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 Capital Paid up, \$6,000,000. Rest, \$3,000,000.
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 The position of this Bank as to amount of paid-up capital and surplus is the second in the Dominion. Particular attention given to collections from and throughout the Dominion and the United States. Ample facilities; low rates; quick returns. Buy and sell Canadian and foreign exchange. Interest allowed at most favorable rates on Savings Bank Accounts and Deposit Receipts. Accounts of Merchants, Manufacturers, Corporations and Individuals received on favorable terms. A General Banking Business Transacted.
 ARTHUR WICKSON, MANAGER

IMPERIAL BANK OF CANADA

Capital authorized..... 2,000,000.00
 Capital Paid up..... 1,950,790.00
 Reserve..... 1,100,385.00
 DIRECTORS: H. S. Howland, President. T. R. Merritt Vice-Pres. William Ramsay, Robert Jaffray, T. R. Wadsworth, Hugh Ryan, T. Sutherland Stayner
 HEAD OFFICE, Wellington St., TORONTO.
 D. R. Wilkie, Cashier.
 B. Jennings, Asst. Cashier. E. Hay, Inspector.

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 Essex..... C. White, Manager
 Fergus..... S. D. Raymond, " "
 Galt..... John Cavers, " "
 Ingersoll..... J. A. Richardson, " "
 Niagara Falls..... J. A. Langmuir, " "
 Port Colborne..... E. C. F. Wood, " "
 Rat Portage..... W. A. Weir, " "
 Sault Ste. Marie..... J. M. Wemyss, " "
 St. Catharines..... C. M. Arnold, " "
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 Yonge & Queen Sts..... O. F. Rice, " "
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 GREAT BRITAIN—Lloyd's Bank (Limited). Manchester and Liverpool District Banking Co. (Limited.)
 UNITED STATES—New York, Bank of Montreal; Buffalo, Bank of Buffalo; Boston, National Bank of the Commonwealth; Chicago, First National Bank; Detroit, Detroit National Bank; Duluth, First National Bank; Philadelphia, Farmers' and Mechanics' National Bank; St. Paul, Second National Bank.
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 Special attention to Confidential Business Enquiries.
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 WINNIPEG, MAN.

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 Reserve Fund.....£275,000 "

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HEAD OFFICE, OTTAWA.
 Capital Authorized & Subscribed, \$1,500,000.00
 Capital Paid up.....1,478,910.00
 REST.....843,536.75

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 Hawkesbury, Keewatin, Winnipeg.
 Parry Sound, Rideau St., Ottawa.

GEO. BURN, General Manager.
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 " CHICAGO—Bank of Montreal;
 " ST. PAUL—Merchants National Bank;
 " LONDON, Eng.—Alliance Bank.

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 J. B. MONK, Manager.

The Western Canada Loan & Savings Co.

CAPITAL, - \$1,500,000.00.
 RESERVE FUND, - \$850,000.00.

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 BRANCH OFFICES: Winnipeg, - W. M. FISHER, Manager.
 Moneys advanced upon Farm and City Properties, MORTGAGES, MUNICIPAL DEBENTURES & SCHOOL DEBENTURES purchased. Scrip held for use of Clients. Clients title deeds are not sent out of the Province but are lodged in the Company's vaults at Winnipeg, where they may be examined at all times. Agents at all principal points throughout the Province.
 For further information write to the Manager of the Winnipeg Branch.

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Because they are always reliable and as represented.
CHAS. BOECKH & SONS,
 TORONTO.

J. E. Dingman, Agent, Winnipeg.

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 Paid-up Capital.....\$6,000,000
 Rest.....1,100,000

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 George Taylor, Esq. W. B. Hamilton, Esq.
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A General Banking Business Transacted.
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 Interest allowed at current rates on Savings' Bank Department and Special Deposits.

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DRUGS AND MEDICINES

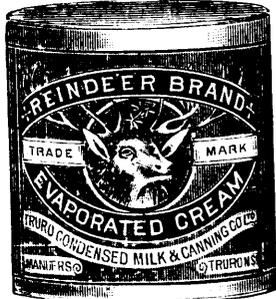
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Wines, Liquors and Cigars
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PLEASING
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Two Tons Glycerine.
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One " " crystal.
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Fifteen gro. C. L. Oil, Emulsion.
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Full Line Fluid Extracts, Elix-
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Iron, Steel, Hardware, Paints,
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Special attention given to

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Don't forget the new premises.

E. F. HUTCHINGS, Proprietor, WINNIPEG.

Send for our new Illustrated Catalogue.

Mackenzie, Powis & Co.,

WHOLESALE GROCERS.

JUST ARRIVED.

First direct shipment of New Season
Prime Selected Valencia Raisins and
Imperial Selected Layers from Denia.
Also two cars choicest Evaporated
Apricots, Peaches and Prunes.

Over 1,000 packages, New seasons
First crop, Congous, all
Grades.

Cor. McDermott & Princess Sts., WINNIPEG.

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COLD WATER

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WHITE AND SIXTEEN
BEAUTIFUL SHADES.

Order early to insure a full
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Winnipeg, Sole agents for
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—AND—

FUR GOODS

And Wholesale Dealers in Men's Furnishings

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WHOLESALE GROCERS,

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WINNIPEG.

PORTER & CO.

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AND FANCY GOODS.

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The Commercial

A Journal of Commerce, Industry and Finance, specially devoted to the interests of Western Canada, including that portion of Ontario west of Lake Superior, the provinces of Manitoba and British Columbia and the Territories.

Twelfth Year of Publication
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Fine Book and Job Printing Departments.
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The Commercial certainly enjoys a very much larger circulation among the business community of the country between Lake Superior and the Pacific Coast, than any other paper in Canada, daily or weekly. By a thorough system of personal solicitation, carried out annually, this journal has been placed upon the desks of the great majority of business men in the vast district designated above, and including northwest Ontario, the provinces of Manitoba and British Columbia, and the territories of Assiniboia Alberta and Saskatchewan. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.

WINNIPEG, MAY 7, 1894.

Manitoba.

R. C. Sparling, butcher, is opening at Deloraine.

J. W. Erratt, general store, Treesbank, has assigned.

E. A. Yorton has opened in the harness line at Arden.

W. McLeod, blacksmith, is starting business at Elkhorn.

S. J. Hamm, blacksmith, is starting business at Newdale.

F. Kay has opened the Windsor hotel at Rapid City.

J. H. Cook, furniture, Winnipeg; stock damaged by fire.

The Ferguson Co., Ltd., Winnipeg, has been incorporated.

Robert Kelly, hotel, Hamiota, succeeded by Thos. Beaubier.

An effort is being made to establish a cheese factory at Souris.

Robert McLenaghan, general store, Minnedosa, has assigned.

Silas Wannamaker, butcher, is starting business at Pipestone.

Kent & Co., tobacco and cigars, Winnipeg, is offering to sell out.

Lake Winnipeg Fish Co., Selkirk, is applying for incorporation.

Rea & Donald, livery, Rapid City, dissolved partnership; Rea retires.

W. P. Duncaffe, druggist, formerly at Morden, is opening business at Cartwright.

McKeller & Jackson, agricultural implements, Rapid City, are adding lumber to their business.

About \$10,000 were paid out at Pilot Mound this week by the dealers in fat cattle, says the Sentinel.

Elliott & McJannett, furniture and undertakers, Pilot Mound; succeeded by R. McJannett.

Greenwood & Bousfield have decided to establish a creamery at Douglas, on the cream-gathering system.

It is reported that the implement business of J. J. Bryan, Souris, has been purchased by David Gibson.

W. A. Rogers, blacksmith, Hartney, has taken a partner in the person of Jas. Robinson, late of Boissevain.

T. E. Williams has opened a grocery store on the corner of Higgins and Gomez street, Winnipeg, with Harry Morgan as manager.

Wallace & Co., grocers, Brandon, have purchased the bankrupt grocery stock of John Gilbert, of the same place, at a rate on the dollar.

J. H. Ashdown, accompanied by his family, returned to Winnipeg on Monday after an absence of two months and a halt, spent on the Mississippi coast of the Gulf of Mexico.

A large block will be erected on the corner of King and Market streets, Winnipeg. The old frame buildings have been moved away or pulled down, and the excavation work is now going on.

The Queen's hotel, Winnipeg, has assigned to G. F. & J. Galt and S. A. D. Bertrand. The hotel will continue to run as before, and the management will remain in the hands of T. K. Grigg & Co.

Brandon Times: Parish & Lindsay on Saturday 21st inst., had seeded 655 acres with wheat on their farm at Kemnay. The grain is just appearing above ground and is looking well.

John Howie, of the firm of Burchill & Howie, butchers, Brandon, says the Times, returned from the Pacific coast yesterday. He left here two weeks ago with two double decked cars of hogs and returned so well satisfied with the trip that the firm will make another shipment about the middle of May.

Last fall the Vulcan Iron Works, Winnipeg, practically closed down their mechanical shops, and during the winter only a few men were employed. Lately the staff has been materially increased and the works are now in general operation again. This is the most important industrial concern in Winnipeg, and it will give satisfaction to know that work has been resumed in all departments.

A heavy reduction has been made in the staff of the Canadian Pacific railway at Winnipeg. About 150 men have been dropped off, amounting to 25 to 50 per cent of the full force engaged in the different departments of the shops here. General slackness is given as the cause. A large number of men have also been discharged at Vancouver and also at Montreal.

There is trouble between the Winnipeg master and journeymen painters and paper hangers. The masters decided to reduce the wages of their employes 5 cents per hour, from 27 1/2 to 22 1/2 cents for paper hangers and from 25 to 20 cents for painters. The employes refused to accept the reduction, and on Tuesday nearly all the men engaged in the trade quit work. The masters have been compelled to suspend work on most of their contracts.

The following paragraph was published by a Winnipeg paper a few days ago:—"The hide dealers of Ottawa state that their business is threatened to be destroyed altogether by the shipments of large consignments of hides from the Northwest. Hides are now selling at only a cent a pound, while a year or two ago they were worth three cents a pound. The shipment of hides from the Northwest began only last year, but they have glutted the Ottawa market altogether and promise to injure the business of eastern hide dealers for some years to come." This of course is all wrong. Green salted hides are worth 1 to 3 cents per pound in Winnipeg, according to grade, and hides have been shipped out of the country ever since there was any way of shipping them out. The quantity is so small as not to materially affect prices east.

Following is a statement showing the value of goods exported, imported, and entered for consumption, with the duty collected thereon, during April, 1894, at the port of Winnipeg, compared with the same month of 1893:—

	Value. 1893.	Value. 1894.
Exported.....	\$ 47,873	\$ 34,348
Entered for consumption dutiable.....	159,142	110,522
Entered for consumption free.....	71,555	68,841

Total for consumpt'n \$230,697 \$179,363
Duty collected.....\$ 53,351.85 \$32,62.372

The inland revenue receipts for the month of April, 1894, at the inland revenue office, Winnipeg division, were:—

Spirits.....	\$ 6,901 17
Malt.....	2,000 02
Tobacco.....	10,585 00
Cigars.....	785 85
Licenses.....	25 00
Petroleum inspection.....	101 30
Fines.....	25 00
Other receipts.....	16 00

Total.....\$20,439 94
Receipts April, 1893..... 33,819 59

Decrease.....\$13,379 65

The Dominion Government savings bank transactions at Winnipeg for the month ending 30th April, 1894, were:

Deposits.....	\$21,269 00
Withdrawals.....	22,589 96

Withdrawals exceed deposits by...\$ 1,320 96

Alberta.

Eli. Taylor, livery, is starting business at Innisfail.

R. Wynn, brick maker, is starting business at Innisfail.

Nicol & Ornisby, confectionery, is starting business at Innisfail.

Jackson Bros., machinists, have opened business at Edmonton.

G. W. West, general store, Innisfail, adding tinsmithing to his business.

S. Parrish, flour and feed, South Edmonton, have sold out to Juergens & Co.

The Canadian Pacific hotel at Banff will be opened for the season on the 15th.

Edmonton Bulletin: It is estimated that the cash sales of fur at Edmonton for the present season have amounted to \$16,000 and that they will aggregate \$25,000 before its close. Although this is not as large a money value as the sales of last year, owing to the lower prices it represents a greater quantity of fur. A very large proportion of the furs dealt in here are lynx, and they are worth only half what they were last year.

On being asked about the prospects of the Rocky Mountain railway, J. R. Costigan told the Calgary Herald that he had made arrangements to get all the money required to build the road as soon as the coal is reached. A diamond drill has been ordered, and if it arrives in time to be sent to the field before the rivers rise the work will go on at once, but if there is any delay operations cannot well be commenced until August. The road will reach the outcrop of anthracite coal at a point west of Red Deer and will bring the coal into Calgary, thus affording competition to the company at present putting Alberta hard coal on the market.

The bill to change the name of the Winnipeg & Hudson Bay Railway Company to the Winnipeg Great Northern Railway Company, and the bill reviving the act incorporating the Brandon Southwestern Railway Company were passed at Ottawa last week.

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 FORKS etc.

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ARE GENUINE "ROGERS" GOODS.



— And Guaranteed by the —

MERIDEN BRITANNIA CO.

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W E ARE now placing upon the market **CHOCOLATE, PINK, WHITE** and **CANARY** Icing in half pound packages, delicately flavored and ready for use. Our Mr. French is showing samples.

Pure Gold Mfg. Co., Toronto.

S **A** **F** **E** **U** **R** **E** **W** **E** **E** **T** **A** **L** **E** **A** **B** **L** **E**

MATCHES

S **A** **F** **E** **U** **R** **E** **W** **E** **E** **T** **A** **L** **E** **A** **B** **L** **E**

1,600 CASES WERE SOLD in the City of Winnipeg in 12 months and not a Single Complaint. Why pay 10 per cent extra for an article because you are familiar with the name.

Keep up with the times and ask your wholesale grocer for

STEAMSHIP MATCHES.
H. A. NELSON & SONS.

TORONTO AND MONTREAL.

Represented by MR. W. S. CRONE.

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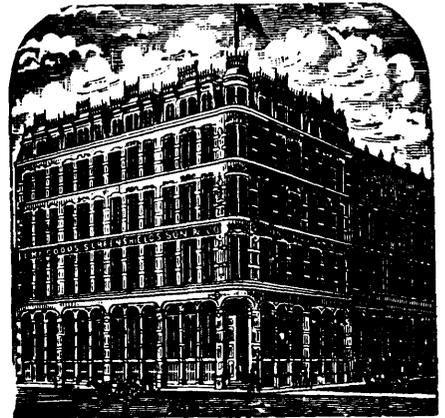


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The Commercial

WINNIPEG, MAY 7, 1894.

IMMIGRATION FROM NEWFOUNDLAND

An immigration agent, who has been working in Newfoundland in the interest of the Canadian West, writes to a Winnipeg paper that he has succeeded in arranging with 600 young men and 200 young women to come to Manitoba and the West. They are strong, hardy men, he says, accustomed to hard work and harder fare, which is a good recommendation, for they will find plenty of hard work in this country, and pretty hard fare too sometimes; but there is this encouragement about it, that hard work and the willingness or ability to put up with inconveniences is sure in time to lead to success in this country. These Newfoundlanders, he says, are disgusted with the occupation of fishing, and wish to learn farming, as they have been greatly impoverished by the failure of the fisheries. This is not so encouraging. If they are fishermen they will have no experience in farm work, and will find things quite awkward to them here. However, if they are industrious, have ordinary intelligence, and not afraid of hard work and a little rough experience, they should make useful citizens, and in time would become successful farmers. The fishermen of Newfoundland have to put up with greater hardships at times than the agricultural people of Manitoba know anything about, and though they will find plenty of hard work and some rough experiences here, we imagine such experiences will not be as trying as some they have gone through in their island home. Among these young men, we are further told, are many excellent mechanics,—carpenters, blacksmiths, shoemakers, etc., etc. For these we can offer little encouragement in Manitoba. If they wish to farm, and come determined to follow an agricultural life, regardless of hard work and hardships which they will have to encounter on the start, before they can establish themselves, it may be all right, but if they wish to follow their trades, they may not find circumstances here any improvement upon Newfoundland. There is now a surplus of artisans in most lines, and with the large number of mechanics thrown out of employment this week, the outlook is not favorable for the immigration of mechanics. We certainly cannot encourage men of this class to come here, expecting to find work at their trade. As for men without trades, who are looking for employment in the cities, especially those who want clerkships or "genteel" work, the situation is much worse. There are more of these people now than the country can accommodate, and in the "genteel" employments low wages have frequently to be accepted.

