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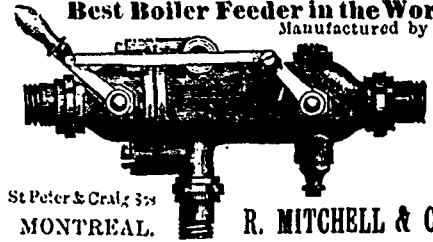
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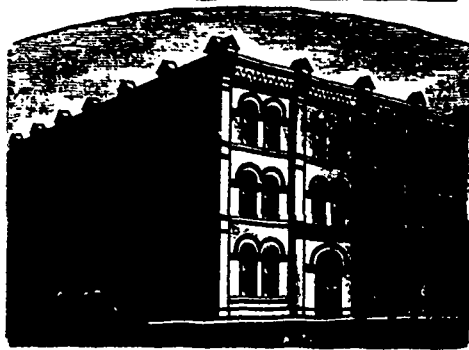
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Published by James E. Steen—Every Tuesday—Subscription, \$2 per annum.

VOL. 5.

WINNIPEG, APRIL 19TH, 1887.

No. 30.

The Commercial

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WINNIPEG, APRIL 19, 1887.

MEDICINE HAT wants a board of trade.

Eggs dropped to 8c at Morden last week.

A TELEPHONE service will be instituted at Calgary.

A. G. HEFORTH, trader, Lake Francis, has moved to St. Laurent.

D. STEWART, of Brandon, has opened a dry goods store at Rapid City.

MCDONALD, shoemaker, has commenced business at Wapella, Assa.

ABOUT 300 tons of coal daily are taken out at the Galt mines, Lethbridge.

REILLY, of the Royal Hotel, Calgary, is erecting a hotel at Banff Station.

MRS. HARDY, of Brandon, will open a millinery and dressmaking business at Rapid City.

PRINCE ALBERT, Saskatchewan Territory, is moving for the purchase of a steam fire engine.

A. W. B. JOYNER, hotelkeeper, Fort Qu'Appelle, is out of business.

THE grocery stock of Hunt & Dickson, Winnipeg, is offered for sale by tender.

Le Trappeur is the name of a new French weekly paper, published at St. Boniface, Man.

WM. BLYTH, harness maker and tanner, Selkirk, has admitted F. R. Gemmel into partnership.

ED. SMITH, late of Smith & Fergusson, Regina, will open a hardware business at Banff, Alberta.

I. G. BAKER & Co. have bought out the butchering business of O. S. Main, at Lethbridge, Alberta.

ANDERSON & COLLINS, butchers, Brandon, have dissolved partnership. Anderson will continue the business.

A MUSEUM will be started at Banff. Sir D. A. Smith has contributed \$500 as the nucleus of a fund for that purpose.

JOHNSTON & DAVIDSON, hotelkeepers, Qu'Appelle Station, have dissolved partnership. Geo. S. Davidson will continue.

BURTON, late of the firm of Stowe & Burton, Portage la Prairie, will open up business in his own account at that place.

PRICES at Regina are: Butter, 18 to 25c; eggs, 20 to 25c; bran \$18 per ton; oats, 60c per bush; hay, \$19 per ton.

THE Prince Albert *Times* estimates that \$150,000 will be expended in building operations at that place during the summer.

J. M. MCGREGOR and THOMAS RENWICK, auctioneers, etc., Winnipeg, under the style of J. M. McGregor & Co., have dissolved partnership. McGregor continues alone.

THE Calgary daily *Tribune* has been enlarged to a twenty-four-column paper, and gives other signs of vigorous life. It is now the largest paper published in the Northwest, outside of Winnipeg.

UNDER the heading of "Good News for Winnipeggers," the *Toronto Trader* congratulates the Winnipeg jewelers upon the translation of the late collector of customs here to another sphere of operation.

D. MCGREGOR talks of establishing a brick yard at Morden. The local paper says there is a good opening at that place for such an industry.

A WINNIPEG agent recently received a circular from a New York wholesale establishment, addressed to M——, Winnipeg, Manitoba, Ontario.

A BRANDON exchange says that T. W. Kirkpatrick, grocer, of that place, will probably move to Calgary and go into partnership with Parrish, of the last named place.

STRUTT, of Strutt & Dagg, general merchants, Selkirk, has withdrawn from that firm and moved to Port Arthur, where he has purchased the business of W. Brown & Co., dry goods.

SIX cars of stock were shipped from Brandon to Calgary last week and one to Banff—the latter dairy cows. Several cars of dressed meat were also shipped westward on Government contract.

THE *Northwest Call* is the name of a new weekly paper hailing from Calgary, published by D. M. Nulty, and making the fourth publication for that enterprising burg. The *Call* announces that its first aim will be to look after local matters, which is the correct line to be followed in attaining success for the average country paper.

THE Edmonton, Alberta, *Bulletin* quotes prices as follows for that distant place: Fresh roll butter is in the market at 50c; Manitoba factory tub at 40c by the pound, and 35c by the tub; fresh eggs fairly plentiful at 40c a doz. Beef is up to 13c by the carcass and scarce; fresh pork, 12c and plentiful; potatoes, 50c a bushel and plentiful.

RUMORS regarding the Northwest Central railway are coming thick and fast from Ottawa. It was at first reported that the Clemow syndicate had arranged to go on with the work this summer. A later rumor says that W. A. Shepard, of New York, has bought out the Clemow interest for \$150,000 cash, in addition giving one-half interest in the town sites. A later report says that Pew has bought the charter. What will come of all this scheming remains to be seen, but where so many political vultures and charter-mongers have to get their pickings, it is not likely there will be much left for the public.

AN outline of the proposed new extradition treaty between Great Britain and the United States has been published, which, though not coming from official sources, is generally accepted as pretty accurate in its details. According to what has been made known, it would appear that but four additional offences will be added to the extraditable list, and these are manslaughter, burglary, embezzlement or larceny, of the value of \$50 or upward, and malicious injuries to property, whereby the life of any person shall be endangered. The last crime of "malicious injury to property" is guarded by the restriction that such injury shall "constitute a crime, according to the laws of the contracting parties." This last named crime would probably include dynamiters and bomb-throwers, though the provisions of the proposed treaty have not yet been defined. The addition of embezzlement to the list of extraditable offences, would prevent further additions to the large colony of this class of gentry now in Canada. As Congress adjourned without taking action on the proposed treaty, it will be some time before the matter will again come up.

THE Minnesota Dairy Commissioners propose to make it warm for vendors of impure and adulterated milk. A move in this direction would be popular with consumers of milk in Winnipeg. It is well known that watered milk is freely sold in this city, yet nothing has been done to prevent such imposition upon the people. There must also be a good deal of impure and unwholesome milk vended in Winnipeg, if all reports are true as to the unhealthy condition in which some dairy cows are kept. The consumption of impure milk is a most serious matter to the community, and one which should receive strict attention from the proper authorities. In cases where milk is watered in the hotels and boarding houses after it has been purchased from the vendor, an act for the prevention of fraud upon travelers and guests at such places, similar to that adopted by the Minnesota Legislature in regard to imitation butter, might be enforced to advantage. Hotel-keepers in that state are obliged to give notice to guests of the use of artificial butter. How would it do to compel hotel and boarding house keepers, under a similar penalty of fine and imprisonment, to notify guests when adulterated milk is used. Were such a law in force here, most hotels and boarding houses in Winnipeg would be obliged to keep a standing notice something like the following: "We add a small portion of milk to our water."

FROM the action of the Catholic Church regarding the Knights of Labor, it would appear that the edicts of the Church are not like the laws of the Medes and Persians, which could not be changed nor abrogated. Cardinal Taschereau, of Quebec, in obedience to the orders of the Holy See, condemned the Knights under pain of grievous sin, and forbid his subjects from connecting themselves with the order. The bishops of the United States, however, took a favorable view of the organization, and the American Cardinal urged a very strong defence of the Knights before the authorities of the Church at Rome, going so far as to declare

that the Church would be powerless to compel obedience to any action against the Knights in the United States, and stating that a condemnation of the Knights "would turn into doubt and hostility the marked devotion of our people toward the Holy See." The defence of the Knights by the American bishops has led to a withdrawal of the mandate against the order in Canada, pending a final consideration of the question by the Holy See. The removal of Cardinal Taschereau's order against the Knights in Canada, is looked upon as paving the way to a complete withdrawal of objections against the organization. The wisdom of the action of the Church is generally recognized, in that it will maintain for the present the unity of the Church in the United States, whilst to condone the order in the States and not in Canada would have too much the appearance of inconsistency.

