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No better value in the market. Made at our factory in

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 Contains ALL the cream of the original milk. Full weight and absolute purity guaranteed.
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Fine Ales, Extra Porter and Premium Lager.

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EVERYTHING IN THE SADDLERY LINE.

I have the largest assortment of goods now ready for SPRING TRADE there are West of Chicago. Mexican, Californian and Cheyenne Saddles of my own manufacture on improved principles. Also a large line of English Saddlery at English Invoice Prices.

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Glasgow Lead and Color Works,
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THE “ELEPHANT” BRAND OF WHITE LEAD

Which takes the lead in Scotland, England and Canada, is manufactured under the control of the original proprietors.

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Ready Mixed Paints made up in all the choicest tints. Every package is warranted to please, every shade matched. Order early.

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ELEPHANT Japan Colors in all the newest and richest colors.

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The Commercial

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

Sixth Year of Publication.

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Fine Book and Job Printing Departments.

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

WINNIPEG, SEPTEMBER 24, 1888.

VANCOUVER, B. C., has a semi-annual arbor day.

BRODER has re-opened a bakery at West Lynne.

A DRUG store is about to be opened at Stonewall, Man.

J. R. McINNIS has opened a boot and shoe store at Donald.

J. B. DAVIES, general storekeeper, Norman, has assigned in trust.

W. H. SAULS, hotelkeeper, Deloraine, Man., has resumed business.

E. J. PELKEY, gents' furnishings, Winnipeg, has removed to Glenboro, Man.

CRAWFORD & ROBERTSON, general storekeepers, Indian Head, N.W.T., have assigned in trust.

THOMPSON, CODVILLE & Co., wholesale grocers, Winnipeg, are about to open a branch at Brandon.

M. J. CONBOY, watchmaker, Deloraine, Man., has closed out his business at Deloraine and removed to Brandon.

WILSON & SMYTH, furniture, Brandon, have formed a partnership with Broadfoot & Box, of Seaforth, Ont.

WINNIPEG bakers are selling twenty and twenty-two loaves for \$1 delivered, with flour at \$2.70 per bag and still on the up-turn.

THE Canadian Pacific Railway Company's earnings for the week ending September 14th were \$266,000; for the same week last year, \$244,000. This does not include earnings on the Southeastern and Intercolonial railways.

OOLVIE's representative at Brandon offered 90c. for No. 1 hard Thursday last.

G. A. GRIFFITH, general storekeeper, Aurora, Ont., has removed to Balmoral, Man.

T. H. HESSON, coal and wood dealer, Brandon, has disposed of his coal business.

R. J. OGBURN, hotelkeeper, Calgary, has sold out and re-opened an hotel at Gleichen.

M. MCQUARRIE & Co., grocers and liquor dealers, Rat Portage, have assigned in trust.

J. KELLY has purchased the Waverly House and stables at Rapid City, from John Lincham.

A. L. ASHDOWN, Portage la Prairie, is erecting a two story wareroom next to his hardware store.

SIXTY thousand pounds of binder twine was sold by one firm alone at Portage la Prairie this season.

E. L. DREWRY is erecting the largest geared wind mill in Manitoba, at the Redwood Brewery.

THE reported amalgamation of the *Le Manitoba* and the *Le Courrier* has been denied by E. Trudel, of the former journal.

G. B. WRIGHT, general merchant, Revelstoke, is opening up business at an outlying point named Toad Mountain.

T. A. NEWMAN & Bro., wholesale grocers, Portage la Prairie, are the first exclusively wholesale firm to open up in that town.

THE Assiniboine Roller Mills at Moosomin, has had a spur track built connecting it with the C. P. R. main line, at a cost of one thousand dollars.

MESSRS. SORENSON, HERBING & Co., Vancouver, B. C., have opened a drug hall at that place. They also propose going into the wholesale trade.

TATE & McADOR, butchers, Brandon, have dissolved partnership, McAdor retiring. J. Burchill, of Burchill & Howe takes the place of the retiring partner.

THOS. WHITE and another prominent Michigan lumberman are exploring the timber limits to the north of Calgary. Their visit has also something to do with development.

A STREET railway is about to be operated at Victoria, B. C., a company having been formed with a capital of \$100,000. It is proposed to run motor cars. Western enterprise has at last struck the island.

THE Commercial Bank will open a branch at Portage la Prairie in the Newman block. Mr. John Pitblado will have charge. The move is a good one, and cannot fail to be a profitable one also. The selection of manager shows equally good judgment.

THE town of Selkirk advertises that all persons paying arrears of taxes (with interest at five per cent. per annum) on or before the 15th day of October next, shall be entitled to a reduction of fifty per cent. Payment of arrears of taxes will be accepted in instalments of not less than one year's arrears with interest. Either there is small probability of these taxes being obtainable or it is a precedent that will be waited for by those who now pay up promptly. It is both unjust and unwise to make such a large reduction to delinquent taxpayers.

