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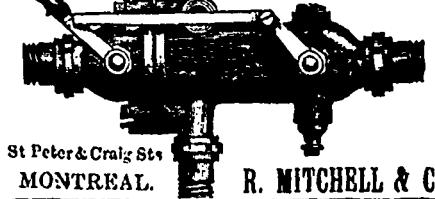
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A JOURNAL DEVOTED TO THE FINANCIAL, MERCANTILE AND MANUFACTURING INTERESTS OF THE CANADIAN NORTH-WEST.

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

VOL. 5.

WINNIPEG, JANUARY 18TH, 1887.

No. 17.

## The Commercial

Journal devoted to keeping a comprehensive record of the transactions of the Monetary, Mercantile and Manufacturing Interests of Manitoba and the Canadian Northwest.

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WINNIPEG, JANUARY 18, 1887.

The Gladstone Age has been enlarged.

JOHN FIELD, from England, will open a drug store at Calgary.

The Calgary Lumber Co. have opened their yard at that place.

The new Hudson's Bay Store at Shoal Lake was opened at Christmas.

MISS PARKE, fruit and confectionery, Winnipeg, has given up business.

The C.P.R. authorities have prepared plans for the stock yards at Calgary.

EDWARD STANLEY, of Benlah, has opened a general store at Arrow River post office, Man.

SNOW & Co., tobaccos, Winnipeg, report that the late fire in their premises did very little damage. Their stock was untouched, and only some papers were injured by water.

NOTICE is given in the Manitoba Gazette that application will be made for an act incorporating the Manitoba Life Insurance Company.

THE Dominion Express Co. have opened offices at Rapid City, Binscarth, Russell and Langenberg, the three latter places on the Northwestern railway extension, beyond Birtle.

THE bankrupt stock of Phelan Bros., fancy goods, etc., which was sold by the sheriff, at the instance of a brother, was bought in at 53c in the \$, presumably in the interests of the insolvents.

APPLICATION will be made to the Dominion Parliament at its next sitting for a charter for a line of railway from Rapid City to the mouth of Bird Tail Creek, and then northwesterly to Yorkton, Assa.

THE settlers of the Arrow River district, Man., talk of starting a creamery in the spring. A representative from that settlement was in the city last week, looking into the matter of procuring machinery.

THE Calgary Herald has changed hands, and is now published by Lucas & Ewer. The junior partner's experience in connection with metropolitan papers, will no doubt enable the new firm to make a success of the Herald.

GLINES & Co., produce and commission merchants and manufacturer's agents, Winnipeg, have dissolved partnership. J. Taylor, of the late firm, and T. H. Schneider, a well known gentleman of this city, will carry on the business, under the style of Schneider & Taylor.

THE stock of G. C. Long & Co., dealers in clothing, Winnipeg, was damaged by fire, on Wednesday evening last, the fire originating in the store about the stove. Mr. Long valued the stock at \$4,000 and places the loss at \$1,200. Insured with the Royal Canadian for \$2,000.

SATURDAY'S Toronto Mail contained an historical sketch of the city of Winnipeg, covering over six pages of the paper, and profusely illustrated with engravings of street views, public buildings, and prominent citizens. The work was prepared by H. O. Burkhart and George Ham, of this city.

THE following are the ruling prices for provisions, etc., in Calgary at present: Apples,

per barrel, \$6; potatoes 90c; onions, \$3.60; cabbage, 6c per lb; carrots, 3c per lb; beets, 4c per lb; turnips, 60c per bush; bacon, 16c; hams, cured, 20c; chickens, 15c; turkeys, 25c; geese, 25c; ducks, 20c; butter, good dairy, 30 to 35c; lard, 15c; eggs, 35c; cheese, 20c; flour, patent, \$3; strong bakers, \$2.60; wood, dry, \$7; hay per ton, pressed, \$14; loose, \$9; oats, 65c.

THE Calgary butchers have made an agreement to charge the following prices for the next three months: Beef by side or carcass, 9c per lb; forequarter, 8½c per lb; hind-quarter, 11c per lb; roasts and steaks, 15c per lb; boiling pieces, 10c per lb; hearts, tongues and livers 50c each; shanks, 50c each. Mutton by carcass, 12c per lb; legs 20c per lb; chops, 18c per lb; roasts, 15c per lb; breasts, 12½c per lb. Pork, roasts and chops, 15c per lb; pickled, 15c per lb. Sausage, small quantities, 15c per lb; quantities of 50 lbs or over 12½c per lb.

THE annual meeting of the Northwest Fire Insurance Co., was held in Winnipeg on Wednesday of last week. The report submitted by the directors showed an increased premium income, amounting to \$22,000. A dividend at the rate of 8 per cent was declared on the paid up capital stock. The following board was elected: Duncan McArthur, president; Hon. J. Sutherland, vice-president. Directors, Sheriff Inkster, A. Logan, G. H. Balfour, H. S. Westbrook, T. Gilroy, J. A. Smart, M.P.P., Jos. Mulholland, W. R. Dick, G. W. Baker, A. H. Whitcher, J. Stanley Hough, D. S. Curry and G. W. Girdlestone.

TWO or three months ago Rapid City voted a bonus to a railway, and another to a flour mill. These bonds were no sooner issued than they have been seized by the sheriff, the town's debentures to the amount of \$10,000 now being in the hands of that officer. The citizens are in a quandry to know how to secure possession of the debentures, and at a public meeting it was decided to collect taxes to an amount sufficient to cover the claims in the hands of the sheriff. It is said that there are enough back taxes on the books to square off with the sheriff, but no doubt their collection will be a difficult matter, and perhaps a tax sale will have to be resorted to.

C.P.Ry. officials here report that they have received notice from headquarters to allow through rates from point of shipment on grain passing through the Winnipeg elevator. Thus, after the grain season is well over, and from one-half to two-thirds of the grain has been marketed, the company has determined to recognize the promises made by Mr. Van Horne, referred to in the last issue of THE COMMERCIAL. However, this tacit admission of wrong-doing on the part of the company at this late date, will not make amends for the loss sustained by the proprietors of the elevator here. What attempts the latter may make to recover, remains to be seen, but morally, if not legally, they have a right to redress.

THE proprietor of the Regina Leader must have discovered a gold mine, judging from the following excerpt taken from that paper: "Prizes ranging from articles, value \$50 down to \$10 will be given at the close of this month to all subscribers who are in good standing." Just how the proprietor of a country paper, \$2 per year subscription, can afford to give away prizes to every subscriber to the value of from eight to twenty-five times the amount of the annual subscription, is one of the things which cannot be explained by any of the known rules of commercial economy. Advertisements are frequently seen in the papers to the effect that \$5 to \$20 per day can be made by any one applying to so and so, and when some "greeny" who wishes to become prematurely wealthy, answers, he usually learns that the advertiser wishes to sell real diamond rings for \$1, or genuine gold watches for \$5. The idea that a publisher can furnish a paper for \$2 per year, and throw in a prize worth from \$10 to \$50, bears the evidence of fraud on its face. Like the advertisements referred to, such statements can only be made to deceive the gullible.

THE premature announcement made last week that the date of the Dominion election had been definitely fixed, created quite a flutter of excitement throughout the country. Though the report that the date of the elections had been actually fixed, was contradicted the next day, yet the impression remained that a definite announcement could be expected almost any day, and would not long be delayed. This has had the effect of hustling up the party leaders all over the country, and the work of organizing, which for some time had been progressing somewhat slowly and irregularly, has since been taken hold of in a manner more like business. Notwithstanding the amount of party wire-pulling which has been done in this province in expectation of an early dissolution of parliament, the announcement last week made it apparent that this province was altogether unprepared for an election at a very early date. Outside of Marquette, no nominations had been made, and few desirable candidates were in the field. In the city the outlook was particularly unsettled, and though the party machines have been several times in session, yet no candidates have been selected. There seems to be an air of uncertainty surrounding the situation, which denotes serious differences of opinion among the party leaders. No

time should be lost in bringing out good home men, who will take a firm stand against disallowance, monopoly and other abuses, in all the constituencies of the province, as there is every indication that the services of such men will be urgently required in the near future.

THERE seems to be something wrong about the manufacture of pig iron in Canada. There is but one such manufacturing establishment in this country, and this one seems to be anything but prosperous. This is the Londonderry Iron and Steel Company. In order to assist this industry, the Government placed a duty of \$2.24 per long ton upon importations of pig iron. This did not satisfy the company, and it was further assisted by a bounty of \$1.68 for each long ton turned out, thus giving the company a total protection of \$3.92 per ton. Of course the bounty means just so much cash paid out of the public treasury. Still the company found manufacturing pig iron unprofitable, and additional assistance is now asked for. If the protection to the Londonderry manufactory has to be increased, the cost of establishing the industry will be a dear one to the Canadian people who use pig iron and its manufactures.

IN view of the almost continuous agitation which has been going on in Winnipeg for a year or more, in favor of the early closing of stores, it will be interesting to note what is being done in other places, in the same direction. In England an amalgamated society of shop assistants has been formed for the purpose of endeavoring to obtain shorter hours of labor, and to secure a recognized rate of wages. Other matters will engage the attention of the organization, such as assisting members to obtain situations, or in sickness. It was stated, and very truthfully, that shop assistants occupy a position inferior to mechanics. Whilst the mechanic has a recognized number of hours to labor which include a day's work, the clerk or shop assistant has to labor all hours. From getting up in the morning until time to retire at night, he seldom has a moment to himself, and in many instances is little better than a slave. Just why clerks should be compelled to work fourteen or sixteen hours per day, whilst a mechanic should often get better pay for working eight or ten hours per day, it is hard to define. Legislation which would fix a maximum number of hours to constitute a day's work for shop assistants, or which would regulate the closing of stores, would seem to be the only way out of the difficulty. In many of the larger towns and cities a majority of the better class of merchants would probably be in favor of early closing, but they are prevented from carrying their desires into practice by the action of other dealers, who persist in keeping open all hours. It is said that legislation regulating the closing of stores has been tried with excellent results in some of the larger Australian cities. This is a hint to Winnipeg clerks and store assistants. It has been clearly demonstrated that there is no hope of the merchants coming to an amicable agreement to close their stores at an early or regular hour. This being the case, the shop assistants might stand some chance of bringing the matter to a more successful issue, by engaging in an organ-

ized effort to obtain legislation looking to the regulation of the hours of labor in stores, and the earlier closing of the same.