The young women, we are told, are "fine, healthy specimens," and of good reputation. Intelligent domestic servants are usually able to find employment here in a short time, though of late there has not been that scarcity of domestic help which was formerly felt. The supply (though not quality) of domestic help has shown a considerable increase

during the last year or so, in proportion to the demand, owing to the German, Icelandic and other foreign immigration. Wages are also lower, and this spring there is a tendency to further reduce wages. Intelligent and experienced girls, who can speak English, however, should find situations at fairly satisfactory wages.

One feature of this proposed Newfoundland immigration which we have not yet mentioned is, that these 800 young men and women are not coming out to this country to "rustle" a situation for themselves. They are not going to come until they are sent for by persons here who are willing to engage them "unsight and unseen," as the boys say when dickered for a trade. They moreover wish the parties here to forward them the cash to enable them to come west to take the situations offered. The men, we are told, are willing to accept \$10 per month for those under 20, and \$12 for those over twenty years of age, and they will agree to a term of three years' service. The young women look for about \$10 per month."

We do not expect that much will come of this plan of immigration. If the Newfoundlanders wait until they are offered a situation here, and have the money forwarded to them to pay their passage to this country, the majority of them will have to wait for a long time. Time was when domestic servants and perhaps a few farm hands would have been engaged on such terms, providing a mutual acquaintance or some other person could give a guarantee as to the character and ability of the applicants. The supply of domestic and farm help now at hand, however, is such as to make it unnecessary to send abroad for help of an unknown and untried character, on the cash-in-advance principle. A few persons may perhaps be found who will "take advantage" of this opportunity of procuring help, but we imagine immigration from Newfoundland will be very small if it is to remain on the basis proposed by the agent who writes the letter referred to at the beginning of this article.

PROSPECTS IN THE UNITED STATES.

The outlook commercially in the United States seems to be still very discouraging. It was thought a while ago that the severe depression had about passed over and that the turn for the better had set in. Improvement, however, seems to be very slow, and indeed it is doubtful if there has been any genuine improvement. Late reports are quite gloomy. Prices are greatly depressed, the remarkably low prices for many staple commodities being a marked feature of the depression. We in Canada should be thankful that we have escaped in a large measure from the depression felt in the republic. Closely connected as we are with our neighbor to the south in a commercial sense, it is a wonder that we have suffered so little. The fact that the commercial situation in this country has maintained such a firm and solid front is a strong indication that we are not so largely dependent upon the United States as many persons in each country would try to make us believe. Newspapers in the republic frequently advance the belief that Canada can never be prosperous apart from the Uni-

ted States, but the fact remains that we are to-day in a better commercial condition than the republic, and certainly in a much better condition than we would be if we were dependent upon that country for prosperity. A few Canadians sometimes talk in the same way about our commercial dependence upon the United States. The present condition of the two countries is a flat contradiction to this belief, and should teach Canadians that we have a future of our own apart from the republic. While we believe in giving every encouragement to commercial intercourse between the two countries, we scout the dependence theory as one which is contradicted by practical experience. This country has such resources that if we were cut off entirely from the United States, we would find room to go ahead and prosper. While referring to the business situation in the United States, the following from the Cincinnati Price Current, a very trustworthy authority, will indicate how matters stand in that country:—

That the spring trade of the country has been woefully disappointing all over the country is patent to all observers, and there are no indications that it will materially improve in the early future. The trouble is that but few are making any money in general trade or in manufacturing industries, and the money that is being spent is such as is yielding an income from permanent investment as a rule; of course people must live, and those who are earning money must graduate their expenditures according to their earnings. The bulk of the workmen who are employed, receive scarcely enough compensation to cover their living expenses, and there are comparatively few business men who are realizing a profit on current trade. Some business men say that they do not want any more trade at the present time, because there is no profit in it, and they feel sure that by waiting they can get better prices; but we notice that they do not refuse to sell, and it will be a long time before business will become satisfactory; many shrewd observers predict that trade will become worse before it is better. Tariff legislation drags its slow pace along, and the delay is certainly not calculated to encourage traders, although we doubt whether anything could move trade when the people in general have no money to spend. The country cannot be made prosperous by legislation, but trade might be assisted to a better basis of prosperity by a general process of favorable enactments that would encourage traders to expect better things in the future. It is given out by the majority of the dominant party in the Senate that the tariff bill will be passed substantially as it at present stands, but such predictions have not been reliable in the past and may not be in the future. The business world does not seem to have much confidence that business would be improved by anything which is likely to meet with favor in the present Congress, but it is endured under the conviction that things cannot be made much worse.

TO MANUFACTURE BINDER TWINE.

We noted a couple of weeks ago that the Northwestern Cordage Co., of St. Paul, Minnesota, were making inquiries as to inducements which might be offered them to start a binder twine factory in Winnipeg. They talk of a factory to employ seventy-five hands, which would turn out 12,000 pounds of binder twine per day and enough sisal and manilla rope to supply the demand. The city council is now looking up information as to the probable success of such a factory in Winnipeg. Binder twine is a commodity which is used

very largely in this country, and so far as the demand is concerned that part of the business would be all right. The only question is as to the cost of manufacturing here. That is a matter which only an expert in the particular branch of industry under discussion could be expected to know much about. Even an expert might be deceived, for it usually requires practical experience to determine the cost of manufacture sufficiently close to be of real value. To be successful, the cost of manufacturing here would require to be not materially greater than the cost of making the goods elsewhere. All the materials would have to be imported, so that there would be no advantage in freights for the proposed local factory, as the cost of freight on the raw material would equal at least the cost of freight on the manufactured goods. If the twine could be manufactured successfully from some product which could be produced here, thus saving freight on the raw material, there would be a great advantage in manufacturing here. No suitable material, however, is obtainable here. Hemp has not proved a success for the manufacture of binder twine. This is the third time that a binder twine factory has been proposed for Winnipeg, and we hope that it can be shown that the undertaking is likely to prove profitable here. We do not, however, recommend a bonus from the city for this or any other proposed industry.

MR. VAN HORNE'S VISIT.

The most interesting question in connection with the visit to Winnipeg this week of President Van Horne, of the Canadian Pacific Railway, is the matter of freight rates. The great railway man was interviewed both publicly and privately in regard to a reduction of rates. The most important interview was that by delegates from the board of trade and the grain exchange. The principal point discussed was the rate on grain between Manitoba points and Lake Superior, as it is believed that a lowering of this rate would bring the best and quickest return to the farmers. The delegates urged this point very strongly. Mr. Van Horne stated in reply that it was absolutely impossible to make any further reduction, as the rate was now at the bare cost of carrying. Being asked for a reduction in elevator rates at Lake Superior, he replied that he would look into the question on his return to Montreal. To newspaper interviewers Mr. Van Horne stated that the recent reductions in the staff of employees was due solely to falling off in the earnings of the road, and that as soon as business picked up the men could go back. Regarding the line between Winnipeg and Lake Superior he said that all improvements, such as bridges, etc., were being made with a view to double tracking this portion of the main line, but he could not say how soon it would be done, but he thought it would be undertaken within five years. He could give no information as to the completion of the Duluth and Winnipeg road, but when found desirable this road would be extended to connect with the Emerson branch at the boundary. Mr. Van Horne said he had been misrepresented regarding the reported prophecy of \$2 wheat.

It is a matter for general regret that Mr.

Van Horne could hold out no hope for a further reduction in freight rates. The Commercial has always contended that it would be in the interest of the company to consider this matter in a very liberal spirit. The company is dependent upon the development of the country, and there is nothing which retards this development so much as the dissatisfaction which exists regarding rates. A reduction of rates to such an extent as would satisfy the people that they were not discriminated against, in comparison with rates in the United States, would produce such a feeling of satisfaction here as would certainly lead to splendid results in populating and developing the country. For the first year or so the company would no doubt find its profits reduced by following such a policy, but in the end we believe it would prove the wiser and more profitable course to follow. With 25,000 more farmers in this country, a 12 cent rate on grain exports would undoubtedly be more profitable to the company than the 18 cent rate now enforced. The quickest way to get these additional farmers would be to give a really liberal export rate on grain. The large amount of money spent by the company on immigration work would, we believe, bring better results if it were applied in reducing rates, and the immigration work abandoned. The best immigration agent is a contented settler.

DEEPENING THE CANALS.

A debate took place in Parliament this week on the question of enlarging the canals, on a resolution moved by Mr. Denison in favor of deepening all the canals between Montreal and Port Arthur to a uniform depth of twenty feet. The opinion of The Commercial upon this question is well known. Transportation is the great problem which concerns Western Canada, and the deepening of the canals so as to permit of the passage of a large class of steamships between the head of the lakes and Montreal, is the most practical and most important feature of the transportation problem. It would mean a great reduction in the cost of transportation to the seaboard, and would be particularly valuable to the western farmers, in reducing the cost of exporting his products. Such a reduction in the cost of transportation means a better price to the farmer for his surplus produce. Manitoba is essentially a wheat country, and with the keen competition now going on between the wheat producing countries of the world, it is essential that the cost of carrying the grain to the markets of the world should be materially reduced. This is what has got to come if we are to maintain the increase in the production of wheat in this country. The cost of transportation for wheat is altogether out of proportion to the value of the grain, on the basis of prices ruling for wheat during the past two years. Nor does it seem probable that we are likely to return permanently to a period of higher prices, but rather that an era of permanently lower values has set in. The most practical plan in view at the moment to secure the needed reduction in the cost of transportation is in the deepening of the St. Lawrence canal system. If Port Arthur were made the head of navigation for ocean steamships (by no means

an extravagant expectation), the problem of cheap transportation for Western Canada would be about solved.

We are not disparaging the Hudson bay route in thus championing the St. Lawrence. The Hudson bay route is all right, and if opened it would serve as a valuable competing route to the lake route. The improvement of the St. Lawrence route, however, is perhaps the more practical plan at the moment, and the day will come when the country will require the development of both of these cheap natural outlets to the markets of the world. For the southern and eastern sections the St. Lawrence would be able to compete to good advantage with the Hudson Bay route, if properly developed by the required canal improvements, while for the northern and northwestern portions of the country the Hudson bay route would offer advantages not equalled by any other possible outlet.

The deepening of the St. Lawrence canals would very quickly make it the highway of commerce for the northwestern states as well as for Western Canada. The St. Lawrence would be the greatest artery of commerce in the world. Montreal would become the greatest port on this continent.

The expense is the great obstacle in the way of carrying out these canal improvements. It is estimated that the cost would amount to about \$125,000,000, which is rather too great a sum for the country to undertake, burdened as we are with the heavy debt incurred largely in building the present canal system and assisting the Canadian Pacific and other railways. This is the view the government took of the case, the ministers dwelling on the point that the financial aspect of the work is too vast to be taken into practical consideration at present. Mr. Martin advanced the view which had previously been put forward by others, that the enlargement of the canals might be secured by the co-operation of the United States, but it is doubtful if that country could be induced to assist in the work, short of an arrangement for the virtual ownership of the canals.

EDITORIAL NOTES.

STREET railway competition in Winnipeg has come to an end, and as usual with the destruction of competition, up goes prices. The first announcement of the amalgamation of the two companies was accompanied by the statement that rates would be advanced. Winnipeggers will no longer enjoy the luxury of a street car service at a two-cent rate, with free transfer tickets thrown in. The new rates now announced are: Regular tickets, 25 for \$1; workingmen's tickets, 8 for 25 cents; school children's tickets, 10 for 25 cents. Evidently the announcement of the amalgamation and the advancement of rates, was made somewhat prematurely. The public were expecting something of the kind, and quite a run had set in to buy tickets at the low rates, in expectation of an advance. Doubtless to check this big sale of the low rate tickets, a provisional agreement was come to speedily, upon the strength of which the rates were advanced. The full terms of the agreement have not yet been made public. Worsted in his protracted legal con-

(Continued on page 814)

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Thos. Davidson & Co.,
MONTREAL.

THE BUSINESS SITUATION.

WINNIPEG, SATURDAY AFTERNOON, May 3.

Seeding is about finished in the west, and the early sown grain is showing up well. In the eastern districts of Manitoba further delay has been caused by more rain, and there is considerable seeding to do yet. The bulk of the crop has been put in the ground in good time and under favorable conditions. Warm rains have brought on vegetation rapidly, and the general condition is well advanced for the time of year. So far as can be learned this early in the season, the prospect is for a considerable increase in the area in crop this year, over any past year. Speaking generally, the crop outlook is favorable, both as to condition and area. In the northwestern districts of Manitoba, Manager Baker, of the Manitoba & Northwestern railway, says reports indicate an increase of one-third in the crop area. Navigation is now open at our lake Superior ports. The first Canadian Pacific steamship leaves Owen Sound for Fort William to day, followed by another steamer on Wednesday next. Stocks of general merchandise will therefore soon be replenished by the cheaper water route. As the tariff debate at Ottawa is nearing to a close, merchants will not long be held in suspense for fear of further changes. The tariff list is now well through with. Liquors, tobaccos, animals and agricultural products, farm produce, nuts, groceries, books and papers, chemicals, earthenware, metals, cutlery, hardware, jewelry, wood and minerals have already been considered clause by clause. Sugars, textiles, wool, fish, sundries and the free list remain to be considered, but few if any changes are likely to be made from the bill, judging from the way the debate has gone so far. The export of cattle has opened quite briskly, and is likely to exceed previous years, if prices are at all satisfactory. The labor market has been somewhat excited this week, owing to a heavy reduction in the Canadian Pacific railway shops here, and the amalgamation of the street railway companies will also throw a number of men out of employment. A good many men are therefore out of employment. On the other hand, the Vulcan Iron Works, the most important local industrial institution, has started up work in all departments, with a considerably increased staff. Building and street improvement are also being engaged in on a larger scale, and giving employment to an increased number of men. A local strike is reported of painters and paper-hangers, due to a reduction in wages. The leading city hotels are reported to have reduced wages 20 per cent, which will probably apply principally to female help. The tendency of wages is lower for domestic help, and the supply is materially greater than ever before—in fact fairly liberal. While money is generally reported to be scarce, one old established Winnipeg house reports collections for April the largest ever made by the firm in any previous year. It is also interesting to note that the city comptroller says that despite the talk of hard times the citizens of Winnipeg have paid their taxes more promptly than in any previous year.

In the United States the strikes of coal and iron miners has further aggravated the depressed industrial situation in that country, and compelled a number of establishments to close down for lack of soft coal and coke fuel. Bradstreet's this week says corn, oats, cotton, coffee and refined sugar are all lower and wool and some varieties of woollens and cotton goods are heavy, with a marked tendency of weaker prices. Offsetting the foregoing are unchanged prices for pork and lard, a firmer but unchanged price for rice, raw sugar 3c higher, anthracite coal firmer, bituminous coal higher and carcer.

Winnipeg Markets.

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

DRY GOODS—Local trade is quiet, and advices from the country retailers indicate a dull season, which is to be expected during the seeding time. Returns are not sufficiently to hand to say much about payments on May 4, as a good many remittances are usually a day or two, and sometimes longer, behind hand. The country trade has not been educated to be prompt about attending to paper, expecting that the wholesale house will arrange the notes, consequently even when it is the intention to meet paper a good many retailers seem to think a few days' delay is a matter of indifference. Wholesale houses will in a few days begin to get in their early shipments of fall goods, and it will not be long before travellers are out with fall samples. In fact, reports from the east state that some lines of fall samples are now being shown by travellers. In the west, however, travellers could hardly expect to do much this early in the season with fall samples, and it seems like discounting the future too heavily to place orders this early. In Manitoba there will be this year a strong desire to hold off orders as late as possible, to see how the crop now going into the ground turns out.

DRUGS—Opium continues to decline. There has been an enormous over importation into the United States. Castor oil is very low. Cream tartar is advancing. Cod liver oil is very firm.