At the opening of the Dominion Parliament last week, several matters were referred to in the speech from the throne of special interest to the commercial community. One clause indicated a movement in the direction of establishing a department of trade and commerce, under the supervision of a minister. Changes in the administration of the customs and inland revenue departments were also hinted at, with a view to facilitate the despatch of business in those departments. Another matter of importance, especially to the Northwest, was the announcement that an appropriation would be asked for for the construction, on Canadian territory, of a canal to connect the waters of Lakes Huron and Superior, to overcome the Sault Ste. Marie rapids. The conclusion to build this canal, which has evidently been come to hurriedly, from the fact that no previous intimation was given regarding the project, has no doubt been brought about on account of the hostile attitude of the United States in passing the fishery retaliation bill. The only canal at the Sault is in United States territory, and should that Government refuse to permit Canadian vessels to pass through it, the result would be to paralyze our trade on the upper lakes. The appointment of a minister of trade and commerce would indicate a lively interest on the part of the Government in the extension of our commercial interests, no doubt prompted by the completion of the C.P.R. and the additional facilities which the country now enjoys for carrying on trade intercourse with other nations. The department could undoubtedly be made of great benefit to the commerce of the country, though with the usual amount of red tape to retard its operations, its usefulness would be greatly curtailed.

THE Montreal ministerial association has fallen foul of the newly organized French board of trade of the same place, in its agitation for a stricter observance of Sunday. The ministerial association protested against Sunday excursions by boat and railways; against Sunday military parades; and memorialized the Government to discontinue the public delivery at the Montreal post office on Sunday. The French board characterized the movers in the matter as "believers in exaggerated Sunday observance." It was declared in a resolution introduced at a meeting

of the board that "Sundays and other holidays are properly days of rest, which the people of Montreal, after attending to their religious duties, have the right to enjoy in legitimate amusements, so as to recuperate from their weekly labors." Excursions, parades, games, amusements, etc., were declared essential to the health, and can only be enjoyed on Sunday by many. Sunday parades were said to be beneficial in leading many to church who otherwise would not go; in answer to which it might be said that those who go to church through the attraction of a military parade, might as well remain away. The railroad and steamboat companies were thanked for providing cheap Sunday excursions, and the Government was requested to continue the postal delivery, regardless of the memorial of those who wished to see it stopped. The question of Sunday observance is one upon which a great deal may be said on both sides. From a humanitarian standpoint strong arguments can undoubtedly be presented in favor of the holiday aspect of the day, whilst those who believe in strict Sunday observance, can point to the baneful effects upon society of the Sunday holiday. The latter can show that in the most moral communities Sunday is generally well observed, whilst in communities where the day is looked upon mainly as a public holiday, dissipation and disturbances are more common. That there is any relationship between these features and Sunday observance, the reader may be left to form his own conclusion. On one point, however, those in favor of the strict observance of Sunday have a good argument against their opponents, and that is, that the running of trains, steamboats, street-cars, and the keeping open of public places, compel many to work on Sunday who would otherwise have the day to themselves.

THE Manitoba Legislature opened with the usual formalities on Thursday last, and immediately after the reading of the speech, proceeded with the most important business before the House—the chartering of railways. In order to facilitate this the rules were suspended and two charters were at once introduced—one entitled the Manitoba Central and the other the Winnipeg and Southern Railway—both for the construction of a railway from Winnipeg to the United States boundary. The charters were given a first reading at once, and hurried on to the second reading. The parties seeking incorporation as the Manitoba Central Railway Co. are D. MacArthur, G. F. Carruthers, R. J. Whitla and Chester Glass, all of Winnipeg. This company is to build from the city of Winnipeg to the boundary at a point in or near township one, range two, east of the first principal meridian, with branches extending from a point or points on the said line of railway not more than twelve miles northerly from the said boundary to Gretna or Emerson, and also for a line extending from Winnipeg to Portage la Prairie. The capital stock is placed at \$500,000, divided into 5,000 shares of \$100 each. Work must be commenced on the portion of the road from Winnipeg to the boundary before July 1st next (at least \$25,000 each month being expended thereafter) and operated before the first day of January next. The portion between Winnipeg and Portage la Prairie shall be commenced in

two years and operated in four years. The company is not allowed to amalgamate with the C.P.R. company or the M.S.W. company. Within thirty days \$25,000 must be deposited with the provincial secretary, or else the Act will lapse and the money be liable to forfeit in the event of work not being proceeded with as specified. The rates to be charged are subject to the approbation of the Lieut.-Governor-in-Council. The provisions of the Act shall be construed to be limited to the jurisdiction of the Legislature of Manitoba. The applicants for the Winnipeg and Southern Railway are Hon. A. Morris, A. Manning and F. Turner, C. E., of Toronto; Hon. G. McLicken, D. H. McMillan, D. M. Blackwood, J. H. Ashdown and C. H. Allen. The capital stock is \$400,000. The provisions with respect to the commencement of the work, the making of the deposit, restrictions as to arrangements with other roads, etc., are the same as in the other bill. The two charters are being hurried through, each calling for a road to the southern boundary and each to be a direct cure for the monopoly complained of. But when both are passed by the Local Legislature and assented to by the Lieutenant Governor, we may still be a long way from securing the construction of either. Capitalists will not take hold of either without some reason to believe that no obstruction will be met with from the Dominion Government, or else they will call for guarantees from the province, which would be equal to the latter building one or both at its own expense. The Dominion Government are not in any way obliged to assent to or veto the charters until a year after they have been assented to here and received by the Government at Ottawa. The temptation is too strong for Manitobans to expect that that Sir John and his colleagues will pursue anything but this same policy of tantalizing silence, against which we have in reality no constitutional opening for complaint. To relieve us from the difficulty above shadowed we might with justice on our side call upon Mr. Scarth, M. P., for Winnipeg. After that gentleman became a convert to free railroads for Manitoba, and while he was soliciting our suffrages he promised not only to vote against the present Dominion Government on the question of disallowance, if that policy were persisted in, but at a meeting held in Trinity Hall he promised, if elected, to introduce during his first session in the Dominion House a motion or resolution against the continuance of railway monopoly in this province. Now is an opportune time for Mr. Scarth to fulfil that promise. He can introduce a motion or resolution in favor of the roads now being chartered by our Local Legislature, which will force Sir John and his colleagues to declare their intentions, and let the people of Manitoba know exactly how they stand. That we will fare any better than in the past, we have no reason to expect. The intentions of the Ottawa Government are unquestionably well known to Mr. Norquay, and are not so favorable but he finds reticence a safe policy. His silence is ominous, and he hopes by a blustering policy of readiness to pass valueless legislation, to obtain a year's immunity from facing a difficulty which moral shufflers of his type never have the courage to face squarely and honestly. By securing from Mr. Scarth a fulfilment of his ante-election pledge Manitobans can force Ottawa silence and tes-

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Norquay's moral courage, if he really possesses such a commodity.

THE Interstate Commerce law in the United States will have a greater bearing upon this country than was at first supposed. One of the immediate effects has been the advance of freight rates on the C.P.R. from Winnipeg to Victoria, Vancouver, New Westminster and other Pacific coast points in British Columbia to about double the former rates. Rates from Montreal and other eastern cities to the Pacific coast have also been advanced in about the same proportion, so that Winnipeg will be in almost the same position as previous to the advance, so far as the competition between this city and eastern cities for the Pacific coast trade is concerned. Freight rates from eastern Canada to Winnipeg and intermediate points will not be materially altered, and the rates by the lake route will be about the same as last year. Rates from Winnipeg to intermediate points on the line west, between here and the coast, will also remain unchanged, the advance only applying to through rates from Montreal to coast points, and from Winnipeg to coast points. Previous to the advance through rates were much lower proportionately than rates to intermediate points, but the change will about equalize the rates all along the line. Whilst the new tariff will not alter the situation so far as competition between Winnipeg and eastern cities for the Pacific coast trade is concerned, in other directions it is feared the advanced rates will injure the trade of this and eastern cities. It is thought that the advance may be the means of giving the coast trade of British Columbia in certain commodities more into the hands of United States towns on the Pacific coast. For instance, in dried fruits, a considerable trade done with eastern houses may be transferred to San Francisco. In produce also the advance may be the means of checking the growing trade between this city and the Pacific coast. However, in flour the special rate given manufacturers here, to enable them to compete with Oregon millers for the coast trade, will be continued, and it has been hinted that the C.P.R. will be prepared to deal in a like liberal spirit with other producers and shippers of produce and products grown or prepared here, in the direction of giving special rates. Such commodities would include butter, cheese, eggs, hog products, etc. It would certainly seem in the interests of the company to give a special

rate on these products, such as would give the trade of the coast into the hands of producers here. California fruits, salmon, etc., will also be considerably increased in price to consumers here by the operation of the new tariff. The following are the new rates to Vancouver, Victoria and New Westminster from Winnipeg, for the different classes: 1, \$3.64; 2, \$3.04; 3, \$2.60; 4, \$2.15; 5, \$1.00; 6, \$1.60; 7, \$1.43; 8, \$1.35; 9, \$2.06; 10, \$1.08. From Montreal first-class freight by the new rate is \$4.80, and the other classes in proportion. From Montreal, Toronto and Hamilton to Winnipeg the combined land and rail rates on the opening of navigation will be as follows: 1, \$1.85; 2, \$1.56; 3, \$2.38; 4, \$1.00; 5, 88c; 6, 72c; 7, 55c; 8, 56c; 9, 87½c; 10, 49c.

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DRIED FRUITS, Etc.

CORNER KING AND ALEXANDER STREETS,

WINNIPEG, MAN

The Commercial

WINNIPEG, APRIL 10th, 1887.

MARKETS FOR CATTLE.