THE Regina Leader has laid down a platform to the furtherance of which principles it will direct its efforts during 1887. Sort of New Year's resolutions, as it were, which to follow the general rule, must be abandoned before the year is out. Some of the planks in this platform are such as no serious objection could be taken to; others are open to question. For instance, the first plank in the interests of which the Leader editor will wield his pen, is the obtaining of second homesteads for settlers. Past experience has shown that the second homestead regulations have operated most injuriously to this province. No matter how strongly they were urged at the time, the advocates of second homesteading now admit that they were grievously misled in lending their assistance to obtain and uphold such regulations. Those who denounced the Government for abolishing second homesteading a few years ago, are now, almost to a man, willing to admit their error. All that is necessary to convince any one of the injury which has been done to Manitoba by allowing second homesteading, is to make a short visit to the older sections of the province, and the most skeptical will be convinced. Ask the old settlers in these districts what has been the greatest drawback to the advancement and prosperity of their settlement, and the answer will be, "second homesteading." In the older sections of the province, a great many of the settlers mortgaged their farms upon which they had spent years in cultivating and improving, and, with the proceeds, started life anew on a second homestead farther west. Just when they were commencing to have things comfortable about them, the first homesteads were abandoned and new ones taken up, always at a greater distance from markets, schools, churches, and other conveniences. The idea was that the old homestead would sell in a few years at a handsome profit above the mortgage, and the settler would have his new homestead in addition to the profit from the first. Now, what has been the result? The old homesteads have not sold at the expected profit. The settlers have been unable to pay off the mortgages, and in many instances have lost the land. Improved farms in good localities have been abandoned for inferior and unimproved lands in more distant districts. Everything has been lost, and nothing gained. The years of toil spent in improving the first homesteads and making things comfortable, has availed nothing. Many of these second homesteaders located in districts where they could not farm profitably, and have since returned to their first homesteads, poorer but wiser, with the intention of endeavoring to pay off the mortgages from the proceeds of the cultivation of the soil. Lands have been depreciated in value from these abandoned homesteads being thrown on the market, and thus the very end sought was defeated. Old districts have been retarded in their development, and the remaining settlers have found it more expensive to keep up schools and provide for municipal requirements. Second homesteading has proved one of the greatest evils from which this province has suffered, and the injury has been felt mostly by those who availed themselves of its regulations, but also by those who remained on their first claims.

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# The Commercial

WINNIPEG, JANUARY 18, 1887.

## THE WESTERN RANCHING INDUSTRY.

Volume I, No. I. of the *Alberta Live Stock Journal* has made its appearance from Calgary. The salutatory says:—"Alberta being the grazing district of Canada, its greatest industry is the raising of live stock, and with the largely increasing growth of that industry, it is time that it had an advocate in the shape of a journal devoted entirely to its interests." The establishment of a journal devoted exclusively to the stock raising interests of the western ranching country, would denote the rapid development which this industry has made within the past few years. It is but a short time since ranching was attempted in Alberta, and a still shorter time since the country was connected with the outside world by railway communication, but already it is estimated that there are 100,000 head of cattle, 8,000 horses and 25,000 sheep in that territory. The industry has grown rapidly since the completion of the C. P. Ry., and last season breeding stock were being brought in not only from the United States and Eastern Canada, but also from British Columbia. From the latter province about 11,000 head of cattle and 1,000 head of horses were imported during the season of 1886.

The past year has been one of special activity in the ranching country, and the industry has made greater strides than in any previous season. Sheep ranching in Alberta is of more recent date than cattle-ranching, and it was not until a year or two ago that sheep were taken into the territory. The country seems admirably adapted to sheep-ranching, and in a few years it is expected that a very large number of sheep will be in the country. Some trouble has been experienced from wolves in districts near the mountains. A wool-growers' association was formed at Calgary a few months ago. There are also three stock associations in the territory. Heretofore the raising of horses has not received much attention, but the visit of British army officers to the country last summer, for the purpose of purchasing horses to be used in the service, will probably act as a stimulus to this particular branch of the ranching industry.

Although the total figures of stock now in the western country show a considerable expansion within a brief period of time, yet it is but a drop in the bucket as to what may be expected in the future. The vast territory as a whole is almost uninhabited, and will yet support millions, instead of thousands of animals. A country which gave subsistence to the immense herds of cattle which a few years ago roamed over its prairies and fed upon its grass, should be a natural home for the domestic animals. The vast numbers of buffalo which once inhabited the west can be but dimly surmised from the innumerable paths which line the prairies everywhere, at the space of a few yards apart, beaten by the animals in their wanderings. The great quantity of bones which whiten the prairie also serve as an index to the number of these animals which at one time inhabited the country. Tons upon tons of the bones have been gathered up and exported, to be ground up for fertilizers, and used for other purposes. From one station alone on the C. P. Ry., it is estimated that the bones of 50,000 buffalo have been exported, all gathered up from the prairie within a few miles of the station. Already in some parts of the far west, the domestic cattle have taken up and renewed the old trails lately deserted by the buffalo, and in a few years these buffalo walks all over the country will have given place to the newly-beaten paths of the modern cattle.

## THE COMING NEW ROUTE.

There seems to be no doubt about the determination of the Grand Trunk Railway to secure an entrance into the Northwest, and share in the great carrying trade to and from the illimitable prairies. Already in the states to the immediate south of Manitoba, the grain-carrying trade has assumed immense proportions, and during the past season the railways have been taxed to their utmost capacity to handle the products of the country. The *Montreal Gazette* in a late issue published the substance of an interview with leading railway officials, which would go to show that a vigorous push will be made by the Grand Trunk Co. to form the contemplated connections during the coming season, which will bring that road into competition for the Northwest-ern trade. The route to be used by the Grand Trunk will be that of the Ontario and Sault Ste. Marie Railway, for which

a charter has been granted by the Ontario Legislature. This route has been surveyed and the line located over a great portion of the distance. The Sault Ste. Marie road will commence at a point on the Midland branch of the Grand Trunk, near Orillia, and skirt the shores of Georgian Bay to the Sault Ste. Marie river. The length of this part of the road will be about 350 miles.

An independent line is to be built by New York capitalists from Duluth to Sault Ste. Marie, to connect with the Grand Trunk at the latter place. On this part of the road portions of railways already built will be utilized, and it is expected the work will be completed during the present year. The distance from Duluth to the Sault is about the same as the Grand Trunk portion yet to be built, namely 350 miles. The New York syndicate hold a charter from the United States Government to build a bridge across the Ste. Marie river, and parties hold a similar charter from the Canadian Government, in the interest of the Grand Trunk. In this connection it is worthy of note that these are the only charters yet granted for the construction of a bridge at Sault Ste. Marie, notwithstanding that other roads are approaching, in that direction. Plans for the bridge have already been prepared and the nature of the structure has been decided upon.

At Duluth these railways would connect with the Northern Pacific, and thus a new through route from the Pacific to the Atlantic would be established, passing through a portion of the great wheat belt of the North American continent, and ensuring an abundant traffic in grain, stock, minerals, etc. The policy of the Northern Pacific, pushed with such energy of late, in building branches through the wheat country to the north of its main line, will add enormously to the traffic already enjoyed, and will undoubtedly make Duluth and the Sault the great grain route for many years. It is also sure, in the words of one of the railway officials interviewed, "that the construction of a railway from Duluth into the Canadian Northwest is as certain as that the sun will rise to-morrow." Even though a direct line of railway between Winnipeg and Duluth should not be established for a few years, connection between the city and the Northern Pacific branch now at East Grand Forks (which latter will be extended to the Manitoba boundary near Emerson) would

answer the purpose very well in the meantime, and would give this country a competitive outlet to the east, west and south, which could not but prove of inestimable benefit to the city and province. No doubt, in time, a more direct line will connect Winnipeg with Duluth.

At Montreal the greatest importance is attached to the Sault Ste. Marie route, and already the citizens of that place are looking forward to the grand possibilities to be placed within their reach, by the opening of this route, which would make Montreal the summer port not only for the Canadian Northwest, but also for the American Northwest. Montreal would also be the practical terminus of the two Northern Pacific railways, and would become the great outlet for a large portion of the vast grain product of the region through which these roads pass. The extension of the Minneapolis railway to the Sault, which will be accomplished within a year or so, will also take a large portion of the flour product of Minneapolis to Montreal. This would all tend to make that place one of the chief exporting ports of the Atlantic coast.

### DULUTH'S GRAIN TRADE.

The *Duluth Daily Trade* gives a very full report of the grain trade of that city for 1886. The report shows that the receipts of wheat at and shipments from Duluth have been the largest in the history of that place. The totals for the year ending Dec. 31 were 22,643,474 receipts, and 18,668,171 shipments. These figures would have been very much larger had there been elevator capacity for handling the grain. As it was, millions of bushels had to be turned away for lack of space. The total elevator capacity of the place is 11,250,000 bushels, or a gain of 1,540,000 bushels capacity over 1885, notwithstanding that over a million and a half bushels capacity was destroyed by fire during the year. Had it not been for this fire, the storage accommodation would have been nearly 3,000,000 bushels larger than 1885. Two elevators of 1,500,000 bushels capacity each are now building, and others are projected, so that it is expected the total storage capacity of the place will be equal to fully 20,000,000 bushels by the close of the present year. Business on the Board is reported to have been good during the year, the estimated transactions having amounted to 600,000,000 bushels. The railway extensions of the Northern Pacific and

Manitoba systems have largely contributed to the result in the increased receipts, and it is expected that with further extensions during the present year, and the increased elevator accommodation, 1887 will bring Duluth to the front as the largest primary wheat market on the continent. In 1886 it has outstripped Chicago, and now stands second only to Minneapolis, receipts at the latter place having exceeded Duluth by about 10,000,000 bushels. The following table will show the gradual growth in the grain trade:

	Receipts.	Shipments.
1886 .....	22,643,474	17,065,171
1885 .....	14,869,675	14,062,775
1884 .....	13,722,930	11,551,582
1883 .....	4,707,803	4,586,908
1882 .....	3,266,242	3,325,498
1881 .....	3,332,176	2,865,856
1880 .....	1,347,079	1,453,674

A very large proportion of the grain received was No. 1 hard, and the balance principally No. 1 Northern. Besides wheat there was very little of other grain received, the total not amounting to more than 150,000 bushels of all other kinds handled. The inference from this is, that wheat is not only the staple, but about the only cereal produced for export to any extent in the country tributary to Duluth.