GREEN FRUITS—California oranges, as indicated last week, have been firmer, and are quoted 25c higher. Bananas are about 25c lower per bunch. Maple syrup of a wide range of quality is in the market. Good syrup is offered in wood at about \$1 per gallon, and up to \$1.25 for choicest in gallon tins, but lower qualities are obtainable as low as 75c per gallon in bulk. Rhubarb or pie plant has sold at 8c lb. Prices are: California oranges, \$3.50 to \$3.75. Lemons, new Messinas, \$5.00 to \$5.50. Bananas, \$3.00 to \$3.75 per bunch. Pineapples, \$4 to \$4.50 per dozen. California comb honey, \$8.50 per case of 48 sections. New maple sugar, 13c per pound in 1-lb. cakes.

BOOTS AND SHOES—The sorting season has been light, except in rubbers, which have had a good sale in the city trade, owing to the long spell of damp weather. The same feature which has increased the sale of rubbers has reduced the sale of the fine class of shoes, as during this muddy weather any old shoe is good enough to wear under rubbers. Travellers are now working on fall orders.

PAINTS, OILS, ETC.—The eastern trade is unsettled still, owing to the competition and cutting which has been the most important feature of late. Linseed oil was 1c lower east. The dissolution of the turpentine and linseed oil association in Ontario is noted elsewhere, and prices there are much lower in consequence. Linseed oil is quoted at 53½c for raw and 56½c for boiled delivered Toronto. Turpentine, is quoted at 41 to 42c delivered Toronto, said to be the lowest price ever touched, a drop of about 5c.

IRON AND HARDWARE—The present depression in the United States is remarkable for the very low prices of many lines of staple goods, but it is doubtful if any class of goods are quite as low as iron and steel goods. While the iron and steel trade in England and Scotland appears to be improving and prices stronger, there is no improvement in the United States and prices are wonderfully low in comparison with former prices in that country. As a consequence, Canadian buyers find they can do better in the states than in Great Britain in such lines as steel plates, wire hoops, tubes, boiler plates, etc. The Canadian trade is awaiting the conclusion of the tariff debate, and as the present is a season when local houses usually replenish their stocks, the uncertainty is a great

annoyance. Local houses would like to place large orders for many staple lines, but they are afraid to do so in case of further tariff changes before the debate is finally closed. Canadian pig iron is lower in comparison with imported goods, than formerly, and imports will likely be considerably reduced in consequence. The movement in the direction of breaking up the associations appears to be gaining apace. We have previously noted the dissolution of the cut nail association, the bar iron association, the clothes wringers' association, the white lead association, the paint grinders' association, and now three more associations have gone to pieces. These are the Ontario linseed oil association, the Ontario turpentine association and the mirror plate association. As some Canadian orders for nails have been placed in the States it will be interesting to learn that the leading nail manufacturers of that country are in session at Cleveland. The object is to raise the price of nails, scarcely any profit, it is said, having been made on them for some time. The coal and iron strikes in the United States are affecting the iron markets there, and later reports state that bar and manufactured iron are firmer and steel bellettes and Bessemer pig iron \$1 higher. The tariff debate at Ottawa on the metal and hardware duty was concluded yesterday, without any further important changes reported by telegraph.

LUMBER—The feature of the week is the destruction by fire of 8 000,000 feet of pine lumber in the yard of the Rat Portage mill of the Ontario & Western Lumber Co. The fire made a clean sweep, not leaving a board or stick in the yard. The mill buildings were fortunately saved. Stocks of lumber on hand at the Lake of the Woods mills have therefore received a sudden reduction from an unexpected quarter, but the quantity of lumber on hand is still heavy, aggregating probably well up to 50,000,000 feet among the different mills. In view of the tariff situation and heavy stocks left this sudden reduction of the available supply will not exert a strengthening influence upon prices. No change in freight rates has been secured yet, but from President Van Horne's remarks during his visit here this week, the case does not seem entirely hopeless for a reduction in rates. When asked about the grain rates he asserted positively that no reduction would be made, but when questioned about the lumber rates he was non committal, and said the matter would be looked into. This gives some hope of a possible reduction of the rate on lumber from the Lake of the Woods mills to Manitoba points. The lumbermen took advantage of Mr. Van Horne's visit west to impress upon him the need of a lower rate, in view of the tariff changes. They ask a reduction from the present rate of 15½c per 100 pounds from the mills to Winnipeg, to 8c per 100 pounds, with a proportionate reduction to points west of the city. They point to the fact that lumber is carried from Ottawa to Montreal for about one third of the rate from Rat Portage to Winnipeg, though the distance is practically the same in each case, and claim that an 8 cent rate to Winnipeg is not asking too much, as it would still be about 60 per cent higher than the rate given by the company in the East. No change has been made in prices yet, awaiting the decision of the company in the matter of freights, and also the final conclusion of the tariff debate at Ottawa. As regards the tariff, it is now asserted that the twenty per cent. duty on finished lumber will be collected on the full value of the lumber at the mills. Those who claim to have inside information from Ottawa, say that this is the way the government have decided the point, though it appears that at one time the intention was to charge the duty only on the difference between the price of dressed and rough lumber of the same grades. It is reported that some good sized orders have already been placed with Minnesota lumbermen, from Manitoba dealers, and we may therefore expect to see imported

(Continued on page 803.)

How to Collect Bills.

"I think about all that can be said about collecting is that the easiest time to make a collection is the minute an account is due," observed an implement dealer to the St. Paul Trade Journal. "Perhaps if there was any better time to make collection it is when you sell the goods; but there is a way in which people sell goods sometimes that makes a man slow in paying. In other words, if a customer can be impressed with the idea that he is buying that is worth 100 cents on the dollar and really is mighty valuable, and that it ought to be paid for in cash very quick, it is a pretty good way to make collections. The average dealers are not careful enough about having a definite time stated, and impressing upon a customer that they are very anxious to have pay at that particular time; and a pretty good way to do is to say, 'Now I have got to make my payments at that time and shall expect my money.' That is to say, it is just as well for a customer to understand that the dealer cannot meet his obligation unless the customer meets them to him. It is not necessary to go out to abuse anybody. There are a great many people who make that mistake; they think that it is necessary to abuse a customer in order to get him to pay it. Now, the fact of it is, that the right way to make collections is to urge your own need. You need money, and get the man in sympathy with your own needs, and you will make collections. One of the best ways in the world to make collections is to get into sympathy with the man. If he says he is hard up you can tell him you are a great deal harder up; you can impress that upon him in such a way that he will make an effort to pay when he would not in any other way. And then, as I said before, impress upon the customer when the goods are sold that you expect the money at that time, because you have got to have it at that time. I believe that while there are other ways of collecting, at the same time, in a general way, that it is a pretty good way to get at it."

Hides, Wool, Furs, etc.

Jas. McMillan & Co., of Minneapolis, writes as follows:

Sheep Pelts—The receipts are large. The market is steady for medium and coarse woolled pelts and dull for fine woolled on the present low basis of prices, in sympathy with the market for sheared wool and pulled wool, which governs the prices of sheep pelts.

Hides—The receipts of salted hides are very light. Not many cattle are being killed in the country, because owing to the hard times there is a light consumption of meat. The market is dull for all kinds of salted hides, steady for calfskins, and quiet for dry hides, calf and kip. Tanners are not eager buyers. Until times are better and there is a larger consumption of leather, some predict there will not be any improvement from the present low depressed prices, particularly of salted hides. The weather is now getting warmer and hides will spoil and become hair-slipped if they are not cured promptly after being taken off.

Furs—The receipts have continued large, although from the surrounding states they are decreasing, except that of spring muskrat; but what keeps up the receipts are the winter-caught furs which are commencing to come in from the interior. We advise trappers not to continue trapping too late in the season, even for the water animals. Shedding furs can readily be told by holding them up and looking through them towards the light from the fur side. Where they are a very little damaged by being shedding, rubbed or faded, they will pass as No. 2's, but where badly damaged they grade No. 3 and 4. Spring mink are all pale or red in color, and shippers must not expect high prices for them, because for even the best mink there is not much demand. The bear that are

E. A. Small & Co.,

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Men's, Boys' and Children's Clothing.

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Represented by Mr. W. H. Leishman, Sample Room 32 McIntyre Block
Main Street, Winnipeg.

Stock Fair.

The Yorkton Agricultural Society will hold a stock Fair on their grounds on Wednesday, May 2, 1895, at which some (300) three hundred Stall Fed Steers, besides Milch Cows, Horses, &c., will be offered for sale. Buyers are requested to attend. Yours truly,

FRED. K. HERCHMER, Treas.

GROCERY STORE FOR SALE.

At Hargrave, Manitoba, on main line of C.P.R. No other store in the neighborhood. Post office in connection. Rare chance for man with small capital.

Address, R. J. HILL,

Hargrave Manitoba.

Fasten to this Fact.

The only train affording a full business day in Minneapolis and St. Paul and still reaching Chicago next morning in advance of all trains on other lines, is the **Atlantic and Southern Express** via **The North-Western Line**. It has Wagner Buffet Sleeper and **Free Reclining Chair Car**, and leaves Minneapolis, Daily except Sunday, **5.45 p. m.**; St. Paul **6.25 p. m.**; arriving Chicago **8.00 a. m.**

caught when they first come out of their dens in the spring before they commence to shed are all full-furred and are the best of any time of the year. We still think that furs will rule lower as the season advances, even for the best lots, and advise prompt shipments.

Seneca Root—When the seneca crop commences to move there is so much offered that the market always rules low, and there may be a slight decline in prices, particularly as times are so hard this year. We advise diggers early to be careful and wash the root clean and thoroughly dry it.

Wool—The receipts of wool are now light and it is too early for the new clip. In all our circulars we have repeatedly advised sheep owners to hold on to their sheep and not crowd them for sale when the market was glutted and increase the demoralization. Our advice has been good, because all the sheep that were fit to kill, and a good many that were not, were shipped in and since these have been taken out of the way, there has been a heavy advance in fat sheep and they are still bringing high prices. Those who have not let their sheep go on account of the depression we advise to hold on. If they have to take low prices for their wool this year, there certainly will be brighter times for the wool business later. The hard times have been particularly severe on sheep and wool.

MILL FOR SALE.

Sealed tenders for the purchase of the Roller Process Flouring Mill at Arden, Manitoba, will be received by the undersigned until noon on Tuesday, May 22nd, 1894.

The Municipality does not undertake to accept any tender.

The mill was erected in 1890 and is now running. Capacity, 125 barrels. Abundance of water, cheap fuel, in one of the best grain districts of the Province. Purchase to be subject to the conditions of a municipal by-law.

Particulars on application.

M. E. BOUGHTON,

Sec.-Treas. Lansdowne Municipality.

Arden, Man., April 17, 1894.

WANTED - - -

Energetic young man capable of taking charge of sample room and office in Winnipeg, with six hundred dollars. Large connection established in Manitoba and British Columbia. Salary or interest in business.

Room 311 Rossin House, Toronto.

General Store for Sale.

Splendid chance for a man with small capital to purchase one of the choicest stocks in the west. Good business stand and trade increasing.

Address, Box 56.

REGINA, N.W.T.

\$50 TO \$100, FIRST PAYMENT, WILL buy a good farm in the Winnipeg district. Balance very easy terms. Apply at the Commercial office, by letter or personally.

Tie to this Truth.

When you start out on a journey you will get **The Best Service. The Greatest Luxury. The Most Complete Comfort** if your ticket reads via **The North-Western Line**. For full information as to through rates and routes and for Sleeping Car Berths, call on your Home Agent, and for Map Folder **Free**, address **T. W.**

TEASDALE, G. P. A.,

C. St. P. M. & O. Ry., St. Paul

lumber coming in. Retailers, however, are dubious about placing orders for rough lumber in the States, as they are liable to have their supply of dressed lumber from home sources cut off by the association here. Those who have planing mills, could bring in the rough lumber duty free and dress it here, and some retailers are now contemplating this plan.

GRAIN AND PRODUCE.

WHEAT.—There has not been anything remarkable about the markets this week. Prices were a little stronger on Monday, due to the fairly large decrease of 1,842,000 bushels in the visible supply, making the total supply at principal points of accumulation in the United States and Canada aggregate 66,583,000 bushels, as compared with 75,027,000 bushels a year ago, and 37,936,000 bushels two years ago. It was reported that the spring wheat area in Minnesota and the Dakotas would be 25 to 30 per cent. less than last year. On Tuesday United States and cable markets were lower, but without important feature. On Wednesday United States markets were quieter and lower and cables were lower. The United States government weather and crop report said the crop was improved and farm work in advance of the average season. On Thursday the army worm were reported at work on the crop in Texas and the chinch bugs in Kansas, but these reports did not attract much attention. Crop reports otherwise were favorable, but a good demand for cash wheat kept the United States markets fairly firm. On Friday the markets looked up considerably and prices were higher in United States markets, influenced by foreign buying and larger export clearances.

Stocks of wheat in the United States, in Canada, afloat for and in Europe during April fell away 5,267,000 bushels, a smaller April decrease (except in 1891) than for six years. Should these stocks fall away during May and June even as rapidly as for several preceding years, American afloat and European supplies on July 1 next will nearly, if not quite, equal the heavy stocks available July 1, 1893. Exports of wheat this week from the United States amount to 2,773,000 bushels, compared with 2,727,000 bushels last week, 2,776,000 bushels in the week a year ago, 3,957,000 bushels two years ago, and 2,349,000 in the corresponding week of 1891.

There has been no change in the local situation as regards prices and business. Of the latter there is practically nothing. No. 1 hard sold at 64c afloat Fort William basis, and that quotation appears still to be the usual idea of values. Navigation is now open at our lake ports, and one steamer which loaded last fall with wheat has cleared for Ogilvie's Goderich mill. During the visit of Canadian Pacific officials to Winnipeg this week a strong effort was made by local grain men and others to induce them to lower the rate on grain to Lake Superior ports, but any concession of this nature was firmly refused. Stocks in store at Fort William on April 28 were 2,408,145 bushels, being an increase of 37,804 bushels for the week. Receipts were 38,507 bushels, and shipments, 650 bushels. A year ago stocks were 3,265,463, being an increase of 5,218 for that week. Seeding in Manitoba, west and north of Brandon, is practically finished, and a good deal of wheat is showing up well, some being a few inches above ground. Mild weather, with frequent showers and freedom from frosts, has brought on vegetation very fast. In the eastern districts there is some land which is wet yet, but more or less seeding has been done, and land not seeded now will be seeded to other crops than wheat to a considerable extent. There was a twelve hours' rain at Winnipeg on Wednesday, but in the west it took the form of wet snow. Altogether the bulk of the wheat crop will be in the ground in fairly good time, and the crop is getting a good, even start, and plenty of moisture.

FLOUR.—Flour is steadier at the prices quoted a week ago. Quotations in small lots to the local trade, delivered in the city are as follows: Patents \$1.65; strong bakers, \$1.55; XXXX which varies widely in the quality of different mills, is quoted at 75 to \$1.00 as to quality. Lower grades, 60 to 75c. Prices per sack of 98 pounds.

MILLSTUFFS.—Continue very scarce, the supply being unequal to the demand. We quote bran \$12 to \$13, and shorts at \$14 to \$15 per ton, as to quantity.

OATMEAL, ETC.—Rolled oatmeal is quoted at \$2.25 in small lots for 80 lb. sacks; standard, in 98 pound sacks, \$2.40 and granulated, \$2.40.

GROUND FEED.—Prices range from \$18 to \$19 per ton as to quality for oat and barley feed.

OATS.—There is a firmer tendency in this grain and an advance is reported, but, as stated last week, it appears to be rather a nominal advance on the part of holders who are asking higher, as business is almost dead, and there has not been sufficient sales to establish an advance firmly. However, 27c has been paid for cars of feed quality in the country, with holders at 27 to 28c. We quote car lots on track Winnipeg, at 31 to 33c.

BARLEY.—This grain appears to be about completely cleaned up, and there is none offering. It would bring 40 to 45c per bushel in this market, and fancy prices would be paid for good seed grain.

FEED WHEAT.—A good sample of feed wheat will bring 40c per bushel of 60 pounds.

FLAX SEED AND MEAL.—The price holds at 75c per bushel of 56 pounds here, and 70c in country markets. For seed purposes up to \$1 has been paid, and \$1.25 is asked for fine seed quality. Ground oil cake meal quoted at \$24 to 25 per ton.

BUTTER.—The butter market has continued very firm this week, with very light receipts, due to bad state of country roads and seeding. Prices are still higher. 25c could have been had for choice qualities of new. We quote 17 to 20c for old dairy tubs and 20 to 23c for fair to good new butter, with 24 to 25c for choice new.