The *MacLeod Gazette* in an article dealing with the cattle question says :

"Last year about 25,000 head of cattle were added to the ranges in Alberta. This year it is calculated that the number will be doubled if not trebled; in other words that our ranges will receive an increase of from 50,000 to 75,000 head of cattle. With the supply and demand already balanced, this means that, after the local demand has been exhausted, there will be a large surplus, increasing each year, which must be disposed of elsewhere."

Heretofore the demand for Indian and mounted police supplies, together with other local consumption, has called for all the surplus cattle of the western ranges. Last year, however, it was evident that an outside market would soon have to be found for the surplus cattle, and some negotiations were opened with a view to exporting. Nothing was done last season in this direction, but it is certain that by this fall there will be a considerable number of cattle available for export from the Alberta ranges. The question which is therefore at present agitating the western cow-men is: "Where will a profitable market be found for the surplus stock?" Winnipeg has been spoken of, but Manitoba already produces a surplus of live stock. Ample supplies for the city may be obtained within the province, and indeed exporting will have to be done from Manitoba in a short time, as the supply will soon be much larger than the home demand. The frost of two years ago, which damaged the wheat crop, has had the effect of inducing a great many farmers to go more into mixed agriculture and stock-raising. Consequently, whilst the area sown to wheat has not increased nearly so rapidly during the past two or three years, as at one time supposed it would, the development of stock-raising and other industries have been greatly stimulated. Last summer live hogs were exported from the province for the first time, to the number of about 65 car lots, and several cars of dressed hogs were exported during the past winter. The first shipments of cattle were also made from Manitoba last summer, consisting of a couple of lots of picked steers, which were exported to Great Britain. The experiment did not prove a very paying venture, but it indicated that cattle will soon be available for export from this province in considerable numbers.

The difficulty in the way of exporting beef cattle to Great Britain, where it is evident our surplus cattle must go to find a market, lies in the long rail haul and its attendant freight rates. If this be true of Manitoba, how much more will it apply to the cattle of the far-western ranges, located 600 to 800 miles farther from the British markets. The finding of a profitable market for the surplus cattle is therefore a serious question to the western cow-man. With the competition from the United States, the long haul to the seaboard, and the depression existing in British markets, the western rancher is obliged to face matters and figure up the profit or loss in exporting his rapidly increasing surplus stock to Great Britain. Under the existing order of things it must be admitted that the outlook is not as brilliant as could be wished for, so far as cattle are concerned. For sheep there will probably be a good home market at profitable prices for all available supplies for some few years to come. The cost to get the fleece to market, however, is very excessive, owing to the exorbitant freight rates charged by the C.P.R., amounting to about one-quarter of the value of the wool. In horses there is a fair prospect of a profitable home and export market for some time to come.

There is one favorable feature which must not be lost sight of in considering the western cattle industry, with regard to the finding of a profitable export market. Reference is made to the Hudson's Bay route. To this the cow-man looks with hope for the future. He sees that the opening of this route would place him in a most favorable position to compete with any cattle-ranching district on the continent. From the far-western ranges the cattle could be driven at leisure, with excellent grazing all the way, to within a very few hundred miles of the seaport on Hudson's Bay. By this route cattle could be landed in the British markets in the best possible condition, and without suffering from a long railway journey through a heated climate. For the exportation of dressed meat the Hudson's Bay would furnish a route supplying the most exceptional advantages, and in the not distant future it is not unlikely that this economical way of handling cattle will greatly supercede the shipping of live stock to British markets. Though the prospect at present is not particularly bright for the western ranchers, the future is full of hope. Hudson's Bay will yet

furnish a channel through which will pass to the people of Great Britain, ample supplies of the two great staples—bread and meat, fresh from the plains and prairies of Western Canada.

THE CUSTOMS TROUBLES.

A great deal of dissatisfaction has existed in Montreal for some time regarding the customs regulations, and the board of trade has been making strenuous efforts to bring about a reform of some of the abuses in the administration of the customs laws at that port. The council of the board has lately secured an interview with Hon. Mackenzie Dowell, minister of customs, and urged upon that gentleman the desirability of instituting certain reforms in the customs department. The vicious system of allowing appraisers to share in fines was condemned, and it was asked that it be abolished, and that appraisers be paid fixed salaries. It was also suggested that the formal customs oath be dispensed with, and the signature of the importer substituted for it. Where differences of opinion arise between importers and the customs authorities, it was suggested that such cases of disagreement be settled by arbitration. Mr. Bowell suggested the propriety of removing the responsibility of decisions from the head of the customs department to a judge or other officer, appointed for the purpose, which idea was approved by the council.

The question of abolishing the special agent service was also discussed. The merchants agreed that it was necessary to protect the revenue by this service, but that the system of granting a moiety as compensation for seizures made should be materially modified, so far as it effects the inside service, and that the officers should receive fair compensation for their services in the nature of salaries. Montreal, like Winnipeg merchants in times past, have suffered a great deal of inconvenience and sometimes loss at the hands of the customs department. Excessive red tapeism was greatly complained of, and delays of from five days to three weeks were reported in receiving goods after the entry had been passed, on some purely technical account. The valuation of goods has been another continual source of trouble to importers. The customs of course must be protected in this respect, and no doubt there were many instances in which importers were at fault, but on the other hand it is evident to all who are familiar with customs matters, that

importers are frequently compelled to suffer severely owing to no fault of their own. The customs authorities undoubtedly have in their power to greatly harass importers in the matter of the valuation of invoices, whilst the difficulty of securing redress often influences the merchant to accept an over-valuation, rather than carry out a protest. So much annoyance had been caused at Montreal regarding valuation, that one importer suggested that they should present their invoices in blank, and allow the customs officers to fill them in to their own liking. A speedy system of settling disputes of this nature by arbitration, as suggested by the Montreal board, would no doubt prove a great desideratum to importers, whilst the payment of fixed salaries to appraisers and special agents would do away with a pernicious and degrading system, after the style of the whiskey-informer, which should not receive the encouragement of a Government. It is understood that Hon. Mr. Bowell concurred in the suggestions of the council of the Montreal board, and it is hoped that the reforms asked for will soon be instituted.

THE PERMIT SYSTEM.

Notice has been given of a resolution to be introduced before the Calgary council to the effect that the Dominion Government be memorialized to abrogate the permit system in the territories. The opinion in the far-west seems to be that a license system would be a great improvement upon the existing state of things, and besides would yield some revenue to the municipalities. The illicit liquor traffic is known to be carried on in many parts of the territories almost entirely without check, and many honestly believe that under the permit system drunkenness is encouraged and stimulated to a much greater extent than would be the case under a properly enforced restrictive license law. At any rate it is clear that the smuggling business would be done away with under license, and the many desperate characters who make a living in this way would find their occupation gone, and would leave the country. The business would also be placed in the hands of a few respectable hotels, instead of being left to a more reckless element of the population, who now gain a livelihood by setting the law at defiance. Whatever may be the arguments for and against a license law, it is evident that, in addition to the great amount of liquor smuggled

into the country, the permit system has and is being greatly abused. The mayor of Calgary states that whiskey is being brought in by the wholesale on permit, and that there is the greatest difficulty in detecting its sale under these circumstances. It is moreover asserted that a regular traffic is carried on in permits, which are obtained in large numbers and sold to illicit dealers. If prohibition is to succeed in the territories, some new measure must take the place of the permit system; but the difficulty of enforcing any measure where it is not supported by public opinion, will be made apparent no matter what move may be made. At any rate, prohibition is a delusion under the existing order of things, whilst the permit is a snare to the enforcement of the law against the illicit sale of liquors.

REGULATING DAIRY PRODUCTS.

Some stringent legislation has been provided in the neighboring State of Minnesota, to regulate and restrict the sale of imitation and adulterated dairy products. To sell unclean or adulterated milk will render the vendor liable to a fine of from \$25 to \$200 for each offence. Cows kept for dairy purposes, for either the sale of milk or manufacture of products, must not be fed upon unhealthy food or be kept in an unhealthy condition. For the manufacture of any butter substitute, or butter from adulterated milk, with the intention of selling the same as pure dairy product, a fine of from \$100 to \$500 may be imposed, or imprisonment from six months to one year. Pure skim cheese is exempt from these restrictions. A State commissioner has been appointed to enforce the law, and \$15,000 annually is to be placed at his disposal to carry out its provisions. Manufacturers of butterine, oleomargarine or imitation butters of any description, will be compelled to brand each package with the words, "patent butter," in large plain letters, and parties selling such butter substitutes must furnish the purchaser with a printed card stating correctly the different ingredients contained in the said compound. Violation of these provisions will be punished with a fine of from \$25 to \$100 for each offence. At hotels, boarding-houses, and on dining cars, where butter substitutes are used, this fact must be stated upon the bills of fare, or where such bills are not used, notice must be posted up upon the walls in printed characters, large enough to be read from