The table given above showing the rapid growth in the grain trade of Duluth, will give some idea of what may be expected from Manitoba in a few years. Our exports are already larger than those of Duluth in 1882, at which time we were exporting nothing, and importing everything. At the same ratio of increase, we will have about 20,000,000 bushels of grain for export within four years. This furnishes an excellent argument against disallowance, for with such an amount of grain to export and only one railway outlet, our farmers and shippers would be in rather an awkward position, especially when that one road has shown its inability to furnish cars for the present trade, as was the case during a portion of the present season.

It may be stated that this estimate of the expected increase in our grain exports is excessive, but such can hardly be the case. It must be borne in mind that Duluth only receives but a small portion of the grain exports of Minnesota and Dakota, and therefore receipts at that place do not show the total increase in the wheat export, but only serve as an index to the same. Minneapolis has received from one-third to one-half more wheat

than Duluth, in addition to a number of other markets, which have had their quota, and besides these there are a number of railways drawing the grain southwards to Milwaukee, Chicago and other points. This being the case, the total exportable quantity of grain from this province four or five years hence would hardly be underestimated at the figures named.

### ANOTHER LAND SCHEME.

Notwithstanding the many protests against the scheme proposed by Sir Lester Kay, of establishing a number of large farms in the Northwest, it would appear that that gentleman has made satisfactory arrangements for prosecuting his plans. A despatch from Ottawa is to the effect that Sir Kay has successfully negotiated with the Interior Department for the establishment of ten large farms in the Northwest, and that he has gone to England to fully organize his scheme. It is said that operations will be commenced in the spring in the line indicated by Sir Lester Kay while here. This probably means that another large portion of the public domain has been given over to a private corporation, and that another landed monopoly will be saddled upon the country, the chief aim of which last scheme would seem to be the establishment of Old Country landlordism in the Northwest. Despite the frequent appeals against this sort of thing, and the oft-repeated statement that the lands of this country should be held for actual settlers, the authorities seem determined to encourage such undertakings as much as possible. However, this free western air does not seem to be at all congenial to the building up of landlordism, and whilst lands are cheap and abundant, it will be hard to find people who will be willing to live in that way. Sir Lester Kay's scheme may result successfully, and thus prove an exception to the rule which has characterized similar undertakings in this country; but past experience in connection with all such enterprises leads to the opposite conclusion. In the United States, where many attempts have been made at corporation farming on a large scale, failure has generally been the result. Similar attempts made in this country have proved anything but successful. Experience has shown that in this country individual ownership of the land and individual farming on a moderate scale is by all odds the most successful; and besides it is greatly to the advantage of the country to encourage the latter mode. These large landed monopoly schemes often result most unsatisfactorily to those interested in them, whilst at the same time, the land is locked up and prevented from falling into the hands of individual settlers.



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Manufacturers of

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Mr R. B. LINTON**W. E. SANFORD & CO.****Manufacturers of Clothing.**

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Highest Market Prices will be paid.**PIONEER OATMEAL MILLS,**

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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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I am prepared to pay the Highest Market  
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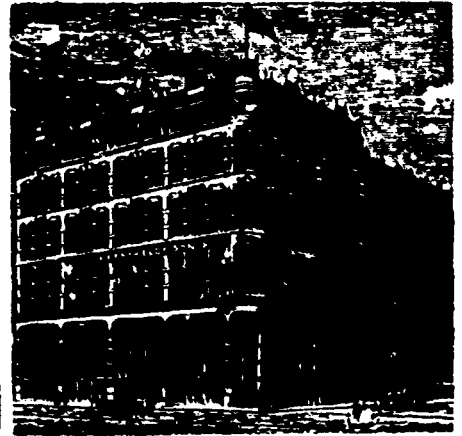
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GENERAL DRY GOODS,

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Complete Set of Samples with

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WHOLESALE DRY GOODS,


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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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WINNIPEG

**WINNIPEG MONEY MARKET**

There has been little of an interesting nature in financial circles of late. The situation remains quiet and steady and in keeping with the general condition of things in commercial lines. Payments have not been coming forward very freely from the country, but there is so little paper falling due, that a fair estimate can hardly be made as to the condition of collections.

**WINNIPEG WHOLESALE TRADE**

There has been no change in the wholesale trade toward a more active business since our last report. The after-holiday quiet continues to rule in almost every branch, both in wholesale and retail circles, and especially in the former. Stock-taking is still progressing at many of the warehouses, and some have already received portions of spring stocks.

**CLOTHING**

This branch is fairly active in a way, but not in actual business. The activity is confined to the work going on in the warerooms in the way of opening new goods and arranging for the commencement of the spring trade. Orders for first spring stocks have now been pretty well taken, though a portion of the country remains to be gone over yet. The eastern part of Manitoba is generally left until the last, and orders are taken first commencing with the far west. This is owing to the fact that the spring opens earlier in the far west, and partly to the greater length of time in which shipments are on the road. It is claimed by dealers here, who have also had experience in Eastern Canada, that spring opens about a month earlier in the far Northwest than in any other part of Canada; at least spring goods are ordered that much earlier, and it is not likely that they would be ordered before they are required. Already a shipment or two of spring goods has been made to far western points, including hats and clothing, and it will not be a great while before this trade has commenced in earnest. The trade promises to show up well in comparison with last year.

**DRUGS AND CHEMICALS**

About the usual steady trade is now doing in this branch. Quotations are as follows: Howard's quinine, 90c to \$1; German quinine, 70c to 80c; opium, \$4 to \$4.50; morphia, \$2 to \$2.50; iodine, \$4.25 to \$4.50; bromide potassium, 50 to 65c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 25 to 35c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.25 to \$2.50; soda ash, \$3 to \$3.25; chlorate potash, 25 to 30c; alum, \$3 to \$3.75; copperas, \$3 to \$3.25; sulphur, flour, \$4 to \$4.50; sulphur, roll, \$4 to \$5.25; American blue vitrol, 6 to 8c.

**FISH AND GAME**

A few loads of fresh Lake Winnipeg white were brought in last week, and there were also some Lake Superior trout and herrings in the market, but fresh lake fish of all kinds were scarce. The winter catch at Lake Winnipeg is reported to have been poor and not sufficient to fill orders for outside shipment. All taken have been wanted for export, which is the reason so few have been offered in the local market.

The lack of sleighing has also worked against the hauling of the fish to the city. Quotations now are: Whitefish, 6c; pickerel, 6c; jackfish, 4c. Oysters are quoted at 35c for standards, and 37½ to 45c for selects, according to quality. Bulk oysters, \$1.85 to \$2.20 per gallon, according to quality. Fresh sea fish are in the market and quoted as follows: Smelts, 11c; tommy-cods, 7½c; cod, 11c; haddock, 11c; lobsters, 18 to 20c. Smoked Finnan haddies, 11c. Game are quoted: Rabbits, 15c per pair; prairie chickens are now out of the market.

**FRUITS**

Trade remains quiet and prices easier in oranges, lemons, etc. Apples hold firm at same prices. Quotations are now as follows: Florida oranges, \$7.00 to \$7.50; Mexican oranges, \$7.00 to \$7.50. Winter apples, \$4.50 to \$5.00 per bbl. for good stock. Messina lemons, \$7 to \$7.50; Oregon pears, \$4.50 to \$5; Malaga grapes, \$7 to \$8.00 per keg; Cranberries, \$9.00 to \$12.00, according to size of barrel and quality; Figs, in 50-pound sacks, 12½c; New Eleme figs, in layers, 16c to 20c per pound, in one lb. to ten lb. boxes; Golden dates, 11 to 12c; peanuts, roasted, 18c; peanuts, raw, 15c; walnuts, 20c; almonds 20c; filberts 15c; Texas pecans, 18c. Dried fruits quoted: Valencia raisins \$3.15 to \$3.25; London layers \$3.75 to \$3.90; black crown \$5 to \$5.25; black baskets, ½ boxes, \$1.30. Apple cider is worth \$10 a barrel, or \$7 per half-barrel. Sweet potatoes, \$9.50 per bbl; Spanish onions, cases 150 lbs., \$7.25; cases 50 lbs., \$2.50. Evaporated apples, 13 to 14c; dried apples, 7c; new Turkey prunes, 7½c.

**FUEL**

Quotations are as follows; Best tamarac wood, \$4.75, with some poor selling at \$4.25; sound poplar, \$3.50; poor, \$3.25. Prices for car lots on track. Coal on track sells at \$9.75 for anthracite, \$10.75 for smithy, and \$7.25 for American soft. Lethbridge coal is quoted at \$6.50 on track, or \$7.25 delivered in the city. Saskatchewan coal, \$6.25 on track, or \$2.25 f.o.b. cars at the mine.

**FURNITURE**

After a fairly satisfactory trade, business has since remained very quiet, and is now just about as slow as it could be.

**CROCKERY AND GLASSWARE**

This branch has held very quiet since the conclusion of the holiday trade, and were it not for stock taking, which is now going on, there would be scarcely anything to do about the warehouses.