CHEESE.—Held at 12½ to 13c, selling price in a small way.

EGGS.—The price has ranged at about 11½ to 12½ the most of the week, selling price in small lots. Packers are buying at 10c net in round lots.

CURED MEATS.—It is said that eastern packers made a very light pick last winter, as they were afraid the duty would be taken off, and leave them open to competition with the States. Now that the duty has been fixed and stocks are lighter than usual, the market east is said to be very firm. Prices are: hams, 11 to 12c; breakfast bacon, 11½ to 12½c; dry salt long clear bacon, 8c; smoked long clear 9c; spiced rolls, 8½c; boneless hams, 12c; mess pork, \$16.00 per barrel. Sausage is quoted: fresh pork sausage, 8c; bologna sausage 8½c per lb; German, 8½c; ham, chicken and tongue sausage, 10c per half lb. packet. Pickled hogs tongues, 5c lb. Pickled pigs feet, \$1.40 per pair; pickled hocks, 3c lb.

LARD.—Pure lard held at 55c in 5 lb. pails; \$1.05 in 5-lb pails; \$2.00 in 20-pound pails, and \$5.00 in 50 lb. pails; compound at \$1.75 per 20 lb pail; compound in 3, and 5 pound tins, \$6.65 per case of 60 pounds. Pure leaf lard in 3, 5 and 10 pound tins, quoted at \$7.25 per case of 60 pounds.

DRESSED MEATS.—Steady prices rule for meat generally. Mutton is 1c lower. Beef is unchanged at 6 to 7c. Some fairly good beef has sold at 6c. Mutton is held at 7 to 11c, cold storage being offered at 7 to 8c, and fresh dressed at 11c. Hogs, 5½c for country dressed, with city dealers selling at 6c. Veal has been scarce, owing so the very bad roads, which has kept back supplies from the country, and quoted at 8 to 9c.

POULTRY.—Following prices are quoted:—14c for turkeys, 11c for geese and 12½c for ducks, and 10c for chickens.

HIDES.—Prices are steady. We quote Winnipeg inspected hides as follows:—No. 1 cows, 2½c; No. 2, 1½c; No. 3, 1c; No. 1, heavy steers, 3c; No. 2 heavy steers, 2c; No. 3 steers 1c. Calf, 8 to 13-lb. skins, 4 to 5c per pound. Kips about the same as hides, sheepskins 50 to 70c for new full wool skins as to quality. Tallow, 4½c rendered; 2 to 3c rough.

VEGETABLES.—Potatoes have been scarce on account of bad roads. We quote 40 to 45c for loads on the market, per bushel. No shipping demand at present, this demand appearing to be filled for the present. Other vegetables are quoted: Turnips, 25 to 30c; carrots, scarce at \$1; beets, 40 to 50c; parsnips, 2c per lb; onions, 3 to 4c per lb scarce. Cabbage, new, 5 per lb.; pie plant 8c lb.

HAY.—Firmer and in fair demand for baled, as the roads are so bad that country supplies from farmers have been cut off. Baled is held at \$ 5.50 to \$6 per ton, on track country points.

LIVE STOCK.—The cattle shipped last week—the first of the season—arrived at Montreal all right and were favorably spoken of. Another export shipment will go forward on Tuesday next from the Manitoba Northwestern country, Prince Albert and Southwest Manitoba. Buyers say that a good many cattle have not been fed properly, and are not in shape for export. A few more cars of hogs are reported to go forward to British Columbia, but the cattle market in this direction is now well stocked with local supplies of ranche stock. Prices for cattle here are steady at 3½ to 4c for fair butchers' to choice medium.

Duluth Wheat Market.

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

Monday—May, 61c.
Tuesday—May, 60½c.
Wednesday—May 59½c.
Thursday—May, 60½c.
Friday—61c.
Saturday—May, 61c.

A week ago prices closed at 60½ for May delivery per bushel. A year ago May wheat closed at 70c, and July at 73½ per bushel.

Chicago Board of Trade Prices.

Wheat was quiet on Monday and prices comparatively steady. The opening price was ½c lower and declined ½c more, then advanced ½ to ¾c, reacted slightly and closed ½ to ¾c higher. Oats gained ½c, and corn was slightly higher. Closing prices were:—

	April.	May.	July.
Wheat	58½	58½	60½
Corn	37½	37½	39
Oats	—	33½	29½
Pork	—	12 40	12 60
Lard	7 57½	7 57½	7 20
Short Ribs	—	6 60	6 47½

On Tuesday wheat was quiet, unsettled and lower. Prices opened ½ to ¾c higher, and advanced ¾c for July and over 1c for May, then declined 1 to 1½c and closed ½ to ¾c lower. Closing prices were:—

	May.	July.	Sept.
Wheat	57½	59½	61½
Corn	37½	38½	39½
Oats	33½	29½	25½
Pork	12 37½	12 55	—
Lard	7 45	7 20	—
Ribs	6 65	6 45	—

On Wednesday wheat was quiet, within a ½c range and closed at about the lowest price of the day, ½ to ¾c lower than Tuesday. Closing prices:

	May.	July.	Sept.
Wheat	57½	59	60½
Corn	37½	38½	40
Oats	33½	29½	25½
Pork	12 22½	12 35	—
Lard	7 42½	7 12½	—
Ribs	6 40	6 35	6 35

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P.S.—Responsible agents wanted in every town and city in the west.

MUNROE & CO.,

Wholesale Dealers in

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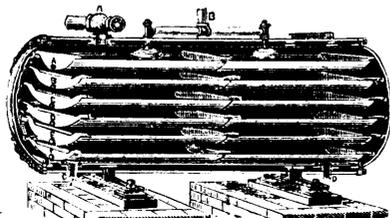
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SPECIALTIES
**DYNAMO BELTS
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Awarded First Prize for Job Printing
Winnipeg Industrial '91 and '92.

On Thursday wheat was steadier and firmer, under a good cash demand. The range of prices, however, was narrow and the close $\frac{1}{2}$ to $\frac{3}{4}$ ¢ higher. Closing prices were:—

	May	July	Sept.
Wheat.....	57 $\frac{1}{2}$	59 $\frac{3}{4}$	60 $\frac{1}{2}$
Corn.....	37 $\frac{1}{2}$	39 $\frac{1}{2}$	40 $\frac{1}{2}$
Oats.....	34	29 $\frac{1}{2}$	25 $\frac{1}{2}$
Pork.....	12 15	12 27 $\frac{1}{2}$	
Lard.....	7 35	7 10	7 10
Ribs.....	6 42 $\frac{1}{2}$	6 35	6 32 $\frac{1}{2}$

On Friday wheat was much stronger than on any previous day this week, under liberal buying, influenced by larger exports, aggregating 772 350 bushels. Prices advanced $\frac{1}{2}$ ¢ and closed near the top. Closing prices were:—

	May	July	Sept.
Wheat.....	58 $\frac{1}{2}$	60 $\frac{1}{2}$	61 $\frac{1}{2}$
Corn.....	38 $\frac{1}{2}$	39 $\frac{1}{2}$	40 $\frac{1}{2}$
Oats.....	34 $\frac{1}{2}$	30 $\frac{1}{2}$	25 $\frac{1}{2}$
Pork.....	12 45	12 62 $\frac{1}{2}$	12 60
Lard.....	7 42 $\frac{1}{2}$	7 20	7 17 $\frac{1}{2}$
Ribs.....	6 55	6 45	6 42 $\frac{1}{2}$

On Saturday, May 5, wheat opened at 59 $\frac{3}{4}$ ¢ for July delivery, and closed at 60¢. A week ago July wheat closed at 60¢.

New York Wheat.

On Saturday, May 5, wheat closed at 60 $\frac{3}{4}$ ¢ per bushel for May delivery and 62 $\frac{3}{4}$ ¢ for July. A week ago May wheat closed at 61 $\frac{1}{2}$ ¢.

Minneapolis Wheat.

No. 1 Northern wheat closed on Saturday at 62¢ for cash. May closed at 60 $\frac{1}{2}$ ¢. A week ago cash closed at 61¢ and May at 60 $\frac{1}{2}$ ¢.

Live Stock Market.

At Liverpool on April 30 the tone of the cattle market was easy and, although values were not quoted any lower, they had a downward tendency. The demand was very weak and business quiet. The market for sheep ruled weak and prices declined 1¢ per pound all round as compared with those of two weeks ago. Prices obtained were: Finest steers, 10 $\frac{1}{2}$ ¢; good to choice, 10¢; poor to medium, 9¢; inferior and bulls, 6 $\frac{1}{2}$ to 8¢; best sheep, 14¢; secondary, 12 to 13 $\frac{1}{2}$ ¢; merinos, 11 $\frac{1}{2}$ to 12 $\frac{1}{2}$ ¢; inferior and rams, 9 to 10 $\frac{1}{2}$ ¢.

At the Montreal stock yards at Point St. Charles on April 30 there was a large attendance of buyers, and the demand was good for local and export account. The tone of market was a shade firmer for cattle. The quality of the stock offered was better than usual. One car of hogs was sold at \$5.35 per 100 lbs, for a very choice lot. Cattle suitable for export was not very plentiful, and all those that were offered sold at 4 $\frac{1}{2}$ ¢ per lb. Good butcher's stock brought 3 $\frac{1}{2}$ to 4¢; fair, 3 to 3 $\frac{1}{2}$ ¢; common, 2 $\frac{1}{2}$ to 3¢ and inferior, 2 to 2 $\frac{1}{2}$ ¢ per lb live weight. The demand for sheep and lambs was good, and prices for the latter were very firm, which is probably due to the large number that has been brought up in the country for export, some round lots having already arrived to go forward. This has caused some scarcity and few are being offered on spot, consequently high prices are being asked, sales having taken place at 5 $\frac{1}{2}$ ¢ per lb. Sheep also met with a ready sale at 3 to 3 $\frac{1}{2}$ ¢ per lb. In live hogs the feeling was easier and values fully $\frac{1}{2}$ ¢ per lb lower. Demand was good at the decline, all offerings being taken at 5 to 5 $\frac{1}{2}$ ¢ per lb. Calves were quiet and sold all the way from \$1 to \$10 each as to size and quality.

In regard to ocean freights, the Montreal Gazette says, there has been a good demand for all space on first steamers, consequently an active business has been done and rates are steady at 45 to 50¢ on regular lines. The feature of the market for the past few days has been the big contract completed for the first four steamers of the Hansa line at 45 to 50¢.

The Manitoba and western cattle noted in

The Commercial last week have arrived all right at Montreal, and are spoken of as follows by the Gazette of that city: "The first train load of twenty-two cars, or about 350 head, Manitoba cattle, arrived at the Canadian Pacific stock yards this morning. They belonged to Gordon and Ironside. The intention of this firm is to ship very heavy this season, providing the markets abroad do not decline to too great an extent. In conversation with Mr. Ironside he stated that as the Pacific coast market took a great many stall fed cattle this season there will be few of this class come this way this year and that Manitoba and Northwest stock will not commence to move to any great extent before the 1st of September, but when they do start, he says, there will be between 14,000 and 15,000 head go forward to the old country. The quality of the stock that arrived to-day was first class and seemed to be in great condition considering the long journey they had. Mr. Lane, of Calgary, arrived to night with eight car loads of ranch cattle which he intends shipping abroad. This is a new departure in the trade, as this class of cattle was never known to be shipped before the month of September in previous years. Besides the above cattle, which arrived for Gordon & Ironside, there were seven car loads or 750 head of Manitoba hogs, which they will dispose of on spot."

British Columbia Brief Business Notes.

A. J. Smith, baker, Nanaimo, lost by fire.

F. W. Sentel, shingle mill, Vancouver, burned out.

Peter Genelle, saw mill, Naksup, has admitted J. E. Poupore into partnership.

Western Wire Mattress & Furniture Manufacturing Co., Vancouver, receiver appointed.

The C. P. R. will build a new steel bridge over the Columbia river at Revelstoke this fall.

S. Manahan, late of New Westminster, and J. B. Latremeuille have started a brickyard at Kamloops.

The furnishings of the Victoria hotel, Nelson, have been sold under execution for arrears in rent.

The Fraser Valley Canning Co. of Chilliwack does not intend to run its cannery this season.

The Royal Canadian Packing Co. Ltd., Victoria, is offering a compromise at 25 cents on the dollar.

Sloan & Scott, dry goods merchants, Nanaimo, have opened a branch establishment at Wellington.

Victoria Iron Works Co. Ltd., (in liquidation); auction sale of plant, machinery, etc., has been postponed.

The Nicaraguan barque, Don Carlos, is chartered to load lumber at Hastings Mill, her usual destination being Noumea, New Caledonia.

Hereafter G. S. McConnell will handle the wares of G. Bess & Co., boot and shoe manufacturers of Quebec, for the province of British Columbia.

In the recent coal supplement to the American Manufacturer is given a brief though quite comprehensive description of the British Columbia coal fields.

The assignee of the estate of T. J. Trapp & Co., hardware, New Westminster, is advertising for tenders for the stock and fixtures valued at about \$18,800 as a going concern.

The Burrard Inlet Red Cedar Co. are erecting a new mill at Port Moody. The mill is to have all the latest improved machinery. Its capacity will be 75,000 feet daily.

The management of the Union Steamship Company have received notice that nearly all the engineers and captains in their employ will resign, owing to a cut in wages. They

claim that before the cut they were in receipt of wages lower than those in vogue on the Coast.

The Victoria Times says that Chas. St. Barbe, now connected with the P. ovince, has been appointed managing editor of the Nelson Miner, which is now owned by a joint stock company headed by Capt. Clive Phillippi-Wolley, who formerly owned it entirely himself.

The Columbia block, a large hotel built in a prosperous year, has been lying idle for twelve months, owing to the owner not being able to secure a license. At length a license has been taken from a third rate hotel and given to the Columbia, which will be furnished throughout and run as a first class house.

The Burrard Inlet Red Cedar Company are erecting a new saw mill at Port Moody on the flats west of the hotel. The mill is to have all the latest improvements in machinery for all kinds of mill work, and the capacity will be from 50,000 to 75,000 feet daily. The Peterboro shingle machine will turn out 50,000 shingles per day.

The Gazette contains a notice that sealed tenders will be received by the chief commissioner of lands and works up to Monday, 21st of May, for permission to lease, for the purpose of cutting spars, timber or lumber, subject to the provisions of the land act and amendments thereto, viz:—Lots 30, 31, 32, 33, 50, 51 and 52, range 2, coast district, containing in the aggregate 13,892 acres.

Northwest Ontario.

W. A. Burrows, tailor, has commenced business at Port Arthur.

Snelgrove & Vivian, men's furnishings, Fort William, reported dissolved; Ruth H. Vivian continues.

W. Clougher, sa'oon, Winnipeg, has purchased the Queen's hotel property at Rat Portage, and will conduct the hotel.

A. Giguere has sold his butcher business at Norman to Harry Hook, of Rat Portage. Giguere will devote his whole time to the fish trade this season.

In an interview with a representative of the Fort William Journal, Mr. Van Horne stated that the company proposed to manufacture car wheels at Fort William in a very short time. He said that they were now manufacturing their own wheels east, and would establish works here for that purpose shortly.

A Port Arthur telegram on May 3 says:—Navigation is open. This morning Booth's passenger steamer, the Dixon, from Duluth, was seen in the ice, and broke the way for the Brazil. Both boats got through the ice at 1 p.m., and half an hour afterwards the Dixon was tied up at Booth's dock and the Brazil was up the river. A strong westerly wind is driving the ice out of the harbor at the rate of half a mile an hour. McKay Bros.' steamer Acadia clears for Goderich this afternoon. She is loaded with wheat for Gilvies, and has been here all winter, as it was too late to get down last fall.

British Grain Trade.

The cable from London on April 28 says:—The weather during the week has been favorable and the rain has proved beneficial to the crops. The wheat market has been dull and depressed at 31 to 61 down for red wheat. In Russian wheat heavy shipments are imminent. Of La Plata wheat the quantity afloat is large. Red American was easy, and white wheat was barely steady, owing to the rain. California cargo business was slow, California afloat being quoted at 25 $\frac{1}{2}$. Parcels were dull. Hard Manitobas, May and June deliveries, were quoted at 25 $\frac{1}{2}$ 6d. The country markets were quiet. Flour is a turn easier. American shipments were in easy demand and quiet. Mixed American afloat was quoted at 17 $\frac{1}{2}$ d.

