneapolis. Also Palace Dining Cars. Close connection at Chicago with eastern lines, connection at Winnipeg Junction with trains to and from the Pacific coast.

For rates and full information, concerning connection with other lines, etc., apply to any agent of the company or

CHAS. S. FEE, H. SWINFORD,
G. P. & T. A., St. Paul. General Agt., Winnipeg

E. J. SKLOCH, Ticket Agent, 486 Main St., Winnipeg.

Columbia and Kootenay Steam Navigation Company, Ltd.

TIME TABLE NO. C.

In effect Monday, Aug. 20th, 1894.

Revelstoke Route—Steamer Lytton.
Connecting with the Canadian Pacific Railway (main line) for all points east and west.

Leaves Revelstoke on Tuesdays and Fridays at 4 a.m.
Leaves Robson on Wednesdays and Sundays at 6 p.m.

Northport Route—Steamer Lytton.
Connecting at Northport for points on the Spokane Falls and Northern Railway.

Leaves Northport Saturdays at 4 a.m.
Leaves Northport Saturdays at 1.30 p.m.

Kaslo Route—Steamer Nelson.

Leaves Nelson—
Mondays at 4 p.m.
Wednesdays at 5.40 p.m.
Thursdays at 4 p.m.
Saturdays at 5.40 p.m.
Connecting on Saturdays and Wednesdays with Nelson & Fort Sheppard Railway for Kaslo and lake points.

Leaves Kaslo for Nelson—
Sundays at 8 a.m.
Tuesdays at 3 a.m.
Thursdays at 3 a.m.
Fridays at 3 a.m.
Connecting on Tuesdays and Fridays with Nelson & Fort Sheppard Railway for Spokane.

Bonner's Ferry Route—Steamer Nelson.

Connecting with Great Northern railway for all points east and west.

Leaves Nelson Tuesdays and Fridays at 7 a.m.
Leaves Kaslo Tuesdays and Fridays at 3 a.m.

Leaves Bonner's Ferry for Nelson and Kaslo at 3 a.m. on Wednesdays and Saturdays.

The company reserves the right to change this schedule at any time without notice.

For full information as to tickets, rates, etc., apply at the company's office, Nelson, B.C.

T. ALLAN, Secretary. J. W. TROUP, Manager.

The Great Northern Ry.

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508 Main St., Winnipeg.
or F. I. WHITNEY, G.P. & T.A., St. Paul.