**RAW FURS**

The movement in furs has not been very brisk this season, probably owing to the scarcity of snow for sleighing. There will not likely be any changes in prices until after the Hudson's Bay Co's sales in London, which commence on January 26th. Prices here are: Beaver, per lb, \$2.50 to \$4.00; bear, per skin, \$5.00 to \$20; bear, cub, per skin, \$1.00 to \$7.00; otter, per skin, \$5.00 to \$10.00; mink, per skin, 30 to 90c; martin, per skin, 60c to \$2.50; fisher, per skin, \$1.00 to \$6.50; lynx, per skin, \$1.00 to \$2.50; racoon, per skin, 40 to 60c; skunk, per skin, 40-60-80; muskrat, per skin, 1 to 7c. Fox, red, 25c to \$1.40; fox, cross, \$1 to \$10; wolf, timber, 25c to \$2.25; wolf, prairie, 25c to \$1.25.

**GROCERIES**

Coffees continue firm and some grades have again advanced. Syrups are also higher. Sugars were firmer at the factories last week, and an advance of ½c was reported on Thursday. Here, however, prices were not changed. Evaporated and dried apples are reported very scarce at outside markets, and prices advancing. Canned peas are scarce and firm. Prices are as follows: Canned tomatoes, at \$3.60; corn, at \$3.25 to \$3.50; peas, \$3.75; yellow sugar 6½c to 7c; granulated 7½c to 8c; lump sugar, 8½c; Coffees, Rios, 10 to 20c; Government Java, 30 to 32c, other Javas, 25 to 28c; Mochas, 31 to 34c. New season's teas are now quoted as follows: Japan season 1886-7, 25 to 45c; Congous, 1886-7, 20 to 60c; Indian teas, 35 to 50c. Old range, Moyune gunpowder 25 to 70c; pan-fired Japan 23 to 45c, basket-fired, 25 to 40c; Ping Suey 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, \$2.00 to \$2.25; T. and B. tobacco, \$10.

**HIDES**

Prices hold the same as last quotations, and now are as follows: Winnipeg inspection, No. 1, 6c; No. 2, 5c; bulls, 1c; calf, fine-haired real veal, 7 to 13 pound skins, No. 1, 9c; No. 2, 7c. Sheep pelts, 30 to 65c. Tal-low, 3½ to 4c.

**HARDWARE AND METALS**

This branch continues very quiet and prices almost nominal in many lines. Prices are: Cut nails, 10d and larger \$3.35 to \$3.75; I. C. tin plates, \$5 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, 26 to 30c per lb., according to quality; bar iron \$2.50 to \$3 per 100 lb; shot, 6½ to 7c a lb; tarred felt, \$2.60 to \$2.85 per 100 lbs; barbed wire 7 to 7½c.

**LEATHER AND FINDINGS**

Prices are unchanged and are as follows: Spanish sole, 28 to 32c; slaughtered sole, 33 to 35c; French calf, first choice, \$1.35 to \$1.50; Canada Calf 90 to \$1.00; French kip \$1 to \$1.10; B Z kip, 85 to 90c; slaughter kip, 55 to 75c; No 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 33 to 35c for plump stock. American oak sole, 45 to 60c; buffe, 17 to 22c a foot; cordovan, 25 to 27c; pebble, 21 to 23c; colored linings 12c.

**PAINTS, OILS AND COLORS**

Business in this line is quiet and prices are unchanged as follows: Turpentine 75c; harness oil, \$1.10; Neatsfoot oil, \$1.50; linseed oil, raw 68c per gal., boiled 71c; seal oil steam refined, \$1.10; castor, 14c per lb; lard No. 1, \$1.25 per gal; olive, \$1.00 to \$2.00, according to quality; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 26c; headlight, 28c; water white, 30c. American oils, Eocene, 36c; water white, 33c; sunlight 30c; Eldorado, machine, 3c. Calcined plaster, \$3.75 per bbl; Portland cement, \$4.75; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.25.

**WINES AND SPIRITS**

Dealers report that the season's holiday trade has been a very good one. Quotations

have held steady as follows: Gooderham & Wort's five year old, \$2.40; 7 year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debonche & 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, \$1.00 to \$1.50; 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.

## STATIONERY AND PAPER.

Retail dealers appear to have had a good holiday trade, as they have since been stocking up to a considerable extent, which would indicate that previous stocks had been reduced to a fine point. This has broken the usual quiet of the season and given wholesalers some actual business to attend to.

## WOOL.

Prices are almost nominal, so little is moving, but may be quoted: Leicester and Cotswold, washed, 14c to 16c; cotted and broken, washed, 12c; unwashed 8c to 11c; unwashed and tags off, 10 to 12c; Montana sheep, unwashed, 11 to 12c.

## THE MARKETS

## WINNIPEG

## WHEAT

The wheat markets throughout the Province were rather quiet during the early part of last week, but the milder weather which prevailed toward the close had a marked effect in increasing deliveries, and things were fairly active for the last three days of the week. Still the great hindrance is the scarcity of snow, the sleighing being simply wretched over a good portion of the Province. Appearances were favorable to snow at the close of the week. Prices hold the same all around as at the time of our last report. At the mills in the city 65c was the ruling price paid for No. 1 hard, and 62c for No. 2 hard and No. 1 northern. Car lots on track for through shipment could be quoted at 62c here, 61c at Portage la Prairie and 60c at Brandon. Unless there is more grain yet in farmers' hands than is generally supposed, exports from the Province will not be up to last year. It is estimated that about two-thirds of the crop has been marketed. Not half the elevator space at the Lake Superior ports has yet been taken up.

## FLOUR

Prices here remain entirely unchanged. Broken lots, delivered in the city, are quoted: Patents, \$2.35; Strong bakers', \$1.80; XXXX, \$1.20 to \$1.30; super-fine, 90c to \$1.

## BRAN AND SHORTS

Steady at \$12 for bran and \$14 for shorts.

## BARLEY

Unchanged at about 45c.

## OATS

Prices seem very irregular, and there is a wide range in the different quotations of prices given. From 42 to 43c would seem to be about as much as could be expected for cars on the track here, though some held as high as 45c.

## OATMEAL

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

## POTATOES

Very few have been offered and none in large lots. Trade lots, however, would appear to be worth about 75c.

## EGGS.

About 22c is the usual price for such as are offered, and which are called fresh, though their freshness is often a matter of doubt. Really fresh are very scarce, and would readily bring 25c.

## BUTTER

There has been some inquiry from the western trade, but sales have not been extensive. About 20c seems still to be the ruling price for such lots as have been taken, though a liberal cut would be allowed for large trade lots.

## BACON

Prices continue to decline for all hog products, and have now got down a full cent all around. The intention of the local packers is to keep out importations entirely, and at present prices they will likely succeed, especially as the reductions have been made in the face of higher prices at Chicago. There is still a little imported product in the market, but this must be sold at higher prices than the home product. With four packers in the field here now, it is thought that the output will be about equal to the demands of the home markets, hence the reduction in prices to keep out importations. Prices are now quoted: Long clear 8c; breakfast bacon, 11c; spiced roll, 10c.

## HAMS

Have shared in the general reduction, and are now quoted at 13c.

## LARD

\$2.15 seems to be about the regular quotation for 20 pound pails in trade lots; 3-pound are worth 43c, and 5-pound pails 65c each.

## DRESSED POULTRY.

There is still a plentiful supply in the market and the demand is rather slow. Prices hold at 5 to 6c for chickens; 12 to 13c for turkeys; 9 to 10c for geese; and 11c for ducks.

## DRESSED MEATS.

Offerings of hogs continue liberal, and a good many car lots have been coming forward. It is said that a great many hogs are held in the country, with the expectation of prices advancing. It was thought earlier in the season that there might be some scarcity, owing to exportations of live hogs, but now that there is every indication of a plentiful supply for all requirements, there is no likelihood of an advance in prices before the first of March. This being the case, holders have been offering more freely, and at the present rate of receipts, stocks will soon be ample to last until the close of February. Prices hold steady at 5c for all suitable for packing. Light are in too plentiful supply, and prices for such rule from 4 1/2 to 5c. Very little dressed beef is now offering, but stocks are ample for all requirements. It is said that there is now about enough dressed beef on hand to last for the next two months. Farmers' sides would be taken at from 4 to 5c, according to quality. Mutton is worth 8 to 9c.

## LIVE STOCK.

Nothing doing in live stock of any kind, and little demand for cattle at present.

## HAY.

There has been a plentiful supply of hay so far this season, notwithstanding the threatened shortage on account of the drought. It is noticeable, however, that a good portion of the hay coming on the market is of the season 1885. This old hay is of better quality than last season's make, and commands from \$10 to \$12 per ton. Last season's hay is lighter, and brings \$7 to \$8 per ton.

## MINNEAPOLIS.

The wheat markets have been dull, the past week, the bears fighting hard to put prices back to the November level, while the bulls stubbornly contested for better prices. Up to yesterday the bears were on top, having knocked a cent off the values of a week ago, but to-day the feeling was stronger, and toward the close prices advanced a little, with indications that a determined effort will be made to put them still higher during the week. Some close observers, while pronouncing the situation weak and featureless, express the opinion that an advance of two or three cents will occur this week. Others think that the same men who have been bearing the market of late have covered some of their short wheat, with the idea of bracing the market, so that they can induce heavy buying and then put on the screws and send prices down three or four cents.

"Wheat isn't worth any more to-day than it was a month ago," said a miller, "but I look for a rise of three cents this week, although I shall not be surprised if the May option goes down to 80c at Chicago this month."

The highest and lowest wheat prices by grade on 'change during the week ending Jan. 12, closing prices, and the prices one year ago were:

				Jan. 13.
WHEAT—	Highest.	Lowest.	Clos'g.	1880.
No. 1 hard	78	77 1/2	77 1/2	80 1/2
" 1 northern	76	76	76	78
" 2 "	75	74	75	74

Futures were quiet and easy, May 1 hard closing at 83 1/2c, May 1 Northern 82c and May 2 Northern at 81c.