Grain and Milling Items.

Mr. Ennis, proprietor of the mill at Neepawa, Man., has returned from Minneapolis, where he had been selecting some new machinery. He purchased from James Pie a bran packer and some cleaning machinery.

Canada is not a heavy exporter of wheat, but we export a large quantity of flour, in proportion to our wheat surplus. Russia, India and Argentina export a great deal more wheat than Canada, but they have no foreign flour trade. Our flour goes to Great Britain principally, and some to the West Indies, while a few shipments have been made to China and Japan. While Great Britain imports wheat from all over the world, she imports flour from practically only three countries. These are the United States, Hungary and Canada. The trade returns for the last year show that Canada and Austria Hungary exported a little over 1,000,000 hundred-weight each of flour to Great Britain, which, however, is small in comparison with British imports from the United States, the latter amounting up to over 20,000,000 hundred-weight. With the superior quality of Canadian, and particularly Manitoba wheat, we should be able to increase our exports of flour to Great Britain very largely, the imports from the United States showing the room there is for an expansion of our trade in that quarter. The fact that Canada can make such a good showing indicates that we will be able to hold our own with the United States, if it comes to free trade in bread-stuffs.

Crops in Europe.

Some very welcome rain has fallen in various parts of the country this week, and the spring crops, as well as the pastures, will have been greatly benefited thereby; more rain is, however, urgently wanted. In France the complaints concerning the prolonged drouth have become more serious, but as rain fell in many parts of that country yesterday we may expect that the anxiety of farmers is considerably lessened. Meanwhile the outlook for the autumn sown wheat and rye crops is described as excellent, which is also the case in Belgium and Holland, where farmers are bringing their spring field work to a close under excellent auspices. In Germany, however, the complaints concerning the probable effects of the drouth on the rye crop, as well as on the spring grain, are increasing, no rain having fallen for five weeks in some parts of the country. In Austria the prolonged drouth is beginning to have a serious effect upon spring grain, but the autumn sown crops are said to promise well. The latest official Hungarian crop report states, however, that the cold north winds in March have done more or less damage to the crops, wheat and rye being described as only middling. The Italian Minister of Agriculture now reports the crop outlook in his country as very favorable, and the Roumanian Minister of Domains, in a recent report, says that the crops in that country have greatly improved since the recent rainfall. In Russia the Minister of Finance, whose information is up to March 27, says that south of a line drawn from Reval to Kharkoff, the snow has disappeared, showing the autumn sown crops to be in excellent condition, with few exceptions; north of that line there was sufficient snow to protect the crops from possible injury by frost, so that the general prospects were deemed very satisfactory. From Chili reports now confirm the previous rumor that the yield of the crop is less than expected.—From Beerbohm, April 13.

Lumber Trade News.

Mr. Sprague, lumberman, Winnipeg, says he will start his saw mill on Monday, and employ the usual number of men.

Assiniboia.

Bailey & Duncan, livery, Estevan, have dissolved partnership; P. C. Duncan continues.

R. C. McDonald, fruit, etc., Moose Jaw, business closed out.

The Medicine Hat Printing & Publishing Co., Medicine Hat, has been incorporated.

Winnipeg Clearing House.

Clearings for week ending May 3, were \$632,077; balances, \$92,055. For the previous week clearings were \$581,343.

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

	Clearings.	
	April 26th.	April 19th.
Montreal	\$8,769,624	\$10,751,143
Toronto	4,977,334	4,884,932
Halifax	1,010,550	989,342
Winnipeg	581,343	760,139
Hamilton	547,616	619,297
Total	\$15,886,467	\$18,004,903

Silver.

In the past week there have been no specially new features in silver. One of the periodic rumors that the Indian mints are to be reopened caused some speculative buying. On this the London quotation rose from 28½d per ounce to 29½d, and New York prices for bars advanced in sympathy from 63½c to 64½c. Rupee paper was weak, but the India Council sold 56 lakhs of rupees up to 13 19 32d per rupee. The market was bare of supplies of silver, and though the reports in question subsided, the market is firm at a concession from the advance. Silver prices, London, April 27, 29½d; New York, 64½c.—Bradstreet's.

Florida Orange Culture

A Florida orange growers' association met recently at Buras, La., and listened to the following paper by president R. S. Reddock:

"The low prices prevailing and the difficulty in marketing oranges to advantage suggests inquiry as to the cause. The present depression in all lines of business doubtless restricts prices and consumption, but there are other causes, one of which is the largely increased production. The crops of Florida and California for this season, 1893-94, aggregate, 7,000,000 boxes. Eight years ago it was only 1,000,000, an increase of 700 per cent in eight years. An increase in the same ratio may reasonably be expected in the next eight years, provided that nothing happens to seriously injure the trees. If the report be true, not half the trees in those two states are yet in bearing. To the further complication of this matter, trees are being planted in undiminished numbers annually. While there has been a gradually falling off in imports, from the Mediterranean last season they were large. They are variously stated as having been from 1,030,000 to 1,060,000 boxes. The venture proved disastrous to the shippers, who give it as the worst season in all their experience in our markets. At certain seasons the imported fruit seriously affects our markets for the domestic product. With low prices and the continually increasing home product it is believed that it will be found unprofitable to import large quantities of oranges as has heretofore been done. Formerly the Italian orange met a distinct demand, but now that the Californians can supply our markets with choice fruit the summer through, it is reasonable to suppose that there will be an abatement of this demand.

"Having thus for the present disposed of the foreign-grown fruit, we are brought back

to a further consideration of the domestic product. In the foregoing the output of Louisiana, of the gulf coast, from Mobile westward, and of Arizona, has not been set down for want of actual data. Probably in all it did not exceed 1,000,000 boxes. Allowing it then to have been 1,000,000 boxes, it brings the domestic product up to about 8,000,000 boxes for the season of 1893-94. If it is found difficult to market profitably this 8,000,000 boxes, with the more or less quantity to be expected from abroad, what is it going to be eight years hence, with 7,000,000 additional boxes? Who knows? Who can say? Rather than try to answer, I willingly leave the solution of this question to the future. But, really, does it not seem that the business will be overdone? Will it not eventually be a case of the survival of the fittest? Will not those who can grow and market the fruit at the least cost have the best of it? Let us look at the figures. The charges on a box of oranges from the tree to the wholesale merchant in New York are given by Horace W. Day, in the Fruit Trade Journal, as follows: From the Mediterranean, \$1.12 per box; from Florida, 95c per box; from California, \$1.32½ per box; from Plaquemines parish, La. (where the bulk of the Louisiana crop is grown) to New Orleans, our best market, 57½c.

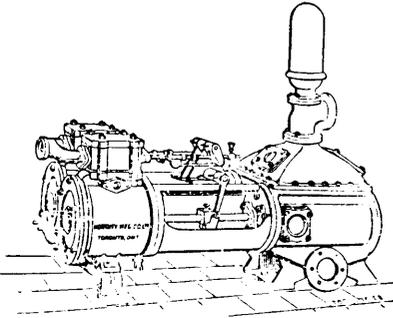
To show exactly what the charges are I will itemize the account. Mediterranean fruit, box, paper, nails, packing and shipping 40c, freight 32c, duty 30c, and about 10c for auction charges, commission, etc. Florida, 35c for box, etc., with cartage included, 15c, average local freight to Jacksonville, and 35c thence to New York, and 10c commission; to western cities it is nearly twice as much. California, 35c for box, etc., 87½c freight, and 10c commission. Louisiana, 35c for box, etc., 12½c freight, and 10c commission. You will please notice that these figures allow nothing for the fruit, but are simply the expense account. By comparison it will be seen that Louisiana is on the inside, not only in the low freight rates, but nearness to market, enabling her growers to profitably dispose of inferior fruit, windfalls and culls, which in localities remote from market is of necessity wasted and totally lost. With rich lands that will produce full crops without fertilization, and with superior transportation facilities, there appears no reason for discouragement or fear for the future of the orange industry of Louisiana, however it may be elsewhere."

It is reported that the Grand Trunk railway company will make a ten per cent. reduction in salaries.

An Ottawa telegram says that Professor Robertson, Dominion dairy commissioner, leaves for Manitoba and the West this week. The Canadian Pacific railway company have undertaken to put up a number of buildings, at different points along their line, for creamery purposes. Prof. Robertson is going to organize these and secure the co-operation of the farmers.

Notice is given by the Imperial Bank of Canada that a dividend of four per cent. and a bonus of one per cent. upon the capital stock of the bank has been declared for the current half year. The annual general meeting of the shareholders for the election of directors for the ensuing year will be held at Toronto, on Wednesday, 20th June next.

The wholesale paint and oil trade is in rather an unsatisfactory condition at the moment, says Toronto Hardware. Several causes have contributed to this. Linseed oil is affected by the declining value of silver in India, the country which produces the world's seed supply; while white lead is demoralized on account of the collapse of the association and the consequent reckless cutting in prices resulting therefrom. The tariff, too, is not without its disturbing elements. Turpentine is strong in the South, but there is a probability of a further decline here on account of the competition.



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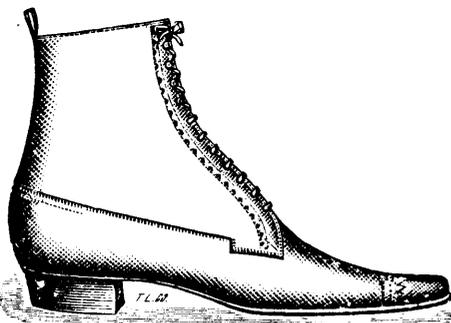
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Take the Yolk from an Egg,
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FRUITS AND ALL KINDS OF PRODUCE.

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TR. DE MARK

Toronto Markets.

Wheat—Sales of car lots of red and white wheat on the Northern were made at 60c. Car lots of both spring and winter wheat sold on the Midland at 62c. Two cars of very choice spring on the Midland, held for seed, sold to a broker at 65c, and was turned over to a miller at a profit. White wheat, middle freights west, is quoted at 58 to 60c, according to distance from the mill. Goose sold west to day at 57c. Manitobas are in fair demand. No 1 hard sold west at 73c, and No 2 hard at 71c. One car of No. 1 hard was reported sold, C. P. R., west, at 74c.

Flour—Brokers are selling straight rollers at from \$2.63 to 2.80, Toronto freights.

Millfeed—A bid of \$16 was made for car lots of bran, Toronto or Hamilton freights, to-day. Shorts are quoted at 50c more. City mills quote ton lots of bran at \$17, and shorts at \$17.50 to 18.00.

Oats—Several round lots of white, west, are obtainable at 32½c, and mixed is quoted at 33c. Car lots were reported sold on track at 37c.

Barley—Feed in good enquiry at 39c west and 46c east.

Grain and Flour—Car lot prices are:—Flour (Toronto freights)—Manitoba patents, \$3.75 to \$3.80; Manitoba strong bakers, \$3.50 to 3.55; Ontario patents, \$2.90 to \$3.00; straight roller, \$2.55 to 2.85; extra \$2.40 to \$2.50; low grades, per bag, 85c to \$1. Bran, \$16 to 16.50. Shorts—\$16.50 to 16.75. Wheat (west and north points)—White, 58 to 60c; spring, 60c; red winter, 58 to 60c; goose, 57 to 58c; No 1 hard, 73c; No 2 hard, 71c. Peas, 55 to 56c. Barley (outside)—No. 1, 41 to 42c; feed, 39 to 40c. Oats, 33 to 33½c. Buckwheat (east)—41 to 42c. Rye (east)—46 to 47c.

Eggs—Ten and five-case lots of fresh sold at 10½c and single cases from 10½ to 11c. Checked eggs slow at 8 to 8½c, and limed at 7 to 7½c.

Apples.—Quotations:—\$4.50 to \$5 for selected and \$3.00 to \$3.50 for cooking. Dried apples scarce and firm. Evaporated firm. Quotations are: Dried, 6 to 6½c; evaporated, 9½ to 10c.

Beans—Choice hand-picked white beans are sold in small lots at \$1.20 per bushel, and in round lots at \$1.15. Limas are quoted at 4c per pound.

Onions—Commission houses are quoting 1½ to 1¾c per lb for choice yellow Danvers and silver skins.

Honey, etc.—Quit at 8c a lb for extracted and \$1.50 to 1.75 per dozen for sections. Maple syrup is in fair demand. Prices easy. Quotations are: Gallon tins, 80 to 85c; five-gallon tins, 75 to 85c; bbls at 70 to 75c. Old syrup, 70 to 75c.

Cured Meats—Quotations are as follows: Mess pork, Canadian, \$15.00; short cut \$16.00; shoulder, mess, \$13.50 to \$14.00; clear mess, \$14.00 to \$14.50; bacon, long clear, case lots 7½c; ton lots 7½c; lard, Canadian tierces, 8½c; tubs, 9c; pails, 9½c, and com. pounds in pails, 8c, and tubs, 7½c; smoked hams, 10½ to 11c; bellies, 11 to 11½c; rolls, 8½ to 9c and backs, 10 to 10½c.

BUTTER—Prices have eased off again. Quotations are: Dairy tub, choice to extra choice, 19 to 20c; good to choice, 18 to 19c; store picked tubs, choice, 17 to 18c; inferior to medium, 15 to 16c; large dairy rolls 17 to 18½c; pound rolls, 19 to 20c; creamery pounds, 24 to 25c; creamery tubs, 23 to 24c.

Cheese—Full creams, September and October, are quoted at 11½ to 12c.—Empire, Apr. 28

Toronto Live Stock Prices.

Butchers' Cattle—Buying was brisk to day. Prices were quite hard, and the prospect is more encouraging. Some of to-day's sales were: 14 head avering 1,175 pounds, \$3.70 a cwt.; 22 head averaging 1,050 pounds, \$3.40 a cwt.; 17 head averaging 1,000 pounds, \$3.37½ a

cwt.; 22 head averaging 1,025 pounds, \$36 a head; 18 head averaging 1,100 pounds, \$3.40 a cwt.; 12 head averaging 1,000 pounds, 3½c a pound; 20 head averaging 1,125 pounds, \$40 a head; 25 head averaging 975 pounds, 3½c a pound; 23 head averaging 1,040 pounds, \$34.50 a head.

Export Cattle—One lot of 16, averaging 1,285 pounds, sold at 4½c, and one lot of 20, averaging 1,250 pounds sold at 4c.

Hogs—Demand active, everything being taken early in the day. Prices were firmer, and the prospects is that we will have steady, if not higher, prices on Tuesday next. Today's market was about 10c better. Thick fats and "bacon" hogs sold at \$4.80 to \$4.90, off car, and three decks of choice brought \$5. One lot of 100 choice thick fats, fed and watered, brought \$4.70. Stores were in good demand at \$4.60 to \$4.75. Sows brought \$4.25, and stags \$2.50 to \$3.

Sheep and Lambs—Choice grain-fed yearlings were in excellent demand at 4½ to 4¾c per pound. One bunch of 121, averaging 83 pounds, sold at 4½c per pound. Spring lambs, slow at \$3.50 to \$4.50 each. Butchers' sheep are wanted, a few choice would sell at \$4.50 to \$5.50.

Calves—Good choice veals are in active request at from \$6.50 to \$7.00 each, and extras will bring \$8.00. One bunch of 20, averaging 130 pounds, sold at \$96 for the lot; one bunch of 10, averaging 140 pounds, sold at \$6. each; and one bunch of 20, averaging 120 pounds, sold at \$5 each.

Milch Cows and Springers—The range of prices was from \$30 to \$50.—Empire, April 27.

Montreal Iron and Hardware Trade.