all parts of the room, in default of which a fine of from \$25 to \$50 may be imposed, or imprisonment from fifteen to thirty days, for each offence. These last provisions are enacted under a Bill to prevent fraud upon the guests and boarders of hotels, dining cars, restaurants and boarding houses. This is a somewhat unique way of preventing the sale of butter substitutes. It is a well known fact that the great bulk of butterine or other substitutes for butter, are sold for the genuine article. It is estimated that 40,000,000 pounds of artificial butter are consumed in the United States annually, nearly the total of which is passed off as real butter. None but experts are capable of detecting the spurious article of butterine, and consequently the consuming public have been completely at the mercy of the manufacturers and vendors of substitutes. The butterine has the advantage of being prepared in factories, where it is put up in neat and alluring packages, and will generally be selected by the unsophisticated in preference to the hap-hazard, store-packed butter. Indeed, butterine has many champions, who declare it preferable in point of cleanliness and healthfulness to ordinary country butter. It is argued that the butter is often manufactured in filthy houses, and subject to much contagion in passing through the various hands from the farmer to the consumer, whilst the butterine prepared in the factories, and shipped direct to the dealers in sealed packages, is not liable to deterioration or contagion. However, this may be, it is a fact that artificial butter has attained its wide distribution and consumption under the guise of the genuine article. Consumers would not purchase artificial butter in many instances were it stamped as such. They have a right to know what they are getting, and therefore the law compelling the stamping of packages of such imitations is a just one. If the imitated commodity is better than real butter, it should be no hardship upon manufacturers to ask them to give their product its correct name. In this country there is no present danger regarding the introduction of butter substitutes, but still something might be learned to advantage from the action of the Minnesota authorities. If Manitoba is to become a great dairy country, too much care cannot be exercised in properly guarding the dairy interests. The appointment of a dairy commissioner might therefore prove a wise move at some future time in the history of the province.

First-class in every Respect
Appointments Perfect.
Graduated Prices.



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CHARLESWORTH & CO.,

Manufacturers of  Maltese Cross Brand

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Noted for their Excellence of Fit and
Durability of Stock.

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Sparkling Lager Beer ! !

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REDWOOD BREWERY

Delivered anywhere in the City at \$3.50 per keg
EQUAL TO ANY IMPORTED BEER.

Fine Stock Ales a Specialty.

EXTRA PORTER AND STOUT
In Wood and Bottle always on hand.

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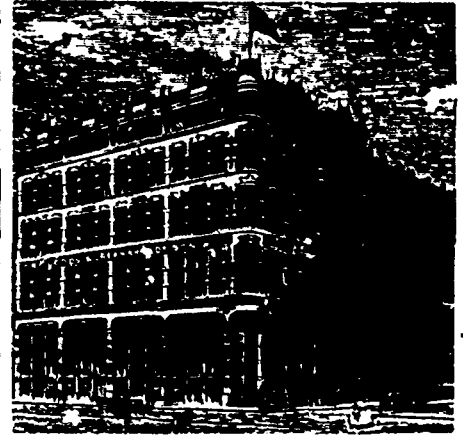
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Are now receiving and opening large shipments of
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A visit from our Manitoba Friends when in this
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93 St. Peter St., MONTREAL,
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Established 1860,

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Consignments and Orders Solicited.

Crathern and Caverhill,
WHOLESALE HEAVY HARDWARE
Metals, Window Glass, Paints & Oils, etc.

Caverhill, Learmont & Co.,
WHOLESALE SHELF HARDWARE,

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Caverhill's Buildings, 89 St. Peter Street,
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ASSORTED PACKAGES ON HAND FOR COUNTRY TRADE
ORDERS SOLICITED.

WINNIPEG MONEY MARKET

The improvement noted last week in the feeling in money matters has continued to prevail to about the same extent. Wholesalers generally report that payments continue to be met in better shape than during last month, and though there is still some tendency to closeness, yet there is less reason to complain than was the case throughout March. In a few instances little if any improvement has been felt, but the general report is more satisfactory. Now that the winter is over and the time has come for commencing building operations, public works, etc., matters should steadily improve, and if the various railway projects are gone on with, there need be no reason to fear a close summer in financial circles.

WINNIPEG WHOLESALE TRADE

In the wholesale trade of the city last week, there was probably a steady improvement taken altogether, toward a more active movement. Staple lines were in slightly improved request, and the season's sorting trade in most lines was slowly but certainly extending in movement. In some lines a fairly active stage had been reached, whilst others were backward for the season. The city trade especially, gave evidence of some awakening, and from this quarter the call showed a more marked increase proportionately than the country, though in some lines this would not be the case. The new through rates to the Pacific Coast were talked of a good deal, but the general opinion was that it would effect business but little here. In some lines it would probably cause changes in prices later on.

BOOTS AND SHOES

The season has been backward in this branch, but at last some movement has set in. Last week a light sorting trade was doing, but orders were generally for small amounts, and the disposition on the part of country merchants seemed to be to purchase sparingly and only for such quantities as would be sure to be required.

CLOTHING

Taken all around dealers have probably enjoyed a trade fully up to last year's showing at this time, and with the present capacity of the country for taking the goods, it cannot be greatly expanded in amount over last year. Dealers are therefore fairly satisfied with the season, but would be pleased to have a larger field to operate in, as they could handle a larger quantity of goods without greatly increasing their facilities.

DRY GOODS

In this branch the season is somewhat backward in comparison with last year, and sorting trade may still be said to have shown but slight movement. Changeable and unpleasant weather has no doubt delayed business some, but as soon as there is some appearance of steady, warm weather, an improvement will set in. Reports from Montreal indicate an advance in cottons. The cotton combination, it is said, have in view an immediate advance to apply to all future orders.

FANCY GOODS AND SMALL WARES

There has been a fairly good demand, especially from the city trade, for small quantities, and now that warm weather may be considered

as having come to stay, a steady improvement is looked for.

FISH

Oysters are out of the market, as are also all fresh sea fish. The close season for pickerel has come into effect and prevents the further sale of that variety. No British Columbia salmon has yet come in, but is expected soon. Quotations for fresh fish: Lake Superior trout, 8½c; gold eyes, 1c; whitefish, 6 to 7c; jackfish, 1c. Smoked Finnan haddies, 10c; boneless fish, 6½c; boneless cod, 8½c; prepared herrings, 7½c; mackerel, 25-lb. kits, No. 1, \$2.50; other qualities, \$1.75 upward.

FRUITS—GREEN, VEGETABLES, ETC.

There was nothing new in the market in fruits, and prices were generally unchanged. Some lots of green stuff and the first strawberries of the season arrived, but only in small retail quantities. Apples were scarce for really good stock, and those selling were mostly damaged lots, at from \$2 to \$5 per bbl, according to state of preservation and general quality. Prices of California fruits will be advanced for next importations, owing to the increase in freight rates on the going into force of the Interstate Commerce Law. Quotations now are: Choice apples are worth from \$6 to \$7 per barrel; Messina oranges, 200 count \$5.50 to \$6.50 per box; Sorrento oranges fine, \$5 to \$5.50 box; California Washington oranges, \$6.50 box; Tangerens, \$6.50 box; Messina lemons, \$6.50 box; bananas, \$4 to \$7 per bunch; pineapples, \$6 dozen; tomatoes, \$3. per box, rhubarb, 10c pound; Southern red and yellow onions, \$5.00 per 100 lbs; apple cider, \$10 per barrel.

FRUITS—DRIED, AND NUTS.

Prices are unchanged in the meantime, but some fruits and nuts will probably be advanced later on, owing to changes in freight rates on American roads. Prices are: Figs, Turkey, in boxes, 10 to 11c, new Elme figs, in layers, 15 to 18c per lb, in one lb. to ten lb. boxes; Golden dates, 10c; Valencia raisins, \$2.40 to \$2.50; London layers, \$3.50; evaporated apples, 13 to 14c; dried apples, 7½ to 8c; new Turkey prunes, 7½ to 9c. Nuts are quoted: Peanuts, roasted, 18c; peanuts, raw, 15c; walnuts, 20c; almonds, 20c; filberts, 15c; Texas pecans, 18c; cocoanuts, \$12.50 per 100; maple syrup, \$1.30 per gallon, in 5 gallon tins, or \$1.25 in 15 gallon kegs; maple sugar 10 to 14c per pound, according to quality.

GROCERIES

Trade rather quiet. Prices are steady, with sugars firm. Quotations are as follows: yellow sugar 6½c to 7c; granulated 7½c; lump sugar, 8½c to 9c; Coffees, Rios, 19 to 20c; Government Java, 30 to 35c, other Javas, 25 to 28c; Mochas, 31 to 34c. New season's teas are now quoted as follows: Japan season 1886-7, 20 to 45c; Congous, 1886-7, 20 to 60c; Indian teas, 35 to 50c. Old range Moyune gunpowder, 25 to 70c; panfired Japan 23 to 45c, basket-fired, 25 to 40c; Ping Sucey young hyson, 25 to 35c; Moyune young hyson, 25 to 50c; Season's congous, 1885-6, 20 to 55c. Syrups, corn \$2.25 to \$2.60; sugar, cane, \$2.10 to \$2.35; T. and B. tobacco, 50c per pound.