FLOUR.—There is less activity in the market, the demand having fallen off considerably the past week. Prices are well maintained, millers not displaying much anxiety to sell freely at the concessions asked. The movement is only fair in volume, and there is no disposition to force the market, millers seeming to have considerable confidence in their ability to maintain the strength developed of late.

Quotations at the mills for car or round lots are: Patents, \$4.40@4.60; straights, \$4.20@4.40; first bakers', \$3.60@3.85; second bakers', \$2.95@3.10; best low grades, \$1.80@2.00, in bags, red dog, \$1.40@1.50, in bags.

MILLSTUFF.—The market is steady, though some forced sales of bran have recently been made at prices below those now quoted, which are, for bulk bran, \$9.50@10, and for shorts, \$10.25@10.75 per ton.

These quotations are on flour in barrels, except as stated. The rule is to discount 25c per bbl for 280 and 140 lb jute bags, 20c for 95lb cotton sacks, 15c for 49lb cotton sacks, 10c for 24 lb cotton sacks. In half barrels the extra charge is 30c per bbl.

—Northwest Miller.

## Grain and Milling Notes.

It is reported that an elevator will be erected in connection with the mill at Rapid City.

Work on the second C.P.R. elevator has been commenced at Montreal. It will cost \$100,000.

The new roller mill and grain elevator at Shoal Lake, Manitoba, will be completed about the first of March.

The rage for granting bonuses to erect flour mills has not yet subsided, notwithstanding the

many disadvantages which has been shown to exist in connection with such bonused enterprises. A petition has been circulated asking the council of the municipality of Birtle to grant a bonus to aid in the construction of a roller mill to be erected near Toddburn, Manitoba.

The rumor that a 1000 barrel flour mill would be established at Keewatin, Lake of the Woods, has turned out to be a fact. Work on the mill will be commenced at once, and it is intended to have it completed in time for the crop of 1887. A large elevator will also be erected in connection with the mill, with a capacity of half a million bushels. Mr. Mather, of the Keewatin Lumber Co., will superintend the construction of the mill and elevator, and will manage the business when established. It is understood that Montreal capitalists are interested in the enterprise. Keewatin has been chosen as the location for the mill, owing to the splendid water-power existing at that place, and which will be taken advantage of in running the mill. The supply of wheat will of course come from Manitoba, and for this purpose elevators and storehouses will be established at primary markets throughout the province.

The best milling done in the world is by the Hungarians. They are long surface millers, and they are long system millers. They usually make five or six reductions on the wheat by corrugated rolls, and not infrequently finish the bran with buhrs. The number of their smooth reductions is legion. They do not reduce solely for the purpose of a finish, as is the case in so many of our mills. They reduce for the purpose of purification. If we will keep the past in mind, we will see that the greatest successes in milling in this country have been where the ideas of Hungarian milling have been followed most closely. The mill which is getting the most money out of the wheat to-day in this country is one that is closer to the Hungarian idea than any other mill. Hungarian methods as far as we may adapt them in our automatic mills, are good, for the reason that they are successful. A success is a good thing to copy, if we do it reasonably. —Northwestern Miller.

**General Notes.**

November's losses by fire, in the United States and Canada, are estimated by the New York Commercial Bulletin at \$10,000,000.—which is 33½ per cent. greater than the average November loss for many years.

A huge iron reservoir is being built at a remote spot in the outer harbor of Amsterdam for the storage of petroleum. It will be nearly 33 feet in diameter and of the same depth, and is calculated to hold 1,740,000 gallons.

One lady said to another: "Have you been to church to-day? We had a most beautiful service on training children." "No I was at home doing it," was the reply. Which of the two would make the more successful mader?

There are serious reports of cholera among the hogs from fully one-third of the counties in Illinois, with more or less prevalence of the disease in Indiana, Iowa and Missouri. In Adams and Mason counties, in Illinois, the disease is inflicting serious losses.

The Bank of Montreal takes all the American currency on deposit from the Grand Trunk Railway Company at par, and lately this Company has paid into the Bank as much as \$80,000 of American currency in one day, upon which the Bank makes from ½ to ¾ per cent. on its exchange.

A dry goods clerk who recently died at Kansas City confessed that he had not the slightest hopes of heaven, on account of the gigantic amount of lying he had indulged in for twenty years. He estimated that he had told at least 3,000,000 lies in working off half-wool goods for all-wool.

The Montreal Custom House receipts for the past twelve months amounted to \$8,362,618.94 against \$6,682,701.71 for the year previous, showing an increase of \$1,679,917.23. The Inland Revenue receipts for the year ending Dec. 31st, 1886, were \$1,844,016.80 against \$1,609,949.45, being a gain of \$235,067.35.

There is now a rumor in the East that raw rubber will advance to a much higher figure than has ruled for some time. Speculators and dealers have been buying it up and if nothing interferes with present calculations prices on rubber goods will open at a considerably higher figure next season. If the prices advance to any considerable extent it will make a reasonable profit on these goods possible to all parties who handle them. We look then for the time when rubber will cease to be denominated a nuisance. —Leather Gazette.

A Montreal exchange says: "A few days since, a car laden with furs was ferried across the St. Lawrence River, at Prescott, transferred to the Rome, Watertown & Ogdensburgh Railway, and afterwards sent to New York. The car came from Winnipeg, and the furs it contained were owned by the Hudson's Bay Company and valued at \$71,000. The skins in the car represented 437 bears, 65 silver foxes, 5,137 beavers, 800 foxes, 4,255 lynxes, 8,478 martens, 291 wolverines, 207 wolves and a host of small animals. Another carload valued at over \$60,000 passed through to New York a few days ago."

**The Visible Supply.**

The amount of wheat in store at the principal points of accumulation in Canada and the United States (east of the Rocky Mountains), on the dates named, also the amount afloat and in transit by water, with corresponding week last year, was as follows:

	Bush. 1886.	Bush. 1885.
November 27th	59,572,340	55,539,993
December 4th	59,539,331	56,783,440
December 11th	59,989,660	57,981,156
December 18th	61,460,330	58,388,469
December 24th	62,261,330	58,320,974
	Bush. 1887.	Bush. 1886.
January 1st	62,729,570	58,432,999
January 8th	63,345,595	57,780,320

By this statement it will be seen that the visible supply of wheat increased 616,025 bushels for the week ended Jan. 8th, 1887.

**WHEAT IN STORE.**

The following shows the stocks of wheat (expressed in bushels) in store at the places named on Jan. 8th, 1887: Duluth, 9,701,735; Minneapolis, 7,141,875; Chicago, 13,157,897; To-

ronto, 139,000; Montreal, 255,204; New York, 10,610,751.

**AVAILABLE SUPPLY OF WHEAT.**

Available supply of wheat Jan. 8th, 1887, and corresponding date last year; also the supply as shown by the first report for each month of the crop year:—

	1887, bus.	1886, bus.
Visible supply in the U. S. and Canada, east of the Rocky Mountains	63,345,595	57,780,320
On passage—		
Wheat and flour for Continent	5,520,000	1,600,000
Wheat and flour for United Kingdom	19,360,000	12,800,000
<b>Total</b>	<b>88,225,595</b>	<b>72,180,320</b>
1887—		
Jan. 1	86,169,570	71,454,978
Dec. 4	80,739,331	71,823,440
Nov. 6	81,079,352	66,283,886
Oct. 2	73,700,379	56,740,901
Sept. 4	67,525,555	56,444,381
Aug. 7	58,192,992	56,419,109
July 3	52,778,752	63,440,303

**Failure Record.**

According to the compilation of Messrs. Dun, Wiman & Co., the failures by provinces in Canada for the last two years were:

	1886.		1885.	
Prov.	No. of Failures.	Liabilities.	No. of Failures.	Liabilities.
Ont.	594	\$4,858,892	600	\$4,088,217
Que.	428	4,044,465	407	2,710,605
N. S.	96	675,400	108	616,375
N. B.	67	322,152	64	594,665
P. E. I.	6	53,700	2	11,700
Man.	42	216,775	66	722,487
	1233	\$10,171,384	1247	\$9,743,047

In the above statement it will be noted that the figures for Manitoba include not only the province, but also the Northwest territories.

**Insurance Notes.**

During the year just closed, the Travelers Insurance Company has written over \$8,500,000 in life insurance, being a gain of nearly \$3,000,000 over 1885. The total life and accident premium receipts for the year are within a fraction of \$3,000,000.

What is called "assessment life insurance" is something which is practically unknown in Great Britain, according to the London Review, except among bodies of men well known to each other, governed by common interests, and who have an easy and speedy method of obtaining justice.

Another assessment concern, the Reserve Mutual Life Insurance Company, at Grand Rapids, Michigan, has gone to pieces. Bad management may have hastened the catastrophe, but there are no funds to pay matured certificates, ten in number, amounting to \$23,000.

In view of the additional fire protection provided at Calgary, the Board of Trade of that place has taken up the subject of insurance rates. The secretary of the board will write to the board of underwriters at Winnipeg asking them to send an inspector to Calgary, to give the town a new rating.