Trade generally is quiet and until the tariff has been definitely settled merchants do not anticipate any increase in business. Prices generally are steady, which is not surprising considering the fact that in nearly all lines they are the lowest on record. Stocks throughout the country are usually reported to be small and any sudden demand is very apt to enhance values somewhat. In pig iron prices are unchanged. Importations of foreign iron will likely show a big decrease this season as the home product is now offered for less than iron can be imported at. We quote and equal brands at \$19, Cambro at \$18 and Canadian \$16.50 to 17. Bar iron is quiet and sells at \$1.75 to 1.85, according to quantity, but the inside figure might be shaded under certain circumstances. Sheet iron commands \$2.35 to 2.40. Hoops and banis are steady at \$2.30. Best cast steel is rather easier at 9½ to 12c. Galvanized sheets are unchanged. Ordinary brands 4½ to 5c, Morewood's Lion brand 6 to 6½c. Tinned sheet iron, No 24 sells from 6 to 6½c, No 26, 6½ to 6¾c, with the usual extra for smaller sizes. The demand for tin plates has improved somewhat. We quote cokes \$3 to 3.25 according to quantity and quality, and charcoal \$3.50 to 4. There is a fair demand for Canada plates as usual at this season. Prices are firm at \$2.35 to 2.40 according to quantity. Terne plates are also in fair demand at \$6.50 to 6.75. Copper for "Oxford" brand, or equal quality, sells at 9½ to 10c per lb according to quantity. Ingot tin, unchanged, 18 to 19c; spelter, 4½ to 4¾c; antimony, 10½ to 12c; lead, 2½ to 3c; sheet zinc, 5 to 5½c.

Paints and Oils—The unsettled feeling noted in the paints and oils market last week continues, and competition between deals on linseed oil, turpentine and leads and colors is as keen as ever, while business is so unsettled that even the buyers themselves hardly know what to do. Linseed oil is lower. The demand for all lines has been slow, and business in consequence runs quiet, and principally of a jobbing character. In regard to seal oil brokers have been around the trade offering new stock for future delivery more freely and asking for bids, but as far as we can make out buyers are

holding off with the expectation that prices will come down to 35c, and if they do considerable will no doubt change hands at this figure. The stock on hand at present is said not to be large and sales of five and ten barrel lots have taken place at 42½ to 45c with smaller quantities quoted at 45 to 47c. Linseed boiled is quoted at 58 to 60c, and raw at 55 to 57c. 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, 4½c; red lead, pure, 4½c; 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; \$3.25 for first break, per 100 feet; linseed oil, round lots, raw, 55c; boiled, 58c; putty in bulk, \$1.85; seal oil, 42½ to 45c.

Since our last report of the cement market business has continued active, and some large sales have taken place, including one lot of 5,000 barrels and another lot of 3,000 barrels on western account. With fresh arrivals near at hand the prospects for high prices are not very encouraging. We quote: English brands at \$2.05 to 2.15, and Belgian at \$1.90 to 2.00 per barrel for present delivery, and \$1.95 to \$2 for English, and \$1.80 to 1.85 for Belgian for future. A fair amount of business has transpired in firebricks, and the market is moderately active and steady at \$18.50 to 22.50 per 1,000 as to brand.

In turpentine the feeling is steadier and values show no change. Other lines are unchanged. We quote: Turpentine, 47 to 48c; resins, \$2.50 to 5.00, 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 6½c for 7.16 and upwards, and 14c for deep sea line. Pure manilla, 9c for 7.16 and upwards, and 9½c for smaller sizes.

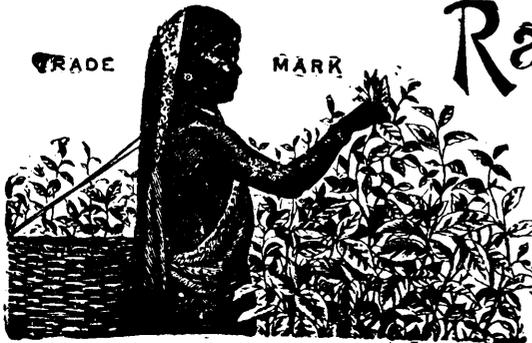
Petroleum—We quote:—Canadian refined at 11½c in shed in Montreal, for round lots, and 12c for small quantities. American petroleum, 16c in car lots, 16½c in 10 barrel lots, 16¾c in 5 barrel lots, and 17½c for single barrels, net cash; American benzine, 23 to 25c; Canadian benzine, 10½c. Petrolia; 12½c Montreal.—Gazette, April 27.

Flesh Producing Feed for Animals.

In England the question with feeders is how to buy with the least money the feed which will put on the greatest amount of flesh. Adding oil to coarse substances like straw, roots, etc., so as to bring up the per centage of fats, is the latest scheme. Thus horses have been successfully fed on a mixture made by adding linseed oil to crushed oats, turnips and finely cut straw. In this country the addition of the oil cake left after the obtainable oil has been pressed out from the ground seed is found profitable, and it may be that the farmer who can successfully grow the seed would find it advantageous to add bruised or crushed flax seed to his rations and thus get not only the use of the portion which ordinarily goes into the cake, but also the oil which our English cousins find valuable, and at the same time save for himself the oil mill profits.—Kansas Farmer.

Seeding in the Dakotas.

The Northwestern Miller of April 20 says: The conditions for the next wheat crop in the Northwest continue favorable. In South Dakota the ground is generally in excellent condition. In the southern counties seeding is far advanced. In some localities it is completed, and a little is spouted. In the northern counties seeding is general, and in the central counties it is well advanced. In southwestern Minnesota it is about finished. In the north it is progressing slowly. In the timber lands there is still plenty of ice and snow, but elsewhere in the State the frost is nearly out of the ground. In most parts of North Dakota seeding is under way.



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 Architectural Iron Work.
ENGINE AND BOILER WORKS,
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GRANULAR **OGILVIE'S HUNGARIAN** CREAMY
FLOUR. HAS NO EQUAL. 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.

—IN HANDLING—
OGILVIE'S FLOUR
 YOU HAVE
THE BEST
 Each bag guaranteed. Sewn 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 a little less flour than usual.

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For Sale

A BARGAIN.

Steam Engine in first-class order, and only used a short time. Size, 24 inch bore and 30 inch stroke. Heavy pattern suitable for saw mill work. Made by William Hamilton, Peterborough, Ont., also a very fine Feed Water Heater for same.

STUART & HARPER,
Machinery Dealers, Winnipeg, Man.

BRITISH COLUMBIA.

Victoria Business Review.

May 3, 1894.

Wholesale business is quiet and business done is on conservative lines, credits being restricted and stocks kept down. Up country trade is light as yet. Considerable direct importations from England are booked, and this portion of the business promises to be an important one. There is little easement as yet in the money market and collections are slow and difficult. Canning operations are being ready for, and transactions are somewhat stimulated by shipments of supplies to the up coast and Fraser river canneries. The Colonist, speaking of the local market, says: "Flour and feed are on the rise this week, although current prices have not, as yet, changed. Several local merchants have been recently notified by California wholesale dealers that ground stuff—bran in particular—has advanced \$4.50 per ton and still has an upward tendency. There is at present a big business being done by egg dealers; they are giving from 12½ to 20 cents per dozen. The highest price they pay to local poultry men and the smallest for imported eggs, while for those the Island farmers bring in, 15 cents is paid. The market is at present almost glutted, but the demand for eggs being good there is no hesitation on the part of buyers in regard to the purchase of extra stock. Vegetables in good variety are now obtainable in the market. Fish are also arriving more plentifully; nevertheless a certain amount of scarcity still prevails. The meat market remains steady."

There is some trouble in settling up the affairs of the Green, Worlock & Co.'s bank estate, and, as was feared, the matter will go into the courts. The creditors are moving to remove two of the assignees and appoint Hon. Robert Beaven as their representative in their stead.

The first sod of the Nicola Valley railway has been turned, and a proposition has been made to the Chilliwack council with a view to the starting the construction of the Chilliwack railway.

Three notices of motions of by laws are in the city of Victoria, to raise \$25,000 to acquire the lands and improvements of the British Columbia Agricultural Society, to grant aid to the Jubilee hospital and to raise the sum of \$100,000 for sewerage purposes.

The Styne Creek Gold Mining Company, Ltd., of Vancouver, has filed articles of incorporation. The capital stock is placed at two hundred thousand dollars, at \$5 shares. The

Every Mackintosh

Bearing this Trade Mark is

Thoroughly Guaranteed.

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

For Sale by all the Leading Wholesale Houses.

Try them and you will Buy Again.



trustees named are R. C. Campbell Johnston, of Vancouver; J. H. Anthony, of Lytton, and N. P. Snowden, of this city.

Vancouver Business Review.

May 3, 1894.

Wholesale firms complain bitterly of the persistent rainy weather of the past week, virtually waterlogging business, which had been steadily advancing during the fine weather. Collections continue fair. There is great activity in the lumber trade, four vessels loading lumber at the present time. Both mills will be kept busy for some weeks to come.

The drought in California and consequent partial failure of crops and dairy products have advanced the price of butter and grain very materially in British Columbia, as the province had been obtaining these commodities almost exclusively from California. Butter has advanced 2½ cents in one week, while feeds, millstuffs and malts are advancing rapidly and will be much higher next week. A prominent flour and feed firm stated that on account of the rapidly rising in California markets British Columbia buyers will be forced to turn their attention to Manitoba shippers for quotations.

In spite of the low wheat in Chicago, comparatively high prices prevail for this article in British Columbia. The last wheat shipped here from Ogilvie's cost over 60 cents a bushel.

Limed eggs are a drug on the market, and are being sold for anything they'll bring. Sheep are down a quarter of a cent at this writing and will be much lower at next quotation. Most of the Oregon herds were mortgaged, and after shearing time ranchers will sell out to clean up the season's business.

B. C. Market Quotations.

BUTTER—Eastern creamery butter, out of market. California cheese, 15; California butter, 26 to 28c.

CURED MEATS—Hams, 13c; breakfast bacon, 14c; backs 13c; long clear, 10c; short rolls, 11c; Lard is held at the following figures: In tins, 13c per pound; in pails and tubs, 11½c; mess pork, \$18; short cut, \$22.

FISH—Prices are: Spring Salmon 10c; steel heads, 7c; flounders, 4c; smelt, 6c; seabass, 5c; cod, 6c; halibut, 8c; smoked salmon 12c; smoked halibut, 10c; bloaters, 10c; kippered cod, 10c.

VEGETABLES—Potatoes, \$20 per ton; onions, 5 to 6c; cabbage, 2c; carrots, turnips and beets, 4 to 1c a lb.

EGGS—Eastern case eggs, 12½c; fresh 15c; Japanese, 18 to 20c.

FRUITS—Lemons, California, \$3.50 to 3.75; oranges, navals, \$3.50 to 4.00; seedlings, \$2.25 to 2.75; Australian apples, \$2.50; California apples, \$2; bananas, Florida, \$3 to 3.50 per bunch.

FLOUR—The Ogilvie Milling Co. and Keewatin Milling Co. quote, in car load lots at Victoria, and Vancouver: Patent, per barrel, \$4.20; strong bakers, \$4.00. The Columbia Flouring Mills quote Enderby flour in carload lots at Victoria, Vancouver and New Westminster: Premier, \$3.90; XXX, \$3.75; strong bakers or XX, \$3.40; superfine, \$3.10; Oregon, \$2.75; Oak Lake, patent Hungarian, \$4.10; strong bakers, \$3.90.

GRAIN—Manitoba oats, per ton, \$29; United States oats, \$30; British Columbia oats, out of market; wheat, \$25; hay, \$10. California malting barley, f.o.b. San Francisco, \$20.

MEAL—Oatmeal—National mills, Victoria, 90-lb sacks, \$2.60. Cornmeal, per 98-lb sacks, \$2.15; per 10-10, \$2.55.

GROUND FEED—Manitoba chopped feed, \$28 per ton; feed wheat, United States, \$16 per ton; Canadiana chop barley, \$21; California chop, \$22.50.

Millstuffs—Bran, \$21.50; shorts, \$23; oil cake, \$32.

DRESSED MEAT—Beef, 9½c; mutton, 9 to 10c; pork, 8 to 10c; veal, 10 to 10½c.

LIVE STOCK—Calves, 7½c; steers, 4c; sheep, 4c; hogs, 6 to 7½c.

SUGARS—Remains steady. Powdered and icing, 5½c; Paris lump, 5½c granulated 4½c; extra C, 4½c; fancy yellow, 4c; yellow, 3½c; golden t, 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.

Brief Business Notes.

Fred. Ackers has opened a cigar store at Vancouver.

C. C. McCrae, architect, has started business in Vancouver.

C. B. and Co., stationery, etc., have opened business at Victoria.

Wm. Beech of Winnipeg has sold seven carloads of fine cattle on the Coast.

Mrs. Wm. Carter has opened business in fruit and confectionery at Vancouver.

Mr. McKay of Steveston has purchased the Richmond hotel at that town for \$2,500.

J. Picket, late of Danman Island, will conduct the Cumberland hotel, Comox, in future.

The estate of Raper, Raper & Co., stationery, etc., Nanaimo; stock advertised for sale.

The Treacore Packing Co. sent a carload of frozen sturgeon to New York this week.

G. S. McConnell, jobber, Vancouver, will go into the wholesale boot and shoe business.

From Eastern advices, A. W. Palmer of Hamilton is to embark in business in British Columbia.

O'LOUGHLIN BROS. & CO.,

Wall Papers for 1894!

JUST ARRIVED.

GOOD LINES.

LOW PRICES.

SPLENDID VALUES.

Samples with Quotations submitted upon Application.

Wholesale Paper, Stationery and General Jobbers, AND PRINTERS.

41 Princess Street,

WINNIPEG.

Canada's Cotton Industry.

The following facts are gathered from the most reliable sources, and give a fair idea of the extent and value to the country of an important branch of manufacturing industry.

The amount of capital that has been invested in the cotton mills is in round numbers about \$13,000,000. The yearly production of goods manufactured by the mills is somewhere under 9,000,000. The number of hands employed in the different mills is somewhat under 9,000. The yearly wages paid in connection with the manufacture of cottons is about \$2,400,000 per annum. In addition to the above large outlay in wages, there is the ordinary supplies used in large manufacturing concerns, also fuel, freights, insurance, etc., which necessarily amount to a very large sum.

The mills number 23 in all—from Brantford in the west to Halifax in the east. Prior to 1878 there were six mills in operation. Following the institution of the national policy a number of additional mills were started, very largely with a view of employing the local labor, by those seeking the development of the respective towns in which they were situated. This development in certain cases might be considered, as far as the local interests were concerned, somewhat imprudent, as it tended to create more or less over production, the result being that in most of the smaller mills, where there was also lacking the experience necessary for the conducting of such, to them new enterprises, a serious loss to the owners was the consequence, this loss being caused by the continued competition in the prices of goods manufactured.

HOW CONSOLIDATION WAS BROUGHT ABOUT.

After eight or nine years' continuance of this condition of matters, during which time the mills were only partially running, and the families of local help depending on them feeling somewhat insecure as to the future, an effort was made by certain parties to purchase the different properties and consolidate them into large companies. The owners of the respective mills were very glad, indeed, to embrace the opportunity of disposing of, what to them, was an unproductive property, the result being that the mills were purchased at a very low valuation, entailing a loss of over \$3,500,000 to the original owners. In addition to this actual loss made, it is well to state that with one or two exceptions, no dividends were paid by any of the companies, so that if a dividend of 5 or 6 per cent was added to the above, as being only a reasonable return per annum on the capital invested, it would be apparent at once that the loss actually made would be greatly increased in amount.

The Hochelaga cotton company, who became the purchasers of the grey cotton mills, found it necessary to procure a new charter

(the Dominion Cotton Mills Co.) from Parliament, seeing that the mills were situated in different provinces.

THE ISSUE OF NEW STOCK

Mr. Edgar and others have repeated the statement, that the Dominion Cotton Mills Co. has increased its stock out of the accumulated profits of the business to the amount of \$1,350,000. This, there is authority for saying, is positively incorrect. When the Dominion Cotton Mills Co. was formed by taking over the entire properties and assets of the Hochelaga Cotton Co., and assuming the outside mills, which had just been recently purchased, covering additional value of about \$2,500,000, and which had been acquired at something less than \$1,000,000, it simply continued the then capital of the old Hochelaga Co., viz: \$1,500,000, with, however, the distinct understanding that the board of directors should, as soon as they deemed it advisable and safe, make further issue of stock, covering in some measure the value of the large properties which had been purchased at such a low valuation; so that the issue of the \$1,350,000 of stock was simply a completion of the arrangement and agreement entered into between the two companies, and therefore in no sense whatever an increase of stock in the terms used. It is right, however, to say that, as against this stock, an issue of bonds exists as a liability. This statement should set at rest what has been made use of so very freely in the hope of deceiving these important manufacturers in the eyes of the country, seeking thereby to confirm the statement that the stock issue was created from the accumulation of profits made.