CANNED GOODS

There have been no changes yet in prices, but California fruits and British Columbia salmon

are expected to advance sharply, owing to new railway rates. Dealers have not yet decided as to what changes will be made, but undoubtedly there must be a considerable advance in these goods, unless factory prices are greatly reduced. Stocks are said to be on the light side here. For the present, quotations are as follows per dozen: Salmon, \$1.70, mackerel, \$1.50, lobsters \$1.87, sardines (french) ½ tins, \$1.70, ¼ tins \$2.90, cove oysters corn \$1.65, peas \$2.00, tomatoes \$2.00, baked beans \$2.75, corned beef \$3 to \$3.25, lunch tongues, 2 lbs. \$7.00; 1 lb, \$3.50. Fruit in 2 lb. tins, are quoted: pears, \$2.50 to \$2.75, strawberries, \$2.90 to \$2.75; plums, \$2.25 to \$2.50, peaches, \$3.75.

HARDWARE AND METALS

Dealers report a fairly brisk trade, and fully up to the standard of last year at this season. They are looking forward to the commencement of the various projected railways to give them a very active season, and should these go on as expected, this year will undoubtedly prove a good one for the hardware line. Prices are: Cut nails, 10d and larger \$3.55 to \$3.75; I. C. tin plates, \$5.50 to \$5.75; I. C. tin plates, double, \$11 to \$11.50; Canada plates, \$3.50 to \$3.75; sheet iron, \$3 to \$4.50, according to grade; iron pipe, 45 to 50 per cent. off list prices; ingot tin, 28 to 30c per lb., according to quality; bar iron \$2.50 to \$3 per 100 lb; shot, 6½ to 7c a lb; tarred felt, \$2.75 to \$2.95 per 100 lbs; barbed wire to 7½c.

HIDES

Receipts have been large of late, but the quality is very poor this year, grading 2 and 3. Some fallen hides are also coming in. Prices remain unchanged as follows: Winnipeg inspection, No. 1, 5½c; No. 2, 4½c; bulls, 3½c; calf, fine-haired real veal, 7 to 13 pound skins, No. 1, 8c; No. 2, 6c; sheep pelts, 30 to 65c; tallow, 3½ to 4c.

PAPERS

Dealers are busy with a large number of small orders for the spring and summer sorting trade, including a considerable business in wall papers. The city trade especially is said to be good, with a fair proportion of country orders.

WINES AND SPIRITS

Quotations are now as follows: Gooderam & Wort's five year old, \$2.40; 7 year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debouche & Co., \$4.75; Martell, \$6.50; Hennessy, \$6.50; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gin, \$11 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, \$13.50 per case of 12 bottles.

THE MARKETS

WINNIPEG

Seeding operations have been somewhat interrupted since our last report by moisture, but this would be a great benefit rather than a hindrance, as in many places the ground was very dry. Up to the close of the previous week a considerable area of land had been sown, but last week little could be done in the way of seeding until the latter part of the week. However, with favorable weather from this forward there is ample time for getting in crops in good shape.

WHEAT

Nothing doing, and prices merely nominal at last week's quotations. No movement from first hands expected before June, and shipments will be light until the opening of navigation.

FLOUR.

Eastern markets remain inactive and prices low. Sales of Manitoba strong were made at Montreal last week at \$4.30 to \$4.35, and medium at \$4.10. Millers are now holding for navigation rates, and a considerable quantity of flour is in store here and at Lake Superior ports. Prices to the local trade: unchanged as follows: patents \$2.25; strong baker's \$1.80; XXXX \$1.20 to \$1.30; superfine \$1.

MILLSTUFFS

In keen demand and unchanged in price, at \$17 for bran and \$16 for shorts.

BARLEY

A car of barley, good sample, changed hands at 53c on track, the intention being to clean it up for seed.

OATS

Inactive and unchanged at 44 to 45c for cars on track here.

OATMEAL

Prices hold steady at \$2.60 for standard and \$2.75 for granulated, in trade lots.

EGGS.

Started at 12c on Monday, but supplies were limited, and by Wednesday 15c was paid, which latter price continued to rule for the balance of the week. The rush of the previous week in receipts did not hold out, and as stocks were all exhausted for Easter use, there was a shortage. On Wednesday, Thursday and Friday lots coming in were picked up as fast as they arrived, and more were wanted. Receipts were larger on Saturday, and it is thought that prices will come down to 10 or 12c again this week, as receipts are expected to show a large increase by the first of the week.

BUTTER

The butter market shows further signs of demoralization, and prices are somewhat irregular. Old tubs and pails are still held at 18c for such small quantities as are wanted for the city trade, but a large shipping lot could be secured at a lower rate. One dealer would make a car lot at 17c, from such stock as he had on hand. Another would make up good shipping lots at 16c, and thought plenty could be had at that price, of the average quality now in the market. A third dealer would sell out the entire balance of his stock, which by the way was not large, at 12½c. Another dealer had disposed of 20 tubs at 8c, which had arrived in the market about six weeks ago, and had at first been held at 15c, but had gradually been reduced in offers to the price at which it had been taken. New butter is now commencing to arrive, and dealers are anxious to get rid of stocks of old at once, especially as a good deal of it is not of extra quality. Country traders have advised their commission men here to sell at reductions. The quantity of butter in the city is large, considering the quality, but stocks in the country are probably heavier in proportion, and the quantity in the market here could be greatly increased on short notice, as there is plenty offered, which dealers are not anxious to handle. Some new rolls have arrived and sell at 20 to 21c. All such as is of good quality will find ready sale, being taken by the city trade.

DRESSED MEATS.

No pork now offering, but parties who will handle live hogs and dress them here for the market, are talking of holding at 7c. Fresh dressed beef is held by butchers, to the trade, at 8c by the carcass. Veal at 8 to 10c; mutton 14c.

CURED MEATS

Prices steady at last quotation, as follows: Long-clear, in lots of under 500 sides, 10c; over 500 sides 9½c; breakfast bacon, clear, 12c; breakfast bacon, unclear, 11c; spiced rolls, 11c; hams, 13½c; Chicago mess pork,

\$19 to \$20 per barrel; mess beef \$16 per bbl, in barrel lots; best pork sausage, 8c.

LARD

Firm at the late advance, as follows: \$2.25 per pail of 20 pounds. Three-pound pails, 43c; five-pound pails, 65c each.

POULTRY.

Some few chickens are offering, and bring 75c per pair.

POTATOES.

Some cars have arrived and sold in small lots at 75 to 80c. Feeling easier at close of week.

HAY

Unchanged at \$7 to \$8 per ton for pressed, f.o.c., according to quality.

LIVE STOCK.

No hogs yet offered. Butchers have been bringing in cattle, but no rail lots were offered for sale. On the market, some cattle, mostly cows and oxen in not extra condition have been offered and sold at 3½ to 4c. Good fed steers and heifers would bring 4 to 4½c. Good rail lots of stall-fed cattle would average about 4½c.

The Largest Farm in the World.

In the southwest corner of Louisiana lies the largest producing farm in the world. It runs one hundred miles north and south, and is owned and operated by a syndicate of Northern capitalists. Their general manager gives an interesting account of this gigantic plantation, which throws the great Dalrymple farm in Dakota into the shade.

"The 1,500,000 acres of our tract was purchased in 1833 from the State of Louisiana and the United States Government. At that time it was a vast grazing land for the few cattle dealers in the neighborhood. When I took possession I found over thirty thousand head of half-wild horses and cattle. My work was to divide this immense tract into convenient pastures, establishing stations or ranches every six miles. The fencing alone cost in the neighborhood of \$50,000. The land I found to be best adapted to rice, sugar, corn or cotton. All our cultivating, ditching, etc., is done by steam power. We take a tract, say half a mile wide for instance, and place an engine on each side. The engines are portable, and operate a cable attached to four plows, and under this arrangement we are able to plow thirty acres a day with only the labor of three men. Our harrowing, planting, and other cultivation is done in a like manner; in fact there is not a single draft-horse on the entire place. We have, of course, horses for the herders of cattle, of which we now have sixteen thousand head. The Southern Pacific railroad runs for thirty-six miles through our farm. We have three steamboats operating on the waters of our own estate, upon which there are three hundred miles of navigable waters. We have an ice-house, a bank, a shipyard and a rice-mill."—*Ex.*

Cash and Credit.

It has been said that credit is a necessity for large commercial transactions, and it may be true, but there is no question that the cash system results in cheaper goods to the consumer. Take any line of goods. When the manufacturer sells to the jobber, and the jobber in turn sells to the retailer, their price is always a fraction higher when the sale is on thirty or sixty days' time than if the sale is for spot cash, and if the time is put at ninety days, or th-

customer is considered doubtful, the price is higher still. Then when the retailer is offered his goods he reckons up his possible losses and adds on to the price a certain percentage to cover them. And herein, without intending it, the retailer does a very unjust thing; he makes the cash customer pay exactly the same price for goods that he does the credit customer, and he makes the cash customer pay more for the goods he buys than he would if he had no credit customers who were likely to default on their bills. Therein are the wholesaler and jobber more just than the retailer, because, when they sell a bill of goods it is distinctly understood that every thirty days of indebtedness means so much per cent on the bill, while the retailer makes no such distinction.

The result is that customers, as a whole, pay more for their goods than they would if there was no credit system at all.