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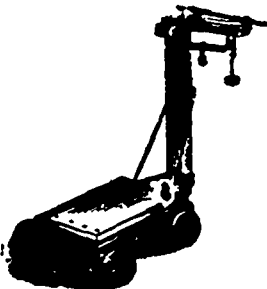
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**EASTERN MARKETS.**

**CHICAGO**

Wheat opened lower on Monday, May selling at 84½c on the start. Cables quoted Liverpool 1d. lower, but later reports were more encouraging. May advanced slowly ½c, sold down ¼c, and held about this figure. Pork opened 5c to 10c higher, but later sold down 12½ firming up before the close. A heavy line of lard thrown on the market broke prices 10c to 12½c. Trading was heavy. Closing prices were:

	Jan.	May.
Wheat .....	78½	85½
Corn .....	36½	41½
Oats .....	26½	31
Pork .....	12.02½	12.35
Lard .....	6.40	6.02½
Short Ribs .....	6.05	6.27½

On Tuesday wheat cables were depressed, owing to liberal shipments of American wheat, and the large visible supply on this continent. Foreign buyers seemed to have got over their temporary scare of a deficiency in the supply. May opened at yesterday's close, sold off to 84½c, held about this figure for a time, dropped to 84½c, but again recovered. Pork broke 25 to 32½c, ribs 12½ to 15c, and lard 7½c, recovered a portion of the loss, but again sold off. Closing prices were:

	Jan.	May.
Wheat .....	77½	84½
Corn .....	36	41½
Oats .....	26½	30½
Pork .....	11.72½	12.05
Lard .....	6.32½	6.55
Short Ribs .....	5.95	6.15

It was noticeable on Wednesday that receipts at primary markets show a steady decline for the week, and at the same ratio for the balance of the time, the next visible supply will show a decrease of 500,000 bushels. May opened at 84½c, and there was considerable trading at between this figure and ½c higher, only going ¼c lower than the opening price. In the afternoon wheat was stronger, May reaching 85½c. Pork opened 12½c lower for May, sold down 7½c, and then advanced to \$12. Closing prices were:

	Jan.	May.
Wheat .....	78½	85½
Corn .....	36½	42
Oats .....	26½	30½
Pork .....	11.65	12.02½
Lard .....	6.32½	6.55
Short Ribs .....	5.90	6.12½

The wheat market opened steady on Thursday, with a firmer tone prevailing. May advanced to 85½c, but later declined to 84½c. This last figure was the lowest of the day, and at the close prices were at the top. An attempt was made to bull the market on war news, but anything of this nature is now taken at a discount, and the day seems to have gone by when prices can be sent skyward by rumors of war. The firmness toward the close was due to news from New York of a large export movement, and of a rapid decline in receipts at primary points. It is now estimated that the next visible supply statement will show a decrease of 1,000,000 bushels. Provisions were dull and prices fairly steady. Closing prices were:

	Jan.	May.
Wheat .....	78½	85½
Corn .....	36½	41½
Oats .....	26½	31
Pork .....	11.87½	12.17½
Lard .....	6.40	6.02½
Short Ribs .....	6.00	6.20

On Friday the wheat market was steady during a great portion of the day, but weaker toward the close. There was heavy buying on California account, owing to reported drought in that State. May advanced to 85½c, but soon started downward, under heavy offerings, closing at the bottom. It was reported from New York that charters had been engaged for 252 boat loads, or about 2,000,000 bushels, for export. The weakness seemed to be set down to the large exports, which have caused a dullness in British markets. In the provision market changes in prices were not wide, but the feeling seemed unsettled. Closing prices were:

	Jan.	May.
Wheat .....	78	84½
Corn .....	37	41½
Oats .....	26½	30½
Pork .....	11.90	12.17½
Lard .....	6.42½	6.05
Short Ribs .....	6.05	6.25

On Saturday wheat opened at Friday's closing prices. The range of fluctuations was narrow, the opening figure being the lowest price for the day, and the highest, ½c above the start. Closing prices were:

	Feb.	May.
Wheat .....	78½	85½
Corn .....	36½	—
Oats .....	26½	—
Pork .....	12.05	12.37½
Lard .....	6.47½	—
Short Ribs .....	6.15	—

**TORONTO.**

**STOCKS**

Changes in quotations will be shown by the following comparative table of closing quotations on the dates named:—

	Jan. 5		Jan. 12	
	ASKED.	HD.	ASKED.	HD.
Montreal .....	236½	235½	237	236½
Ontario .....	115	115	115	114½
Toronto .....	—	210	214	212½
Merchants .....	129½	128	129½	129½
Commerce .....	125½	124½	124½	124
Imperial .....	—	134	135½	134
Federal .....	—	107½	108½	108
Dominion .....	220	218½	221½	220
Standard .....	—	12½	127½	127
Hamilton .....	—	134½	—	135
Northwest Land ..	63½	62½	60½	60
C.P.R. Bonds .....	106	105	106	105

**WHEAT**

Sales continue few since the holiday season, and both holders and buyers seem inactive. Some No. 1 hard Manitoba sold at 95c. No. 2 fall sold at 82c, with red winter worth about 84c. No. 2 spring was bid at 84c.

**FLOUR.**

The highest bid was equal to \$3.50 for superior extra, and \$3.40 for extra, but holders refused to sell at these prices.

**OATS**

Cars on track sold at about 31c, at which price there was a good demand for shipment.

**BARLEY**

Prices steady and well maintained. Sales at 57c for No. 1, 52c for No. 2, 47c for No. 3 extra, 42c for No. 3.

**APPLES.**

One car of fine quality sold at \$2.55 on track. Receipts light and scarce.

**POULTRY**

Quiet at 9 to 10c for turkeys, geese 6 to 7c, chickens 30 to 40c per pair, ducks 50 to 60c per pair.

**BUTTER**

Steady and choice scarce. From 18 to 19c has been readily paid for selections, with choice

store at 15 to 16c. Good medium sold at 13 to 14c for shipment. Rolls 15 to 16c.

**CHEESE.**

From 12½ to 13c for fine. Some inferior offered at 10½.

**EGGS**

Pickled held at 17c, and fresh at 20c.

**PORK**

Steady at \$14.50 in small lots.

**BACON**

On car long clear sold at 7½c, with tons and cases held at 9c. Cumberland 7½c; rolls 8½ to 9c; bellies 10 to 10½c.

**LARD**

Car lot large pails sold at 9½c, with small lots held at 9½ to 9¾c.

**HAMS**

Steady at 10½ to 11c, according to quantity taken.

**DRESSED HOGS**

Car lots sold at \$5.90, but generally held at \$6 without takers.

**DRIED APPLES**

Have continued in good demand at steady but usually unchanged prices. Trade lots have been readily taken at prices equal to 3¼ to 4c in Toronto, and dealers have been selling them at 4¼ to 4½c. Evaporated have been rather firmer, trade-lots having brought equal to 10 to 10½c, and dealers having been selling at 10½ to 11c for small lots.

**HIDES.**

Green have declined a quarter cent, inspected standing at 7½c for No. 1; at 6½c for No. 2, and 5½c for No. 3 at close, with some parties expecting a further decline; cured also easier, and have sold in cars at 8½c.

**DULUTH WHEAT MARKET**

On Monday wheat opened fairly steady. The range of prices was from 85½c to 86½, with the close at the top. Tuesday was weak and prices got down ½c at one time, closing a fraction better. On Wednesday prices were very steady. Receipts were 57,252 bushels, or about double those of the previous day. Trading was very light. On Thursday there was a good local demand, and considerable outside buying, with prices held well up. The range in prices was from 85½c to 86½c. On Friday the market was again quieter and more unsettled. May opened at 86½c, advanced to 86¾c, declined to 86c, and closed at bottom. A report from Minneapolis said that 100,000 bushels had been worked for direct export, which is a new feature in the wheat trade of that place. Closing prices on each day of the week, for No. 1 hard, were as follows:

	Cash	Jan.	May
Monday .....	—	—	86½
Tuesday .....	79	—	85½
Wednesday .....	78½	—	86
Thursday .....	80½	—	86½
Friday .....	80	—	86
Saturday .....	—	—	86½

The railway station and round house at Rapid City has been completed.

THOMPSON BROS., stationers, Portage la Prairie, who lately had their stock damaged by fire, have sold out to A. Raymer. Thompson Bros. are established in the same line at Calgary and Vancouver, B.C.

— MCKELVIE has purchased the grocery and boot and shoe stock of Geo. Craig & Co., general storekeeper, Brandon, and will continue these lines at the same place. The dry goods portion of the stock will be taken to Portage la Prairie.

**Business East.****ONTARIO.**

John Lawson, grocer, Forest, has assigned.  
Thomas Knox, baker, St. Thomas, has sold out.

Donald McQuarrie, grist mill, Burlington, is dead.

Mrs. John Paul, hotelkeeper, Meaford, is dead.

J. O'Shea, grocer, Peterboro, was sold out for rent.

Bryce Bros., planing mill, Toronto, have dissolved.

E. Hayne, grocer, Belleville; stock seized for rent.

Mrs. M. H. Matthias, grocer, Toronto, has sold out.

W. O. Whiting, fancy goods, Toronto, has sold out.

J. H. Mann, grocer, etc., St. Thomas, has sold out.

John W. Taylor, barber, Chatham, assigned in trust.

J. C. Howie & Co., millinery, Sarnia, have assigned.

J. Merril, hotelkeeper, Port Arthur, was burned out.

W. G. Lindsay, dealer in shoes, Kingston, has assigned.

J. C. Mahony, boots and shoes, Hamilton, has sold out.

Selby & Co., wholesale stationery, Toronto, have dissolved.

W. J. Lindsay, shoe dealer, Kingston, has assigned in trust.

Brock F. Morley, boots and shoes, Thorold; bailiff in possession.

J. H. Holliwel, dealer in books, Bracebridge; sheriff in possession.

Mrs. E. Knapp, grocer, Markdale, has sold out to W. L. Davis.

Wicks & Son, jewelers, Toronto, have called meeting of creditors.

Jas. Haliburton, builder, Toronto, has held a meeting of creditors.

McNulty & Hunt, hotelkeepers, Belleville, are trying to sell out.

W. H. Maxwell, hotelkeeper, Angus, has sold out to Wm. Donnelly.

Jas. H. Lea, confectionery, London, has called a meeting of creditors.

Heartwell & Smith, wagon dealers, Brigden, have sold out to J. E. Lemon.

Thos. B. Farley, tea peddler and grocer, Alvinston, has moved to Brigden.

McEachern Bros., general store, Nipissing, have sold out to Simms & Rickers.

Wm. Templeton, grocer, Belleville, has sold out and is going to British Columbia.

Howson & Starr, general storekeepers, Norwood, have sold out to P. W. Reynolds.

McLeod, Thompson & Co., general store, Allison, have dissolved; style now Thompson & Co.

Gillespie & Powis, commission and insurance agents, Hamilton, have dissolved; each continues on his own account.