WHAT SOME LOSSES AMOUNTED TO.

Mr. Kenny, the member for Halifax, in speaking on this subject in the House the other day, gave his own experience, he having been for many years a heavy stockholder and president of the Halifax Cotton Company. This gentleman stated that while he had received no dividend whatever during the whole existence of the company, he also had made a loss of 75 cents on the dollar on his entire investment. Information supplied warrants the statement also that in some cases the loss was still larger.

The dividend paid by the Dominion Cotton company is 8 per cent. per annum; and by the Montreal Cotton Co. (engaged in the manufacture of a different class of goods) 8 per cent. The Colored Cotton Co., the most recently formed of the large companies, is not paying a dividend. The capital stock of the Canadian Colored Cotton Mills company is on the market at a discount of 30 to 35 per cent.

IMPROVEMENTS AT THE WORKS.

Since the acquiring of these different properties the two large companies have expended large sums in their improvement, in new machinery and in other directions, buildings, etc., with a view of

making them as complete as possible. In their large print works, situated at Magog, a very considerable outlay has just been incurred in the development of the indigo print trade, these requiring a special and expensive plant for their manufacture. This is a class of goods that up to the present time had not been manufactured in this country. It might be mentioned here, as showing what may be accomplished by the hands of those who understand these branches of manufactures, that when the present owners acquired the print works at Magog in 1890 the actual deliveries were about 90,000 pieces per annum. In 1891 they increased to 190,000 pieces; 1892, 275,000 pieces; 1893, 351,000 pieces, and the deliveries for the first three months of the present year were over 250,000 pieces. The mill expects that before the year is closed the deliveries will be over 400,000 pieces. The present manufacturing capacity of these print works is 500,000 pieces, or about 20,000,000 yards per annum. It might be stated here also, in connection with these works alone, that they are at present producing over 3,600 patterns, in all the variety of styles and colors. This not only means the placing on the market of 20,000,000 yards of print, but it means the manufacturing of 20,000,000 yards of cloth for that purpose, which is a very important fact in connection with the manufacture of cotton goods, giving the full benefit of the additional labor and supplies, in making this cloth, to our own industries, instead of importing the finished productions of foreign labor.

THE VARIETY OF GOODS.

In regard to the apparent endless variety in colored cottons shown in the warehouses, the following remarks were made:—

"We make this statement fearless of contradiction, that there is not any one mill in existence to-day, either in England or America, making the number and variety of patterns that they are doing, for the simple reason that it is not required of them. Having a large market to supply, they can run on large quantities, and the number of the different works makes up the variety. In England and Germany there are, doubtless, over a thousand on print works alone. This holds good with the United States print works also; there, with a population of over sixty millions, you will understand they do not require to make the small quantities required of us with our limited population."

THE COST OF MANUFACTURE.

The question of the cost of manufacture has been very frequently brought up in connection with these and other manufactures in the country. It would require very little experience in manufacturing—more particularly in this class of goods which have occupied so prominent a position in England and Germany for many years past—to ascertain that, with the great and varied advantages which they have, as against manufacturers here, that their cost

must necessarily be much lower. Their great advantage in the low cost of machinery and general plant (on which 30 per cent. duty has been paid on all imported into this country), the low prices of buildings, cheap money, which is never over 3½ to 4 per cent., the low rate of wages (skilled help at that), and in addition to these advantages, the German manufacturers run 72 hours per week, while in the Southern states, where cheap colored labor is used, they run from 72 to 76 hours per week, as against 60 hours in this country. Also fuel (both as to price, and owing to climatic differences, the large quantity used here) can be procured in Europe for less than half the price of Canadian coal. General supplies are also very much lower in value than can be procured here, our manufacturers having to pay duty on a large portion of their dyes, acids, etc. In addition to all this the foreign manufacturers possess the great advantage of, which every manufacturer is cognizant, namely, a large market. The major portion of the cotton industries in England and Germany, as well as the United States, run on very few lines of goods, some of them only one or two for the entire year, thereby increasing the production to the very maximum that it is possible to make, whereas, with our limited population, our mills are constantly obliged to change from one fabric or pattern to another, creating a serious loss by every change.

The number of patterns and colors as stated above in connection with the print works alone gives an indication of what is required in Canadian mills, a condition of things entirely unknown to the large manufacturing concerns of either Europe or the United States.

THE SHIPMENTS TO CHINA.

Special attention has also been called to the shipping of grey cotton to China. This is done solely and for the purpose of keeping the mills running; there is no profit made on these goods. In fact, sometimes they involve a loss. It is well known that the owner of any manufacturing establishment will make extraordinary efforts and considerable sacrifice before he will shut down, thereby scattering the help and causing serious injury to property. The cloth made for the China market is a special low grade cloth not adapted for the Canadian market, and is not sold in China in competition with European cloths, which are, as before stated, of an entirely different make. The competition the Canadian manufacturer has in China is with the cloth of the United States. The surplus goods shipped from that market as well as from our own involves a serious loss to the makers.

QUALITY AND DEMAND.

It is learned that out of the 350,000 pieces of prints distributed in the country, not over 50,000 pieces would be over 9 cents per yard—the great bulk being considerably under that price. This applies also to all other grades of cottons.

The new tariff on cotton goods is as follows:
 On grey or unbleached cottons.....22½ per cent.
 On bleached cottons.....25 "
 On colored cottons.....30 "
 —Montreal Gazette.

Montreal Markets.

Flour—During the late depression caused by the decline in wheat, several large sales of straight rollers were put through direct from the mills for Newfoundland account at very low prices, said to be equal to a shade under \$2.90 here. Straight rollers are offered freely at \$2.90. There is no change in strong bakers', choice brands being obtainable at \$3.40, which figure, it is said, has been shaded for large quantities. The English markets offer no inducement to ship, and it is difficult to get bids from the other side. It is understood that two propellers have been engaged to bring sack flour from Toledo to this city. A fair business is being done on local account, at about last week's prices. Patent, spring,

\$3.65 to 3.75; Ontario patent, \$3.25 to 3.60; straight roller, \$2.90 to 3.15; extra, \$2.65 to 2.85; superfine, \$2.40 to 2.60; fine, \$2.15 to 2.35; city strong bakers, \$3.40 to 3.50; Manitoba bakers, \$3.25 to \$3.40; Ontario bags—extra, \$1.35 to 1.40; straight rollers, \$1.50 to 1.55; superfine, \$1.25 to 1.35; fine, \$1.05 to 1.15.

Oatmeal—Car lots of granulated and rolled obtainable at \$4.10, and some brands have been offered at less money on track here. The jobbing trade is quiet, and prices are quoted as follows:—Rolled and granulated, \$4.20 to 4.35; standard, \$3.95 to 4.15. In bags granulated and rolled are quoted at \$2.10 to 2.15, and standard at \$1.95 to 2.00.

Bran, etc.—The scarcity of bran is still a marked feature, the lowest price that western can be laid down here being \$18.50, and we quote \$18.50 to 19.50. Shorts are firm at \$19 to 20 and moullie quiet at \$22 to 24 as to grade.

Wheat—No. 1 hard Manitoba is quoted at 78 to 80c, and 76 to 77c for No. 2; but of course these prices are altogether too high for export. The last sales of No. 2 red winter wheat in this market was at 60c, but the sale was forced.

Cats—The receipts of oats have been heavy, but prices have not been influenced to any extent thereby, sales of seven car lots being reported at 40 to 40½c per 34 pounds for No. 2.

Barley—Prices here are higher at 45 to 47c, showing that prices are approaching the malt-ing grades, which are quoted at 50 to 52c.

Cured Meats—There is a good enquiry for smoked meats, sales of round lots of sugar-cured hams having taken place at 10c; but they were big rough pieces. Choice selected light to medium hams selling at 11c in round lots, and at 12c in small quantities; in fact, a single ham can be bought at 12c. Boneless bacon has sold at 11 to 12c as to quantity. We quote prices as follows: Canada short cut pork, per bbl, \$17.50 to \$18.00; Canada, clear mess, per bbl, \$16.50 to \$17; extra mess beef, per bbl, \$12.25 to 12.50; plate beef, per bbl, \$16.25 to 16.50; hams, per lb, 10 to 11c; lard, pure, in pails, per lb, 9½ to 10c; lard, compound, in pails, per lb, 7½ to 7¾c; bacon, per lb, 11 to 12c; shoulders, per lb, 8½ to 9c.

Butter—Receipts of both Eastern townships and creamery are increasing, and the market has an easier trend. Fine eastern townships has commanded 22c steadily during the week, and we quote 20 to 22c as to grade. New creamery has sold at 23 to 24c, but buyers say they would sooner have fine fresh townships at 22c. Creamery early made, 18 to 20c; creamery, fresh, 23 to 24c; eastern townships dairy 20 to 22c; western 18 to 19c. Add 1c to above for single packages of selected. A few western rolls are selling at 19 to 20c, and choice Morrisburg at 21 to 22c.

Cheese—The few sales that have transpired on local account have been on the basis of 10½ to 11c. The April make in the Ingersoll section has been contracted at 10 to 10½c, which is a very unusual feature at the commencement of the season.

Eggs—Receipts have been pretty liberal during the past week, but as picklers have been steady buyers, there has been no accumulation of stock, and sales have been made 10½ to 11c, and one or two lots of choice stock brought 11½c. Sterekeepers in the West are paying 10c.

Maple Products—Maple syrup is quiet. Sales in wood being reported at 4 to 5c as to quantity. In cans, 5 to 5½c are at the quoted rates, or 50 to 60c per can. Maple sugar is quoted at 6 to 7c.

Wool—Manufacturers are just about commencing to look for spring orders, and it is expected that as soon as orders begin to come in there will be quite a lot of skirmishing for stock. Prices as follows:—Greasy cape, 14 to 15½c; Canadian fleeces, 17 to 20c; B. A. scoured, 26 to 34c. In pulled wool, 20 to 21½c is quoted for super: extra, 23 to 26c; Northwest wool, 11 to 12c.

Hides—The principal change in this line is the decline of 1c in calfskins, which are now down to 5c. Regarding light hides the situation is unchanged, the ruling rate for No. 1 being 3½c. Heavy steers are quiet, with sales at 4½ to 5½c for Nos. 1 and 2. Bulls have sold at 3½c. Lambskins have been placed at 15c. sheepskins at 75 to 80c, and clips at 15c.—Trade Bulletin, April 27.

Waste not Want not.

Economy is the road to prosperity. Thrift leads to success. "Waste not, want not" is a truism which is not understood as it should be. Fortunes are not thrust upon people. They are won by those who deserve success—those who have studied out the road to advancement. Dollars do not grow on brambles, and prosperity is not plucked from uncultivated shrubs. A great deal of the misery and poverty that exists is attributable to waste. It is surprising what a great waste there is among people only in moderate circumstances. I once saw a woman, after the family meal was over, throw the balance of several dishes which were only partially consumed, into a refuse pail. A few months after, they were taking up a subscription to bury the husband. Death had suddenly removed the head of the house, and a family of young children were left penniless, though the income received was sufficient to have made a saving of a few hundred dollars each year, without stinting the family in any way. There was no thrift in that house. I once heard a mistress tell a servant not to bother saving any victuals from the table. That in a family where the husband was on a moderate salary—enough to live very comfortably upon and save a little for a time of need. The time of need came but there was nothing to draw upon. The treasury was empty, and the grocer and butcher and baker, with whom the accounts were chronically behind, would not give further credit when misfortune came. Dire distress was the result. It is wonderful how many people in our towns and cities, with incomes sufficient to enable them to live comfortably and save a little every week, are always hard up and in debt, and are at once in a condition for charity if any misfortune overtakes them. Sham and false ideas of life are at the bottom of this. Many people think more of making a spread than they do of the future. Of thrift they have no conception. They are living in a false show, with the certainty, sooner or later, of feeling the pinch of want. People who spend more than they earn are certain to come to want, while those who live within their income and save a little systematically, will never have much occasion to talk about hard times. The latter are those who climb up the ladder from a humble beginning to a position of comfort and sometimes opulence. There is no secret about success. It is worked out on the lines indicated here. The whole thing is indicated in the words "intelligent industry and thrift." Those who think principally about making a spread and try to appear what they are not, may temporarily deceive themselves, but not others, and the day of reckoning will come, when they will not be able even to further deceive themselves.—Massey's Illustrated.

The semi-annual report of the Grand Trunk railway company was issued at London, England, on April 19. It attributes the disappointing results of the past year's traffic to the severe depression in the United States, the low price of wheat and the uncertainty of the tariff changes. These and other causes so interfered with the traffic that the loss amounted to no less than £130,000 in freight receipts alone during the past half year. The directors have instructed the general manager to spend only the money absolutely necessary to secure safety and to enforce the strictest and even exceptional economy in every department.

EDITORIAL NOTES.

(Continued from page 798.)

test, Mr. Austin, of the horse-car line, has evidently decided to throw up the sponge, and has doubtless sold out to the trolley car line. Tickets of each line in circulation will be honored, and probably the horse cars will be taken off entirely within a few days, as the electric line has paralleled nearly all the lines of the horse-car system. The dingle, dingle of the horse-car bells, which has so long been familiar to the citizens of Winnipeg, will therefore soon be a thing of the past. There are many who will believe that Mr. Austin has not received fair treatment from the city in this matter, and there will be further regret if the amalgamation of the companies leads to his removal from Winnipeg. So far as the contention of unfair treatment is concerned, now that the matter has resulted as it has, it is perhaps just as well not to attempt to stir it up any further.

It is understood that Alderman Hutchings of Winnipeg has prepared a comprehensive plan for doing the scavenging work of the city. It is to be hoped the alderman's plan is a practical one, and moreover if it is a practical and efficient plan it is to be hoped it will be adopted. The present plan of carrying out this important part of the necessary work of the city seems to be about as crude, inefficient and costly a system as could be adopted. There is certainly room for great improvement, both in efficiency and economy, in the scavenging department. The plan of carting refuse for miles over a road which is almost impassable a considerable portion of the year, seems open for vast improvement. A great deal of scavenging work has to be done in the spring of the year, when our sticky clay roads are at their worst. There is the accumulations of winter garbage to be removed in the spring, and this has to be hauled a long distance over roads which are in such a condition as to almost make it appear a crime to compel horses to wallow through them. Surely some better plan could be adopted than that of hauling the garbage as is now practiced. Anyway, there would seem to be no good reason for allowing so much stuff to accumulate during the winter, to be removed when the roads break up in the spring. It would be cheaper to haul the stuff away in the winter, even if large quantities of ice and snow have to be removed, than to undertake to cart it away through such cloughs of despond as have filled the city's streets this spring. Even if double and thrice the quantity of matter had to be removed, it would be cheaper to move it in the winter than after the roads break up. In connection with this scavenging business, it is evident that a very great extension of the water-works system is urgently required in this city. The work of scavenging would be vastly reduced by an efficient water supply, thoroughly introduced. The position of Winnipeg as regards the water supply and this scavenging business is really disgraceful for a city of any pretensions. It is to be hoped that Alderman Hutchings' "scheme," when made public, will be found to be really a good thing, and if it is, we are certain the citizens will demand its adoption.

FURTHER advices from Great Britain are favorable to the early removal of the restrictions placed upon Canadian cattle imported into the United Kingdom. The Canadian contention that the diagnosis of the disease discovered among Canadian cattle last season was wrong, has received further substantiation from a French expert. The British authorities, it will be remembered, claimed to have discovered pleuro pneumonia, but the finding was disputed by the Canadians, on the authority of competent veterinarians, who claimed that the disease was not pleuro pneumonia, but a mild disease of another nature. The British authorities now appear to be adopting the Canadian view of the case, as the colonial secretary, in his last communication upon the subject, dated April 26, quotes M. Nocard, a French expert on cattle diseases, as saying that what is known in the western parts of the United States as the "corn stalk disease" which is only feebly contagious, has often been mistaken for pleuro pneumonia. M. Nocard, in a report to Sir Charles Tupper, the Canadian high commissioner, in September last, declared that the condition of the lungs of Canadian cattle that have been submitted to him for examination was identical with the condition found in the "corn stalk disease." After calling attention to the fact that there has been no outbreak of pleuro pneumonia since the alleged outbreak in Canada in 1890, and to the fact that only eight suspicious cases have been found among three hundred thousand imported cattle, and in view of the evidence furnished by the Canadian government, the colonial secretary says he cannot admit that Canadian cattle are infected with any other disease than that attributable to hardship and exposure on the journey from the pastures to Europe. He expresses the hope that the board of agriculture will furnish its special examinations by the middle of June, so as not to interfere with trade. The further examinations of Canadian cattle it is understood will be begun on May 16.