Sometimes a merchant steps into the arena who creates consternation among his fellows by his cheap prices, and the slow-coaches look on and wonder and predict failure because they do not know it is done. But the pushing merchant comes out ahead and puts money in his purse. How? By buying as nearly as possible from first hands and by buying for cash. In purchasing from first hands he avoids the middleman's profit, and by paying cash he avoids the percentage which is always added to a time bill. Thus, having paid less for his goods, and selling them exclusively for cash, he makes a better profit.

The retailer is the one who is unjust to the customer unless he sells for cash exclusively. The honest man who pays for his goods when he gets them is expected to make good the loss of the dishonest one, and the one who runs a bill payable twice or three times a year gives the same price for his articles as the one whose name never appears on the books. This is, of course, all wrong. Retailers are now forming associations which intend to look closely into and exchange among the merchants information in regard to the credit of their customers, so they will know whom to trust. We might suggest that it would be well for the retailers to go a step farther, and in addition to getting information as to the reliability of their customers, to have a cash price and a credit price for goods, as the wholesale men have. They might arrange it so as to have their goods offered at the lowest cash figure, and, if they desire to do a credit business at all, to have it understood that a bill running thirty days should have, say, one per cent. added; if sixty days, two per cent., and so on. If a customer knew that he was paying one per cent. a month for the indulgence, he would be liable to square his accounts sooner, and those who got time would pay for it, instead of being put upon the cash customer, where it is injustice and does not properly belong. If the cash system were carried right through with all hands, consumers and dealers would get all their goods for less money, and there would be no bad debts. Hence, it would be a saving for.—*Ex.*

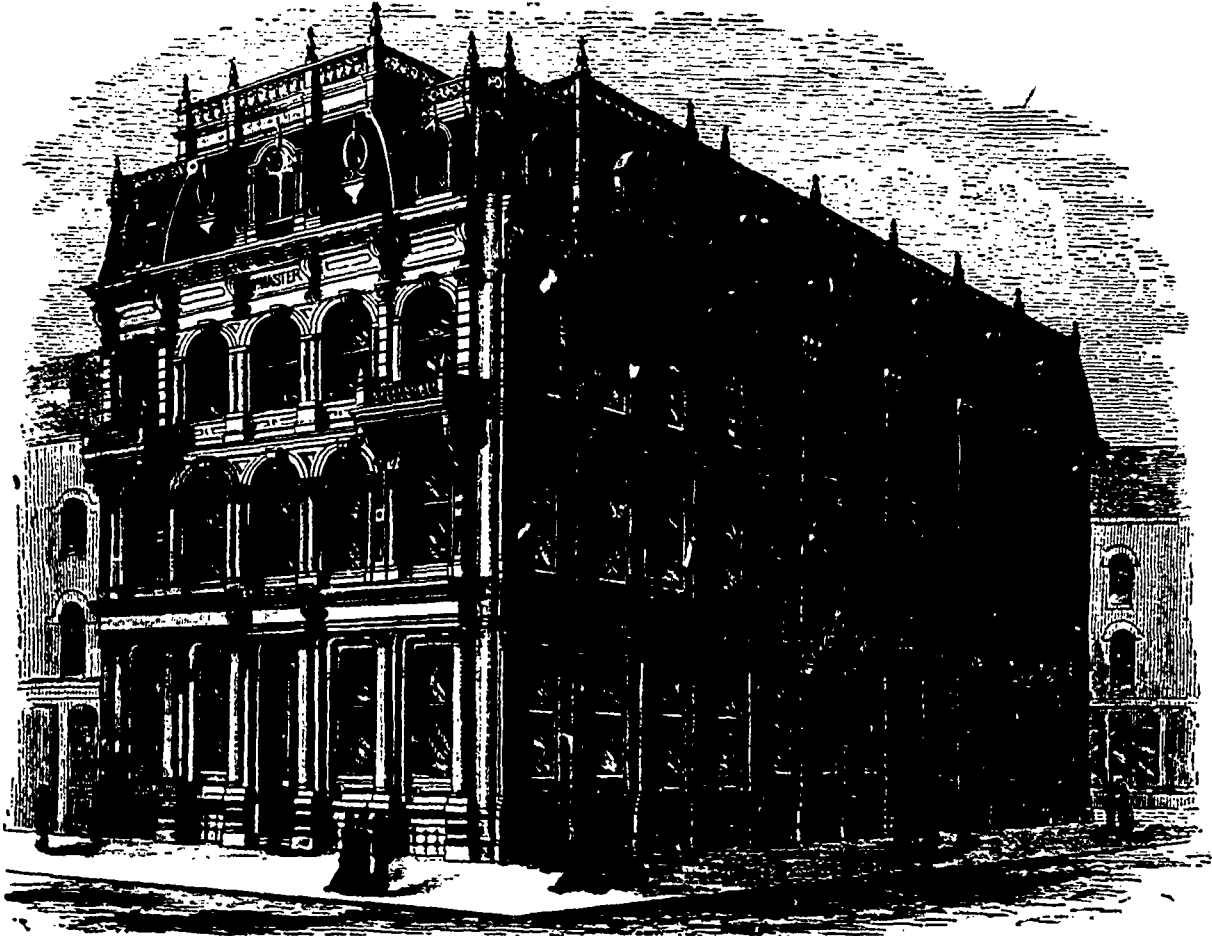
BRANDON prices are reported as follows: Wheat, No. 1, 53c; No. 2, 40 to 45c; oats, 40 to 45c; barley, 40 to 45c; bran, 15 per ton; shorts, \$15 per ton; baled hay, \$15 to \$18 per ton; beef cattle, from 3½ to 3¾c per lb., live weight; cows, from \$25 to \$60 each; pork, 5c per lb., by the carcass; veal, from 4 to 4½c, live weight; potatoes, 40c per bushel from farmers' wagons; butter, 18 to 20c per lb; eggs, 13 to 15c per dozen.

McMaster, Darling & Co.

J. SHORT McMASTER,
LONDON, ENGLAND.

SPRING, 1887

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TORONTO, CANADA.



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CARPETS, OILCLOTHS, &C., &C.

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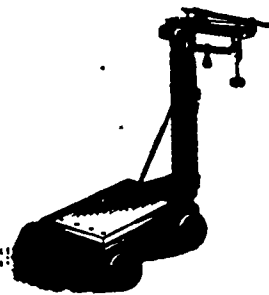
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 Platform Scales—all sizes,
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Hay, Coal and Stock Scales,
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Manufacturer of

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Large sample rooms for Commercial Travellers. Livery in connection.

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RICHARD & CO,

Importers and Wholesale Dealers in

Wines, Spirits and Cigars

365 MAIN STREET,

WINNIPEG,

EASTERN MARKETS.

CHICAGO

The increase of 330,000 bushels in the visible supply of wheat, as announced on Monday, was a surprise to speculators, who had been figuring on a decrease of from 500,000 to 1,000,000 bushels. However, prices remained steady considering this adverse circumstance, and the market refused to break. May opened at 83½c and declined to 82½c. Closing prices were:

	April.	May
Wheat	77½	82½
Corn	34½	39½
Oats	25½	29½
Pork	20.75	21.00
Lard	7.45	7.50
Short Ribs	8.42½	8.47½

Wheat was moderately active and unsettled on Tuesday. Crop reports were the chief centre of interest, but were conflicting. Fine weather in the Northwest was reported. May wheat opened at 82½c, which was the lowest figure of the day. The top price reached was 83½c. Receipts of hogs have been light and prices advanced 5c, causing higher prices in ribs and lard. May lard advanced to \$7.57½, and May ribs to \$8.70, both declining before the close. Last prices were:

	April	May.
Wheat	78½	83
Corn	34½	39½
Oats	24½	29½
Pork	20.75	21.00
Lard	7.45	7.50
Short Ribs	8.35	8.42½

Wheat opened easier on Wednesday. Cables were dull, and reports of drought over the winter wheat belt continued to come in. No serious damage is thought to have been caused yet, but dry weather cannot long be continued without doing much harm. May opened at 82½c, and the range for the day was from 82½c to 84½c. Pork was pegged at old prices, and a number of deals were settled on a \$21 basis for May. Closing prices were:

	April.	May.
Wheat	79½	83½
Corn	34½	39½
Oats	24½	29½
Pork	20.75	21.00
Lard	7.40	7.45
Short Ribs	8.25	8.30

Wheat was somewhat stronger on Thursday with fairly liberal trading. Crop news was not favorable to the winter wheat belt, the late rains being described as local in character. May opened at 83½c, which was the lowest price for the day, 84½c being the top. June closed at 81½c, July at 81½c. Provisions were dull. Closing prices were:

	April	May.
Wheat	79½	84½
Corn	34½	39½
Oats	24½	29
Pork	20.90	21.00
Lard	7.32½	7.37½
Short Ribs	8.25	8.30

Cables were steady and somewhat improved on Friday. Under buying by shorts prices advanced 1c, which continued, with several reactions, during the day. Deferred futures were more active, due to crop-damage reports. Provisions were neglected. Closing prices were:

	April	May.
Wheat	80½	85½
Corn	34½	39½
Oats	24½	29½
Pork	20.65	20.75
Lard	7.35	7.40
Short Ribs	8.30	8.35

On Saturday May wheat opened at 85½c, which proved the top price for the day. Prices fell away from the commencement to below 85c, which was the highest price recorded on any of the advances after the first decline; 84½c was the lowest price recorded. May pork sold at \$20.75, with trades squared at \$21.90. Closing prices were:

	April.	May.
Wheat	80	84½
Corn	—	39½
Oats	—	29
Pork	20.50	20.75
Lard	7.32½	7.35
Short Ribs	8.20	8.25

TORONTO.