David Morton, soap works, Hamilton, has admitted his sons John, Robert and David, Jr., under style David Morton & Sons,

**QUEBEC.**

Leandro Lanouette, grocer, Quebec, is dead.  
E. Gamacho, shoes, Montreal, was burned out.

Edouard Senecal, dry goods, Montreal, has assigned.

Millot & Provost, plumbers, Montreal, have dissolved.

H. J. Dean & Co., frames, etc., Montreal, are closing up.

L. T. Dorais, dealer in hay, St. Gregoire, have assigned.

Chartrand & Themens, coal dealers, Montreal, have dissolved.

W. W. Morrow & Co., general store, Robinson, have assigned.

Darling & Brady, soap manufacturers, Montreal, have dissolved.

H. Shorey & Co., wholesale clothing, Montreal, have dissolved.

Colquhoun, Drummond & Co., machinery oils, Montreal, have dissolved.

McGibbon, Calman & Co., manufacturers of ginger ale, etc., Montreal, have assigned.

Marcuse & Cunningham, wholesale fancy goods, mouldings, etc., Montreal, have dissolved.

Thomas May & Co., wholesale millinery, Montreal, have dissolved; business continued by F. A. and F. W. May under same style.

John Maclean & Co., wholesale millinery, Montreal, have dissolved; business continued by John Maclean, Alex. Stewart and Jas. H. Smith under same style.

**NOVA SCOTIA.**

Wm. Phelan, baker, Halifax, is dead.

W. T. Woodill, victualler, Halifax, is dead.

M. C. W. Fitchett, flour, etc., Amherst, is dead.

Wesley H. Carey, ———, Kingston, has assigned.

David King & Co., plumbers, Halifax, have dissolved.

W. & A. Naufts, fish, etc., Halifax, have held a meeting of creditors.

Theakston & Angwin, hardware dealers, Halifax, have admitted Albert Cook; style now Theakston, Angwin & Co.

**NEW BRUNSWICK.**

S. K. F. James, coal dealer, St. John, has assigned.

Wm. J. Magee, coal dealer, Portland, has assigned.

John Read & Sons, woolen mill, Port Elgin, has assigned.

John B. Grieves, hotelkeeper, Fredericton, was burned out.

**British Columbia.**

Very few Chinese are coming into the province.

Bewicke & Wulffsohn have opened a banking and shipping office at Vancouver.

C. Symons, of Oregon, will open a merchant tailoring establishment at Vancouver.

Sir George Stephen has commenced the erection of a brick block at Vancouver.

By-laws for the establishment of a public market and a public library, have been negotiated by the people of Victoria at the polls,

John W. James, junior partner in the firm of Preece & James, of the Red Lion brewery, Nanaimo River Bridge, has left for parts unknown with about \$600 of the funds of the firm.

The Kamloops *Inland Sentinel* has lately published a very creditable double number, giving a detailed and interesting sketch of the resources and development of central British Columbia.

Gold exported from the province during 1886 was as follows: Garescho, Green & Co., \$330,127.15; Bank of British Columbia, \$374,398.18; Bank of British North America, \$48,518. Total, \$753,043.33.

The customs collections at the port of Victoria for the year ending Dec. 31st were \$809,346.60. The amount of inland revenue collections made during the six months ending Dec. 31st were \$48,903.74.

John Wulffsohn, of the firm of Berwicke & Wulffsohn, of Hamburg, Germany, and Rio de Janeiro, Brazil, with branches and agencies all over Europe, is in Vancouver making arrangements for the establishment of a bank.

The province of British Columbia exported during the year 1886 goods to the value of £778,935, to the United States \$2,062,966; to South America \$50,034; Sandwich Islands \$20,400; Australia \$225,398; South Africa \$10,379; Japan \$18,253; China \$5,841. Making a total of \$3,172,291.

The Vancouver *News* sums up the expenditure in improvements at that place during 1886 as follows:—Cost of buildings erected and under construction, \$3,543,991; C. P. Railway expenditure in grading, wharfage, etc.; \$235,000; corporation improvements, \$90,000; real estate transfers, \$390,000; revenue of city, \$85,000.

The lumber trade of Vancouver is summed up as follows: The Hastings saw mill exported lumber as follows during the past year:—Rough lumber, total, 7,044,411 feet; tongued and grooved, total, 638,985 feet; pickets, total, 3,210 bds, 72,225 feet; grand total, 7,755,621 feet; total laths, 3,188 bundles. The annual cut of this mill is 15,000,000 feet. Employment is given to 150 men about the mill and in the logging camps, in addition to which there are the longshore men who are engaged in the loading of vessels. The principal markets are Australia, China and south-southwest coast of America, with an occasional cargo for Montevideo and the Cape of Good Hope. This mill has a valuable foreshore frontage in the City of Vancouver. The main line of the C. P. R. passes through its yard. The Royal City planing mills operate one steam saw mill, 56x300, daily capacity, 45,000 feet, or 80,000 feet day and night. One sash and door factory 40x120, and one shingle mill, 35,000 daily capacity. The Moodyville mill exported 12,567,585 feet during the year.

"Is any one waiting on you?" inquired the polite salesman of a Westville maiden. "Well I can't hardly tell," she blushing replied. "Sometimes I think there is, and then again I ain't certain, but Will's so sort of funny, you know," and then she blushed again and asked to look at some lace collars.

# COFFEE! COFFEE! COFFEE!

## To the Grocery and General Store Trade:

If you want to furnish your customers with the very best goods obtainable, order and insist on having Coffees roasted and packed by

## CHASE & SANBORN, Montreal, P.Q.

Our Coffees are handled and recommended in Winnipeg by the following representative wholesale grocers:

**Turner, Mackeand & Co.,**      **Thompson, Codville & Co.,**  
**Lyon, Mackenzie & Powis.**      **Sutherland & Campbell.**

Agent for Manitoba and Northwest Territories:

**JOHN B. MATHER, 42 McDermott Street, Winnipeg.**

Respectfully yours, CHASE & SANBORN.

**Boston. Montreal. Chicago.**

### Dynamite and How it is Made.

Few people know what dynamite is though the word is in common use. It is a giant gunpowder, that is, an explosive material varying in strength and safety of handling according to the percentage of nitro-glycerine it contains. Nitro-glycerine, whence it derives its strength, is composed of ordinary glycerine and nitric acid compounded together in certain proportions at certain temperature. Nitro-glycerine, though not the strongest explosive known, being exceeded in power by nitrogen and other products of chemistry, is thus far the most terrible explosive manufactured to any extent. Nitro-glycerine, by itself is not safe to handle, hence dynamite is preferred. It is extensively made and consumed in the United States under the various names of giant, Hercules, Jupiter and Atlas powders, all of which contain anywhere from 30 to 80 per cent. of nitro-glycerine, the residue of the compound being made up of rotten stone, non-explosive earth, sawdust, charcoal, plaster of Paris, black powder, or some other substance that takes up the glycerine and makes a porous, spongy mass. Nitro-glycerine was discovered by Salvero, an Italian chemist, in 1845. Dynamite is prepared by simply kneading with the naked hands 25 per cent. of infusorial earth and 75 per cent. of nitro-glycerine until the mixture assumes a putty condition, not unlike moist brown sugar. Before mixing the infusorial earth is calcined in a furnace in order to burn out all organic matter, and it is also sifted to free it of large grains. While still moist it is squeezed into cartridges, which are prepared of parchment paper, and

the firing is done by fulminate of silver in copper capsules provided with patent exploders. Nitro-glycerine made of nitric acid one and sulphuric acid two parts, to which is added ordinary glycerine, and the mixture is well washed with pure water. The infusion is composed of small microscopic silicious shells which have lost their living creatures. The cellular parts receive the nitro-glycerine and hold it by capillary attraction, both inside and out. The earth is very light. Water is expelled from it by means of a furnace, and then, in form of a powder, it is mixed with nitro-glycerine. Nitro-glycerine has a sweet, aromatic pungent taste and the peculiar property of causing a violent headache when placed in a small quantity on the tongue or wrist. It freezes at 40° Fahrenheit, becoming a white, half-crystallized mass, which must be melted by the application of water at a temperature about 100° Fahrenheit.

—*Journal of Commerce.*

"You say the coat is four dollars?"

"Four tollar, mine frien."

"And you warrant it all wool?"

"All wool except de puttons and putton-holes."

"How the dickens can you afford to sell a wool coat for four dollars?"

"Mine frien, I don't vonder you vas surprised. Vy de vool in dot coat vas vorth more as four tollar, so hellup me Moses."

"Then you must lose money on it?"

"Py shimminy gracious! you make me tired. But, mine dear frien, I told you von lectle segret, and don't gif it away. De fiececs on de backs of dose sheeps vot grow dot wool vas misfits, and haf to be sold at great reductions."

SAMUEL HOOPER, DEALER IN MONUMENTS, HEAD STONES, MARBLE PIECES, GRATES, etc. Special designs furnished on application. Cor. Bannatyne and Albert Sts. Winnipeg.

ECCENE. WATER WHITE. SUNLIGHT  
**STANDARD OIL COMPANY,**  
 (CLEVELAND, OHIO).  
 Manitoba & Northwest Department, Winnipeg.  
**ILLUMINATING OILS LUBRICATING**  
 GASOLINE, AXLE GREASE, CANDLES and all  
 PRODUCTS OF AMERICAN PETROLEUM.  
 Our stock here embraces all the Manufactures of the  
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 CYLINDER. ENGINE. MACHINERY

### LUMBER !!

Wholesale to Dealers West of Here

RETAIL AT OUR YARDS:

WINNIPEG & SELKIRK.

We are cutting Pine and Spruce and can fill orders on short notice.

**DAVIS & CO., 818 Main St. Winnipeg.**

D. McCALL & CO., Wholesale Millinery Toronto.

CHARLES WORTH & CO., Boots and Shoes, Toronto.

FISHER & FISHER, Gents' Furnishings, Toronto.

JOSEPH HORSFALL, Wholesale Clothing, Montreal.