THE big strike on the Great Northern road has been settled, through the agency of the business organizations of St. Paul and Minneapolis. The strike involved 5,000 employees of the company, and was a serious interruption to the trade of the cities mentioned, as well as to the northwestern states generally. It was therefore in the interest of the leading business men as well as the railway company to secure a speedy settlement of the difficulty. The matter was taken in hand by a committee of the business men, the railway company and employees agreeing to allow the matter to be adjudicated in this way. The result is a virtual victory for the men, nearly all the points in dispute having been settled in their favor. The reduction in wages allowed will be about 10 per cent. This is another instance of the usefulness of business organizations, and we expect to see the scope of the business associations extended in this direction. The following resolution shows the general text of the decision of the committee: "Whereas, at a joint meeting held this day between the management of the Great Northern railway, its employees, and the committee of arbitration, at least 90 per

cent. of the differences in wages in controversy were amicably settled between the company and its employees. Now after hearing the statements submitted by the parties interested, we find as a result of our deliberations that 75 per cent. of the reduction in wages made since August, 1893, of all the classes of men whose claims were submitted to us, should be restored."

THE heavy reduction that has been made in the staff of men employed in the Canadian Pacific Railway Company's shops at Winnipeg, came as a surprise, as it was not supposed that there was any great decline in traffic to make such a reduction of employees necessary. A great many reasons have been advanced by outsiders for the discharge of the men, no one of which may be the true reason, but the popular opinion is that it is not owing to any great falling off in the amount of work required to be done. One idea advanced by the discharged men is, that it is a scheme to secure a reduction in wages. They say there is a great deal more work than can be done by the force remaining, consisting, as they say, to a considerable extent of the less experienced and low priced workmen and apprentices. It is not likely that there is anything in the rumors that a portion of the shops will be removed to some other point. The statement that the opening of the "Soo" line is cutting off the work of the shops here seems hardly probable. While through traffic which formerly went over the main line via Winnipeg, is now handled via the "Soo" line, this would not necessarily affect the work at the shops here. The railways all over the continent have been reducing their forces and cutting down expenses in every possible way, and the Canadian Pacific is only following suit in taking this course. The sudden throwing out of employment of so many men will be felt to some extent in the trade of the city, particularly with those retail merchants who had a large trade with Canadian Pacific railway men.

The commercial crisis in the United States has been felt very severely by the railways. There is perhaps no interest which will more quickly suffer in a time of depression than the railways. Any condition of contraction must of necessity be speedily felt by the railways, and it is therefore not to be wondered at that the railway companies of the United States have made very unsatisfactory showings for the past year. While the commercial depression in the United States has not been felt generally in Canada to any great extent, it has been felt seriously by the Canadian trunk lines. These railways are of an international character, and they are dependent upon United States traffic to a great extent. At a meeting of the Grand Trunk held in London on Monday, it was admitted that the business of the company for the last half year had been very bad, and as a usual result of the unfavorable situation, an animated scene was presented among the shareholders. Further reduction of expenses is talked of, but the officers are afraid to attempt another reduction of wages, as it would in all probability involve a conflict with the labor unions.

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At Toronto a number of grants have been made of cash subsidies to local railways. Among the number is the Ontario and Rainy River railway company, which receives \$3,000 per mile for thirty-five miles. This road has running power over the Port Arthur and Western, sixty miles of which have been completed. The most interesting feature of this road is, that it is looked to as likely to form a junction with the proposed Winnipeg and Southeastern—the road which has recently applied to the Manitoba government for assistance to build from Winnipeg to the Lake of the Woods. If these roads were built and the junction formed, the result would be a new through line from Manitoba to Lake Superior. With only sixty miles of railway now completed, however, the establishment of a through line via this route is evidently some distance in the future.

As was expected from Hon. Mr. Foster's remarks a few days ago, the government has agreed to a further reduction in the duty on refined petroleum. When the item regarding the oil duty was reached, in the tariff debate this week, Mr. Foster announced that the duty would be further reduced from 7 1/5 cents per gallon to 6 cents. The reduction will be received with favor, though there has been a popular demand for a much greater reduction on oil. Crude petroleum for fuel and gas oil fuel has been placed at three cents per gallon duty, a reduction of over one-half of the old tariff.

THE expenditure of the city of Winnipeg for the fiscal year just closed, amounted to \$725,000, being an increase of nearly \$100,000 over the previous year. The public parks system adopted this year is accountable for a large part of this increased expenditure. City taxes have been well paid. The comptroller states that taxes have been paid more promptly than in any previous year. This does not look like hard times, and is further evidence of The Commercial's statement that much of the talk about hard times is simply the parrot-like repetition of the remarks of others.

IN Parliament Mr. Coatsworth moved to reduce the rate of postage from 3 to 2 cents, and supported the proposal in a lengthy speech. He condemned the free carriage of newspapers. Mr. Landerkin condemned the registration fees now in force. Sir Adolphe Caron said the loss of revenue from a reduction of postage rates would be over \$800,000, and the government

could not stand so much loss. Regarding the question of registration, he said the department was enquiring into it.

Lumber Trade News.

Sea'd tenders for the supply of from 400,000 to 1,000,000 ft. B. M. pine lumber will be received for the city of Winnipeg up to the 7th June.

The Lake of the Woods lumber industry suffered a heavy loss by fire on April 28. The entire stock of lumber in the yards of the large mill at Rat Portage, consisting of about 8,000,000 feet, was burned. The lumber was the property of the Ontario and Western Lumber Company. It was valued at \$125,000, and was insured for \$80,000. The mill was saved. This fire will materially reduce stocks.

Brandon Times:—J. H. Hughes, lumber merchant, Brandon, has returned from a business trip to Hartney, Souris and Winnipeg, made for the purpose of completing arrangements for amalgamating three lumber yards owned by the parties interested at Brandon, Souris and Hartney. Arrangements were perfected, and the three yards will now be managed under the name of The Hughes, Atkinson Co. A large shipment of United States lumber has been ordered and will arrive in a few days.

Manufacturers of British Columbia red cedar shingles are making a big push this year for eastern business. H. H. Spicer, of Vancouver, recently shipped a train load of shingles to Toronto, and a largely increased trade is expected this season from that province. These shingles have been pretty well introduced in Ontario, and dealers who tried a sample car or so, are this year reporting that they will want from ten to twenty cars. One dealer of Toronto, who made a specialty of British Columbia shingles, reported that he sold 23,000,000 of these shingles last year in Ontario. The great durability of these shingles, makes them cheaper in the end than pine, and they will lay more per square than other shingles.

Insurance and Financial Notes.

Following is the insurance on the lumber yard burned at Rat Portage on April 28:—

Commercial Union (J. Paterson)....	\$14,500
Sun (W. R. Allan)	5,000
Albion (R. Strang).....	5,000
British American (Carruthers & Brock).....	2,500
Hartford (Carruthers & Brock).....	2,500
Queen (Carruthers & Brock).....	9,500
Phoenix of Brooklyn (Carruthers & Brock).....	3,000
Ulion (W. R. Allan).....	5,000
Western (Carruthers & Brock).....	7,200
Lincolnshire, London & Globe (R. Strang).....	8,000
London & Lancashire (R. Strang).....	8,000
Alliance (R. Strang).....	10,000
Total	\$80,000

The loss is placed at \$125,000.

The fifty first annual report of the Mutual Life Insurance Co., of New York, is being distributed in pamphlet form among the local patrons of the company by Mr. Sweatman, manager at Winnipeg.

W. W. Scrimmes, who has been for many years with Carruthers & Brock, has accepted the superintendency of the Hartford Fire Insurance company's business in Manitoba, the Territories and Western Ontario.

At the last meeting of the Winnipeg city council, the finance committee reported it had received tenders for the purchase of \$25,000 seven year, and \$75,000 fifteen year 5 per cent. local improvement debentures, and would recommend the acceptance of the tender of Hanson Bros., Montreal, for \$102,400 delivered here ex accrued interest, this being the highest tender for the whole issue.

Freight Rates and Traffic Matters.

The Montreal Trade Bulletin, of April 27, says: "The market for grain freights at the moment is dull, although considerable wheat and corn has been engaged during the past week or ten days, one firm having engaged about 120,000 to 150,000 bushels within that time. Engagements have been made at 1s 7/8d to Liverpool and London, and 1s 10 1/2d to Leith. We quote grain at 1s 6d to 1s 9 1/2d Liverpool, London and Glasgow, flour 8s 6 1/2d Liverpool, 9s 6 1/2d Glasgow, and 10s London. Provisions 12s 6d to 13s 9 1/2d. Cheese and butter 25s to Liverpool, London and Glasgow and 27s 6d to Bristol. Cattle 40 to 45s to Glasgow, Liverpool and London. New York rates on cattle are 50s to 52s 6 1/2d to Glasgow, with one transaction reported from Baltimore for four May sailings to Deptford at 57s 6d. It will be seen by this that cattle freights at the American seaboard are much higher than at Montreal.

The Chicago Daily Trade Bulletin in its review for the week ending April 28 says: Rates are steady at 20c per 100 lbs on flour and grain and 30c on provisions to New York. Through rates to Liverpool were steady at 21 to 23c per 100 lbs on flour, 11 1/2 to 12c per bushel for wheat and 1 1/2c for corn. Provisions 40 to 46. 88c per 100 lbs. Through rates via lake and rail to New England points were steady at 5 1/2c per bushel for corn and 5 1/2c for oats. Rates to New York were steady at 5 1/2c for corn and to Philadelphia at 5 1/2c. Business with the lake lines was fair, but in one instance an advance of 1/4c to 1/2c was paid for two small loads of wheat, the line boats getting 1 1/2 to 2c for Buffalo, and at the same time took round lots of corn at 1 1/2c. The close was at 1 1/2 to 1 3/4c for wheat and 1 1/2c for corn. Wheat was taken to Kingston and Ogdensburg at 3c and corn to Port Huron at 1 1/2c.

The Montreal Trade Bulletin of April 27 says: The first large sale of salmon took place during the week; it was a lot of 2,500 cases of the following brands: British American, sovereign and clover leaf. Sovereign and British American sold \$3.70 to 3 75 per case, and clover leaf brand (flat) \$4.30 per case.

A beautifully printed and illustrated book called "Indiandland and Wonderland" has been received from the passenger department of the Northern Pacific railroad. The book deals with Minnesota, Manitoba, the Dakotas, Montana, Washington and Oregon, the Yellowstone Park, British Columbia, Idaho, Wyoming and Alaska. It is perhaps the most elegant publication of the kind yet issued, of the many beautiful works published by this company. The book is devoted to a brief description of this "land of wonderful phenomena," accompanied by many engravings of a high order.

The Duluth Market Report, of April 23, says: Vessel rates are easy at 2c per bushel on wheat to Buffalo. Some business has been done this week at 2½c. Tonnage was offered to-day at 2c. About 1,015,000 bushels of wheat have been shipped from here during the week, the most of it having been chartered for several months, and some of it having been held afloat here since last fall. The rate to Kingston or Ogdensburg is nominally 3½c vessels to pay tolls. A little has been done at that. Strikes in the coal regions are having a serious effect on lake shipping. It is not only impossible for vessels to get any new west bound business, but already instances are cited where vessels have been compelled to abandon negotiations for charters because it was impossible to get coal for fuel. This early in the season line boats are hauling flour from Duluth to New York and Boston for export at a rate of 12½c per 100 pounds, which is equal to 25c per barrel. As ocean rates are weak it is now possible to ship flour and millstuffs from the head of Lake Superior to England and the continent cheaper probably than ever before. The rate across the ocean is said to be 7s 6d equal, with primage, to 8.44 cents per 100 pounds, making a through rate equal to 43.88c per barrel Duluth to Liverpool.

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Read Up.			Read Down.		
North Bound					South Bound
Freight No. 168. Daily.	St. Paul Ex. press No. 107. Daily.	Miles from Winnipeg.	STATIONS.	St. Paul Ex. press No. 108. Daily.	Freight No. 164. Daily.
1.20p	4.00p	0	Winnipeg	11.00a	5.30a
1.06p	3.49p	8	Portage Junction	11.12a	5.47a
12.42p	3.35p	9	St. Norbert	11.26a	6.07a
12.22p	3.21p	15	Cartier	11.38a	6.25a
11.54a	3.03p	23	St. Agathe	11.54a	6.51a
11.31a	2.54p	27	Union Point	12.02p	7.02a
11.07a	2.42p	32	Silver Plains	12.13p	7.19a
10.31a	2.25p	40	Morris	12.0p	7.45a
10.03a	2.11p	46	St. Jean	12.45p	8.25a
9.23a	1.51p	56	Letellier	1.07p	9.13a
8.00a	1.30p	65	Emerson	1.30p	10.15a
7.00a	1.15p	68	Pembina	1.40p	11.15a
11.05p	9.16a	123	Grand Forks	5.25p	8.25p
1.30p	5.25a	268	Winnipeg Junction	9.25p	1.25p
	3.45p	453	Duluth	7.25a	
	8.30p	470	Minneapolis	6.20a	
	8.00p	481	St. Paul	7.00a	
	10.30p	883	Chicago	9.35p	

MORRIS-BRANDON BRANCH.

East Bound.			West Bound.		
Ft. No. 130. Mon., Wed. & Fri.	Ex. No. 128. Tues. & Sat.	Miles from Morris.	STATIONS.	Ex. No. 127. Mon., Wed. & Fri.	Ft. No. 129. Tues. & Sat.
1.20p	4.00p	0	Winnipeg	11.00a	5.30p
7.50p	12.25p	0	Morris	2.30p	8.00a
6.53p	12.02p	10	Low Farm	2.55p	8.44a
5.49p	11.37a	21	Myrtle	3.21p	9.31a
5.23p	11.26a	25	Roland	3.32p	9.50a
4.39p	11.08a	33	Rosebank	3.50p	10.23a
3.53p	10.54a	39	Miami	4.05p	10.54a
3.14p	10.33a	49	Deerwood	4.28p	11.44a
2.51p	10.21a	54	Altamont	4.41p	12.10p
2.15p	10.03a	62	Somerset	5.00p	12.51p
1.47p	9.49a	68	Swan Lake	5.15p	1.22p
1.19p	9.35a	74	Indian Springs	5.30p	1.54p
12.57p	9.24a	79	Marieapolis	5.42p	2.18p
12.57p	9.10a	86	Greenway	5.58p	2.52p
11.57a	8.55a	92	Balder	6.15p	3.25p
11.12a	8.33a	102	Belmont	7.00p	4.16p
10.37a	8.18a	109	Hilton	7.18p	4.53p
10.13a	8.00a	117	Ashdown	7.35p	5.23p
9.49a	7.53a	120	Wawanesa	7.44p	5.47p
9.39a	7.45a	123	Elliotts	7.55p	6.04p
9.05a	7.31p	129	Rounthwaite	8.08p	6.37p
8.28a	7.13p	137	Martinville	8.27p	7.13p
7.50a	6.55a	145	Brandon	8.45p	8.00p

Number 127 stops at Baldur for meals.

PORTAGE LA PRAIRIE BRANCH.

East Bound.		STATIONS.		W. End Read Down Mixed No. 141. M., W. & F.	
Read up Mixed No. 144. M., W. & F.	Mis. tr'n Winni-peg.				
5.30 p.m.	0	Winnipeg	9.00 a.m.		
5.15 p.m.	3.0	Portage Junction	9.15 a.m.		
4.43 a.m.	11.5	St. Charles	9.44 a.m.		
4.30 a.m.	13.5	Headingley	9.54 a.m.		
4.07 a.m.	21.0	White Plains	10.17 a.m.		
3.15 a.m.	35.2	Eustace	11.05 a.m.		
2.43 a.m.	42.1	Oakville	11.36 a.m.		
1.46 a.m.	55.5	Portage la Prairie	12.30 p.m.		

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

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