WHEAT

Quiet and steady. Red winter for May was offered at 87c, with 85c bid. No. 2 fall cash sold at 82c, and red winter and No. 2 spring at 83c.

FLOUR.

Inactive and unchanged at \$3.45 for extra and \$3.55 for superior extra.

OATMEAL.

Unchanged at \$3.60 to \$3.65 in car lots, or \$3.75 to \$4.25 in broken lots.

OATS

Mixed sold at 31 to 32c, according to quality.

BUTTER

Only city demand, and offerings light. Choice Eastern sold at 20 to 22c. New rolls, choice, 18 to 20c; old, good 14 to 18c.

EGGS

Eggs easy at 12½ to 13c.

CHEESE

Small lots selling as before at 13½ to 14c for choice.

BARLEY

No. 2 quoted at 49½ to 51½c, No. 3 at 39c. No. 1 worth 56 to 57c.

CURED MEATS.

Pork firm at \$17.50. Long clear bacon, 8½c in tons and cases. Cumberland, 8½ to 8½c. Rolls firm at 8½ to 9c; bellies 10 to 11c; hams, 12 to 12½c.

LARD

Pails held at 9½ to 10c for large. Tinnets 9½c.

HOGS

Firm at \$6.75 to \$7.00.

DRIED APPLES

Dealers selling at 5½ to 6, with large trade lots held at 5½c. Evaporated 13½ to 14c, stock light.

HIDES AND SKINS

Following are quotations: Hides, No. 1 inspected steers, \$7.00; No. 1 inspected cows, \$7.00; No. 2 inspected, \$6.00; No. 3 inspected, \$5.00; calfskins, green, 7 to 9c; calfskins, cured, 11 to 12c; sheepskins, green, 75c to \$1.40; wool, super, 22c to 24c; extra super, 22c; wool pickings, 9 to 10c; tallow, rough, 2c; rendered, 4 to 4½c.

CATTLE

Good stock sold at 3½c, fair at 3c and common at 2½ to 2½c per lb, live weight. The receipts of sheep continue light, which is owing to the light supply through the country, consequently the market here was stronger, with a good enquiry at 3½c to 4½c per lb, live weight.

DULUTH WHEAT MARKET

Closing prices on each day of the week for No. 1 hard were:

	Cash	May.	June
Monday	—	78½	79½
Tuesday	—	78	79½
Wednesday	76½	78½	79½
Thursday	—	78	79½
Friday	—	78½	—
Saturday	—	78½	80½

MINNEAPOLIS.

On the local board there was not much doing in options and the offerings of same wheat were very light. Sales of a few cars were made to millers at about the same prices as on yesterday. The demand for milling wheat here is growing very light as the mills are shutting down to a great extent.

WHEAT.—No 1 hard in store was higher, being quoted at the close at 76c for cash or April 77½c May and 78½c June.

No. 1 northern in store was quoted at 75c for cash or April, 76½c May and 77½c June.

No. 2 northern in store ruled nominal at 73½c for cash or April, 76½c May and 77½c June.

Track stuff closed at 77c for hard, 76 to 76½ for 1 northern and 74 for 2 northern.

FLOUR.—Business continued to drag and there is little prospect of a change until lake navigation opens. Sales are generally limited to not more than one to five cars but these lots are for a great many different points and aggregate quite a large amount for the day. Prices show very little change.

Patent sacks to local dealers, \$4.10 to \$4.20; patent, to ship sacks, car lots, \$4.10 to \$4.20; in barrels, \$4.20 to \$4.30; bakers', \$3.40 to \$3.50; superfine, \$1.50 to \$2.25; red dog, sacks, \$1.15 to \$1.25; red dog, barrels, \$1.40 to \$1.50.

BRAN AND SHORTS.—Prices continue easy, with sales of both ranging from \$9.50 to \$10.—Market Record, April 15th.

Regina's Trade.

The following is from the report of the Regina Board of Trade, giving statistics of the business of that place for 1886. Agricultural implements, pumps and wind mills, carriages, sleighs and buckboards, \$32,445; groceries and canned goods, crockery and glassware, tobacco and cigars, \$119,690; fancy and other breads, confectionery, green and dried fruits, \$17,375; dry goods, hats and caps, boots and shoes, and rubber goods, millinery, dressmaking and tailoring materials, \$93,250; furniture and undertaking, carpets and upholstery, \$13,200; drugs and chemicals, books and stationery, jewelry and plated ware, music and musical instruments, printing and printing material, \$65,900; tinsmithing, blacksmithing, hardware paint and oils, painting, \$91,570; butchers, \$3,740; brick manufactured, \$3,000; cartage, \$4,300; flour, feed, etc., \$9,400.67; fuel, coal and wood, \$18,000; hotels and boarding houses, \$8,000; lumber, sash, doors and building paper, \$66,000; leather, raw and manufactured, \$6,497; local beer and arated waters, \$2,379; livery and feed stables, \$21,400; laundries, \$2,500; sewing machines, \$1,500; photography, \$122; insurance premiums, \$4,000; building improvements, \$94,300. Total, \$868,900.

Business East.**ONTARIO.**

Wm. Shoemaker, baker, Rodney, has sold out.
 J. Craig & Co., grocers, Trenton, were burned out.
 John. E. Deggo, grocer, Chatham, has sold out.
 D. H. Dorman, woolens, Mitchell, was burned out.
 Daniel Johnson, grist mill, Wallaceburg, has sold out.
 M. Purcell, hotelkeeper, St. Catharines, has sold out.
 R. Saunders, grist mill, Forestville, is out of business.
 Edward Rivers, hotelkeeper, Hayesland, was burned out.
 Geo. Weitzel, photographer, Elmira, has sold out to Keffer.
 Albert Sachs, plumber, Woodstock, has assigned in trust.
 W. G. Collins, dry goods, Cobourg, has assigned in trust.
 W. J. Byrnes, clothing, Kingston, has assigned in trust.
 Boyle & Storey, foundry, Paisley, have assigned in trust.
 Thos. Stevens, grocer, etc., Toronto, has assigned in trust.
 R. P. Fidler, groceries and liquors, Trenton, was burned out.
 T. Webb, baker, Toronto, has sold out to Geo. W. Abbott.
 Quinlan & Perkins, hotelkeepers, Trenton, were burned out.
 G. W. Redick, grocer, High Gate, has sold out and is leaving.
 Richard Martin, harness, Wingham, has sold out to J. McIndoo.
 John Cameron, hotelkeeper, Clear Creek, has removed to Vienna.
 Cain Bros., grocers, Fenelon Falls, have sold out to Northey Bros.
 W. C. Smith, general storekeeper, Arnprior, has assigned in trust.
 Thos. Howell, painter, Port Dover, has removed to Woodstock.
 J. G. Spain, hotelkeeper, Port Dover, has sold out to Buck Bros.
 Thos. Hicks, grist mill, Vittoria, was succeeded by John Shaw.
 Singer, Wm. Sr., grocer, Chatham—style now Wm. Singer & Son.
 J. D. Horseman, manufacturers' agent, Ingersol, has assigned in trust.
 Robt. Buswell, stoves and tinware, Zurich, has sold out to M. Zeller.
 John Ratz, general storekeeper, Elmira, has sold out to Weber & Erb.
 Pike & Richardson, stove dealers, North Buxton, were burned out.
 Murdock Gavi, general storekeeper, Oxford Mills, has assigned in trust.
 Robt. McDonald, hotelkeeper, Napauce, has sold out to Johnston & Stacey.
 N. L. Steiner, marble dealer, Toronto, has sold out to Powell & Parkinson.
 Crow & Purser, confectioners, Chatham, have dissolved; each continues alone.
 Jackson & McDougall, general storekeepers, Dutton, have dissolved; James McDougall continues.

Mrs. M. S. Minty, general storekeeper, Craighurst, has assigned in trust.
 D. A. Brady, hotelkeeper, St. Williams, intends giving up business May 1st.
 Torrens Bros., dry goods, Oshawa, have dissolved; Samuel Torrens continues.
 Urquhart & Wright, oatmeal mill, Hensall, have sold out to Hood & Robertson.
 Geo. Ferguson, general storekeeper, Lotus, has sold out to Nasmyth & Ferguson.
 Cameron, Bartlett & Co., dry goods, Windsor, have dissolved; Cameron retires.
 W. R. Hall & Co., druggists and physicians, Chatham, have sold out drug business.
 E. M. Cook, stoves and tinware, Simcoe, has sold out to McClary Manufacturing Co.
 A. H. Ellis, hardware, Ingersol and Norwich, has sold out at Norwich to Chas. Boyd.
 Hill Bros., general storekeepers, Markdale, have dissolved; Solomon Hill continues.
 Hastings & Peterkin, planing mill, Toronto, have dissolved; C. R. Peterkin continues.
 L. Denton, grocer, Tilsonburg, has admitted E. L. Decew; style now Denton & Decew.
 Williams & Murray, lumber dealers, Goderich, have dissolved; Joseph Williams continues.
 Culp & Finling, engine manufacturers, Hamilton, have dissolved; J. H. Culp continues.
 D. H. Taylor, general storekeeper and stove dealer, North Buxton—general store burned.
 H. B. Mickens, jeweller, Port Rowan, is selling off and intends going to British Columbia.
 S. Fisher, photographer and barber, Elmira, has sold out photo. business to Geo. Weitzel.