A full line of samples of above lines may be seen at

**9 McDERMOTT STREET WEST**

**PEDDIE & CO.,**

Agents, Jobbers and Commission Merchants



**Personal.**

Mr. Samuel Spink, grain and produce dealer, Winnipeg, returned from Port Arthur on Friday.

The promoters of the French Canadian Board of Trade at Montreal, says that upwards of two hundred names have already been enrolled including all the French Banks and that by the time the bill for incorporation has been presented to the Local Legislature that the membership will be increased to over 1000. The idea is to work in harmony with the English board, that is, as soon as any resolution is passed it will be referred to the English board, for confirmation and a similar courtesy will be expected.

SUCH a long time has elapsed since a failure of any consequence has occurred in Winnipeg, that the announcement of the assignment of Brown & Coblenz, merchant tailors, caused considerable talk. The firm obtained an extension of time some months ago, without compromise, and have since that time been working under difficulties, so that the announcement of the assignment in trust to R. J. Whitla was not unexpected to those in the trade. The firm were not able to comply with the terms of the extension, hence the assignment. The liabilities will foot well up to \$14,000, fully one half of which is due to Winnipeg dealers. The estate will in all probability be disposed of to new parties, but by what mode has not yet been decided upon. It is expected to realize about 50c in the dollar.

**Saturday Half Holiday.**

It is the opinion of the *Dry Goods Chronicle* that the movement in favor of a Saturday half holiday grows in strength and importance in the States. Its friends are steadily increasing among those in trade as well as the public. The clergy are outspoken in its favor and have referred to it in sermons and at public meetings in its interest. The leading retail dry goods firms of the city are not opposed to the movement, and all that is required is concerted action to put it in force. Other trades would fall into line if the dry goods set the example. In other cities there is agitation on the subject caused by the movement in New York. The dry goods trade can initiate the half holiday better than any other leading business, and in doing so will stimulate tradesmen of all kinds to adopt the policy. It is one feature of the labor movement which has common grounds for agreement. In the end, it will prove a mutual benefit to employers and employed.

IF YOU INTEND TO VISIT ONTARIO, QUEBEC, UNITED STATES OR EUROPE, BE SURE TO CALL AT THE OFFICE OF THE

**St. Paul, Minneapolis and Manitoba Railway**

363 Main Street, - Winnipeg.

Before purchasing your Tickets, and see if you cannot get a better rate and greater choice of routes.

The only place where THROUGH SLEEPING CARS can be secured.

Go through St. Paul, Chicago and other fine American cities when you make your trip east.

QUICKEST TIME,  
LOWEST RATES,  
BEST ACCOMMODATION.

Maps, Folders, Time Cards, Rates, Sailing Dates and all information cheerfully supplied on application, either personally or by letter, to St. Paul, Minneapolis and Manitoba R. R., City Ticket Office, 363 Main Street, Winnipeg.

G. H. McMICKEN, Agent.

ALL ABOARD FOR ONTARIO AND THE EAST



Purchase your Tickets via the Famous

**Albert Lea Route**

It has become deservedly the Popular Line between ST. PAUL, MINNEAPOLIS AND CHICAGO

MOST COMFORTABLE DAY COACHES.

Pullman Palace Sleeping Cars and Palace Dining Cars.

Winnipeg Passengers are landed in Chicago earlier than those travelling via other Routes.

The route is through the famed Corn and Wheat producing district of the west, and the scenery is unsurpassed. Connections made in Union Depots. 150 lbs. of Baggage checked free. Rates always as low as the lowest.

Get through tickets, maps and time tables from Ticket Agents of connecting lines in the Northwest, or write to

J. A. McCONNELL, Trav. Pass. Agt. } Minneapolis, Minn.  
F. BOYD, Gen. Traffic & Pass. Agt. }

THE

**Chicago, Milwaukee & St. Paul R'y**

Is the Fast Mail Short Line from St. Paul and Minneapolis, via Lacrosse and Milwaukee, to Chicago, and all points in the Eastern States and Canada.

It is the only line running Sleeping Cars with luxurious Smoking Rooms, and the Finest Dining Cars in the world, via the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississippi River to Milwaukee and Chicago. It has Four Direct Routes of its own between St. Paul and Chicago, and it runs three Fast Express Trains daily between those points via its Short Line, "The Limited," making the run in 12 hours and 20 minutes.

Look at the map and observe the time tables, and then go to the nearest ticket office and ask for your ticket over the Chicago, Milwaukee & St. Paul Railway, and thus secure the very best accommodations to be had for your money, as this Company runs none but the finest trains, over the most perfect tracks, through the most populous towns and villages, and in the midst of pastoral and picturesque scenery, making Quick Time and Sure Connections in Union Depots. No change of Cars of any class between St. Paul and Chicago.

For through tickets, time tables and full information apply to any coupon ticket agent in the Northwest.

R. MILLER, Gen. Manager, J. F. TUCKER, Asst. Gen. Manager, A. V. H. CARPENTER, Gen. Pass. and Ticket Agent; GEO. H. HERR, FORD, Asst. Gen. Pass. and Ticket Agent, Milwaukee, Wis., W. H. DIXON, Asst. Gen. Pass. Agent, St. Paul, Minn.

CHAS. N. BELL, Commercial Agent, 407 Main St., WINNIPEG, MAN.

THE PEOPLE'S LINE.

**Fargo & Southern Railway**

Now completed between FARGO AND ORTONVILLE.

Is prepared to handle both FREIGHT and PASSENGER TRAFFIC with promptness and safety. Connecting at Ortonville with the Chicago, Milwaukee & St. Paul system the Fargo and Southern thus makes another GREAT TRUNK LINE to all Eastern and Southern States. The People's Line is superb in all its appointments, steel rails, elegant coaches, and its rates are always low and time as quick as other lines. Two Through Passenger Trains daily each way between Fargo and St. Paul without change, connecting at Union Depot, St. Paul, with all eastern and southern lines. When you Go East or Come West try the Fargo and Southern.

Trains leave Fargo for Minneapolis, St. Paul and intermediate stations at 7.50 p.m. and 7.30 a.m. Arrive at Fargo from St. Paul and Minneapolis at 8.00 a.m. and 8.20 p.m.

Tickets for sale at all principal stations for St. Paul, Minneapolis, Chicago and all eastern and southern states. For further information address

A. V. H. CARPENTER, Gen. Passenger Agent.

THE ROYAL ROUTE

**Chicago and Northwestern Railway**

GOING EAST. Regular Express trains leave Minneapolis at 1.00 p.m. and 8.10 p.m.; and St. Paul 1.40 p.m. and 8.50 p.m. arriving in Chicago at 7.00 a.m. and 1.00 p.m.

GOING WEST. Regular Express trains leave Chicago at 2.45 p.m. and 10.35 p.m., arriving at St. Paul at 6.55 a.m. and 2.25 p.m., and Minneapolis at 7.35 a.m. and 3.10 p.m.

"SHORT LINE LIMITED." Leave Minneapolis 7.00 p.m., St. Paul 7.35 p.m., arrive at Chicago 7.55 a.m. Leave Chicago 7.30 p.m., arrive St. Paul 7.55 a.m. and Minneapolis 8.30 a.m. This is the finest train that runs and makes the distance 419 miles between supper and breakfast time.

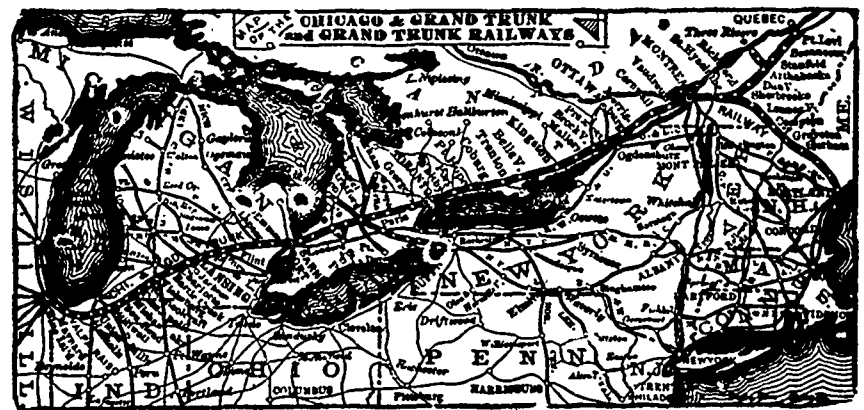
GOING SOUTHWEST. Trains leave St. Paul for Sioux City, Omaha, Kansas City and San Francisco at 6 p.m. and Minneapolis 6.55 p.m. daily.

Passengers over the Royal Route have all the luxuries of Modern Railway travel, Palace Dining Cars, Luxurious Smoking Rooms, Sleepers and Elegant Day and Night Coaches for Passengers who do not ride in Sleeping Cars, with no change of cars for any class of passengers between Minneapolis, St. Paul and Chicago; also No Change of Cars between St. Paul and Council Bluffs, with Through Sleepers to Kansas City. If you wish the best travelling accommodation always buy tickets over the Royal Route.

F. B. CLARKE, T. W. TEASDALE, Gen. Traff. Man., St. Paul. Gen. Pass. Agt., St. Paul.

S. C. STRICKLAND, Gen. Agt., Leland House Bldg., Winnipeg

**NIAGARA FALLS AIR LINE !!**



**The Chicago & Grand Trunk & Grand Trunk Railways**

Form what is popularly known as the

**NIAGARA FALLS AIR LINE FOR ALL POINTS EAST.**

They run two solid train daily from Chicago to Buffalo, crossing Suspension Bridge and passing NIAGARA FALLS IN BROAD DAYLIGHT, with through Pullman Cars to New York without change. SOLID TRAINS BETWEEN CHICAGO AND DETROIT.

PULLMAN CARS WITHOUT CHANGE:—Chicago to Detroit, Bay City, Saginaw, Buffalo, Niagara Falls, New York, Toronto, Montreal and Boston.

GEO. B. REEVE, Traffic Manager.

W. J. SPICER, General Manager.