QUEBEC.

John Street, jeweler, Montreal, has assigned in trust.
 A. Bissonette, blacksmith, Montreal, was burned out.
 Ferdinand Jobin, joiner, Quebec, has assigned in trust.
 Lebrun & St. Maurice, butchers, Montreal, have dissolved.
 Thomson & Gowdey, auctioneers, Montreal, have dissolved.
 Morin & Co., grocers, St. Hyacinthe, have assigned in trust.
 Eutrope Rousseau, dry goods, Quebec, has assigned in trust.
 Jos. Panneton, boots and shoes, Montreal, has assigned in trust.
 Porteous & Co., general storekeepers, Bryson, have assigned in trust.
 L. H. Lafleur, general storekeeper, Yamaska, is asking an extension.
 Beauchamp, Pigeon & Co., wholesale grocers, Montreal, have dissolved.
 Hubert Pronovost, general storekeeper, St. Felicien, has assigned in trust.
 J. A. Rolland & Co., shoe manufacturers, Montreal, have assigned in trust.
 Dominion Railway and Steamship Brokerage Association, Montreal, has assigned.
 Albert E. Turner & Co., manufacturers of boots and shoes, Montreal, have dissolved.
 DeSola Bros. & Ascher, wholesale tobacconists and commission merchants, Montreal, have dissolved.
 G. C. Arless, photographer, Montreal—Hy. Leddin admitted partner, under style G. C. Arless & Co.

NOVA SCOTIA.

John Druhan, tinware, Halifax, has assigned.
 I. S. Johnson, dry goods, Truro, has assigned.
 Mrs. A. McLean, millinery, Bridgetown, has assigned.
 Matheson, Harley & Co., dry goods, Halifax, have suspended.
 B. Empey & Co., general storekeepers, Spring Hill, have sold out.
 Amos. H. Hubley, shoe dealer, Hubbard's Cove, has assigned.
 McDougall & Cook, clothing and jewelry, Halifax, has assigned.
 Mitchell & Grant, spar makers, etc., Shulec—Wm. Mitchell dead.
 David Smith & Co., general storekeepers, Port LaTour—David Smith dead.

NEW BRUNSWICK.

Geo. McLeod, lumber dealer, St. John, has assigned.
 Whittier & Hooper, grocers, Fredericton, have assigned.
 Wm. Johnson, harness dealer, Sackville, has assigned and is away.

Personal.

Joseph Hardy, representing Sutherland & Campbell, wholesale grocers, Winnipeg, is doing British Columbia for his firm.
 Mr. Weir, representing Christie, Brown & Co., biscuits and confectionery, Toronto, was in the city last week, on his way east from British Columbia.
 J. D. Allan, of A. A. Allan & Co., wholesale hats, caps and furs, Toronto, arrived in the city last week, and will do the province, territories and British Columbia.
 Mr. C. H. Cochrane arrived in the city last week from British Columbia, and reports having had a remunerative trip in the interest of S. H. & A. S. Ewing, coffees and spices, Montreal.
 Mr. B. Johnson returned from British Columbia last week, where he had been in the interest of his firm—Kilgour Bros., paper bags, etc., of Toronto. He will do Southern Manitoba before going east.

British Columbia.

Chas. L. Huson, grocer, etc., Victoria, has assigned in trust.
 Gray & Dumbleton, ship builders, Victoria, are about dissolving partnership.
 Real estate is again on the move at Vancouver, and has now reached the price of \$100 per foot frontage in some localities.
 Edwards & Thicke, general storekeepers, Vancouver, have dissolved partnership. The business will be continued by A. C. Thicke.
 Hall & Goepel, commission and insurance agents, Victoria, have admitted L. G. Dumbleton into partnership, and style now Hall, Goepel & Co.
 The Vancouver News and Advertiser have been amalgamated, and the new publication comes out enlarged to a 28-column paper, bearing the name The Vancouver News and Daily Advertiser.

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Calgary Board of Trade.

At the meeting of the Board of Trade on Thursday evening the chair was occupied by Mr. Jas. Martin, president. The matter of the mountain lumber rates was discussed and a committee appointed consisting of Messrs Hogg, Dick and Orr to communicate with the Railway Commission regarding the matter. The petition to Parliament in reference to railway charters being asked for in Alberta was discussed, and Messrs Ede, Cayley, Orr and Baillie appointed to remodel the petition before sending it to Ottawa. In the matter of the liquor traffic a committee was named to draw up a memorial to the Government on the subject. The question of coal mining at Calgary was also discussed. The Board will meet again next Thursday evening to receive the reports of the committee.—*Tribune.*

The Butter Outlook.

Messrs. Schneider & Taylor, commission dealers, Winnipeg, take exactly the same view of the butter question as has been held by THE COMMERCIAL for several months past. In a recent circular they say: The trade in this article (butter) is completely at a stand-still. The market is full of poor quality, and what is to be done is a conundrum? Of good butter there is scarcely any, and although receipts are small, still the excessive quantity of medium and poor on hand—which must be disposed of in some way—keeps prices down, and the very choicest to-day is bringing only about 18c. More butter, probably for the first time in

Manitoba's history, was made last season than its requirement. Including the very limited outlet we have for it, holders last fall viewing the past history of the butter product of the Province, and anticipating an outlet towards the west, held on for higher prices, losing sight of two very important facts, viz: 1st. Our more rapid increase in production over our powers of consumption, and the outlet westward being neutralized by the fact that west of Regina at least, was being supplied by Toronto and Montreal, the policy of the C.P.R. giving the advantage over us in freights. Any benefits the province may have derived from the small quantity exported, has been more than counterbalanced by the importation to Winnipeg of eastern products, caused by the high price held for here, leading eastern dealers to suppose we had a scarcity, whereas at no time was there ever a brisk demand, and all through we had a surplus gradually decreasing in quality and value, which to-day has brought us face to face with the serious question as to its disposal.

A FIRE which broke out in the premises of T. H. Brazier, merchant tailor, Winnipeg, on Wednesday last, completely destroyed the stock of cloths, etc., valued at \$1,900—insured in the Norwich Union for \$1000. Kilgour, Rimer & Co., boots and shoes, adjoining, had their stock badly damaged by removal—insured for \$10,000. They place their loss at about \$4,000. Mrs. Corwin, fancy goods, etc., also received damage to stock to the extent of \$200. She was giving up business.

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Gen. Traff. Man., St. Paul. Gen. Pass. Agt., St. Paul.S. C. STRICKLAND,
Gen. Agt., Leland House Bldg., WinnipegT. W. J. ALMACK has opened a butcher shop
at Binscarth, Man.MINNESOTA merchants have agreed to close
their stores at 7.30 o'clock.H. V. CARTER, lumber dealer, Minnedosa,
has sold out to T. A. CuddyB. M. CANNIFF, Portage la Prairie, talks of
opening a branch drug store at Neepawa.D. F. KNIGHT, formerly of Emerson, Man.,
has opened a general store at Gleichen, Alberta.A stock company is being formed at Gleich-
en, for the purpose of establishing a hotel at
that place.W. W. McMILLAN, of D. H. McMillan
& Bros., millers, Winnipeg, is in British Col-
umbia in the interest of his firm.FRANK PIEDIE & Co have opened a dry-goods,
millinery and novelty business on McDermott
street, Winnipeg, to be called "The Bazaar."WESBROOK & FAIRCHILD, wholesale dealers
in agricultural implements, etc., Winnipeg,
have just issued a very handsome illustrated
catalogue of the various articles handled by the
firm. The work is the finest thing of the kind
yet prepared by a Winnipeg house.THE Winnipeg Evening Manitoban has ceased
to exist, and in its place the Morning Call has
appeared, published by the Call Printing Co.,
with Acton Burrows president and editor-in-
chief, and A. J. Smith secretary. The Call
politically and otherwise will practically be the
Manitoban under a new name.A COMMITTEE of the Legislature will be ap-
pointed to inquire into the condition of the de-
faulting municipalities of the province, with a
view of providing means of relief and arriving
at some equitable means of protecting the
creditors. This is a proper move, and without
exercising undue severity toward the munic-
ipalities, it is to be hoped that some arrange-
ment satisfactory to all interested may be
arrived at.RUBLEE, RIDDELL & Co have bought out the
wholesale fruit and commission business of
Vipond, McBride & Co, at Winnipeg. Messrs.
Rublee and Riddell have been connected with
the business since its establishment here, the former
in the capacity of manager, under whose guid-
ance it has prospered and grown to its present
large proportion. In assuming full proprietor-
ship, they will no doubt be better than ever
able to conduct the business even more success-
fully than in the past.