THE customs house at Winnipeg will in future be ready for business at 9 a.m. instead of 9:30 as formerly. This is a move in the right direction.

C. S. HOARE, manager of the Imperial Bank, Winnipeg, has been prospecting Portage la Prairie for the opening of a branch of the bank. A building has been secured.

THE post office authorities have decided that in future registration of letters the use of the special registration stamp is not essential, any stamp of the value being all that is requisite.

WHITS, of Rapid City, purchased only a portion of Hunter & Boyd's hardware stock of that place. H. G. Cutt'e, of Minnedosa, secured the balance and continues business on the old stand.

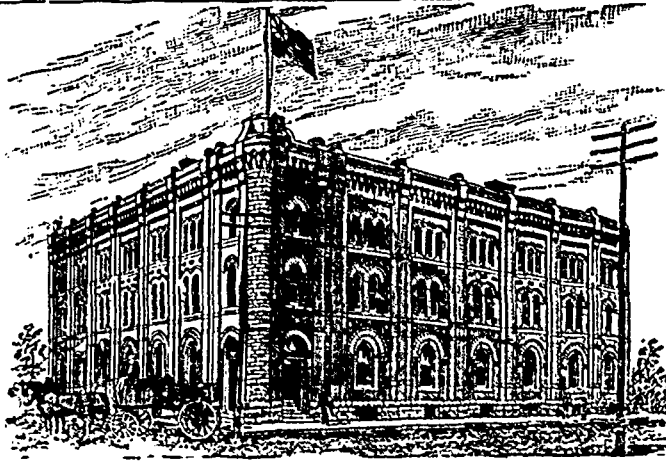
THE hop markets are on the rise throughout the United States centres, and the crop on the Pacific coast has been damaged to a considerable extent. Manitoba wild hops have been used by city bakers and others for several seasons, the quality being good and of excellent flavor. This year's crop has been remarkably prolific, and of a very superior quality. The cultivation of the product would give us another valuable export and would be as much in demand in a few years as our No. 1 hard.

A MEETING of the shareholders of the Manitoba Oil Company, limited, was held recently at which a report was presented showing that very satisfactory progress had been made with the work. The following directors were elected: W. R. Baker, Robert Kerr, J. H. Ashdown, W. R. Allan, John Crerar, E. L. Drewry and H. M. Howell. At a subsequent meeting of the directors the following officers were elected: J. H. Ashdown, president; W. R. Baker, vice-president; W. R. Allan, secretary-treasurer. The company has already spent about \$7,000 in developing its claim. The second boring had reached a depth of 500 feet several days ago.

ON Thursday evening a special meeting of the Winnipeg city council was held, at which the proposed construction of a dam and water power on the Assiniboine river within the city limits was discussed. The point at issue was, whether the council would advise the undertaking of the work by the city or allow it to be undertaken by the parties who propose to do so as a chartered company in the event of the city refusing to go on with it. There was a great difference of opinion among the city fathers, some of whom favored the city's undertaking while others thought the city should have nothing to do with it beyond watching the city's interests, and keeping a sharp look out for that terrible bug-bear monopoly. Others thought that if the city did not undertake the work the council should arrange to secure sufficient power for the electric light and the water works at nominal rates. City Engineer Rutnan gave some very lucid explanations as to the regularity of the water power to be secured, and the value the work would be towards the opening up of Assiniboine and Lake Manitoba navigation, into which lake a canal is proposed to be cut. All present could see clearly the value of the undertaking to the city, but the meeting came to a close without any decision being reached as to what action the city should take in the matter.



V7. Sept 24/88

GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,

DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES
CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

In connection with the sugar trade an international agreement has been reached between Great Britain, Germany, Italy, Austria, the Netherlands, Spain and Russia, by which all bounties on sugar exported from these countries are to cease, while all the countries agreeing have bound themselves to exclude entirely importations of refined sugar, molasses, and glucose from countries not included in the agreement. France has not decided to join in the sacharine alliance, but may within a period of six months, that time being allowed in her case for consideration. This is certainly fighting smoke with fire. The countries while striking at the very worst system of dishonest protection, follow up the effort with a prohibition which, while prohibiting does not protect in itself, unless against the few sugar exporting countries which are included in its prohibitory list. The move is certainly a heavy blow at one very bad system of protection, and yet it appears like the treatment of the homeopathist to work upon the principle of *Smitil similibus curantur*. It remains to be seen how the treatment will affect the disease.

The *Mississippi Valley Lumberman*, in tracing of the lumber combine on the Pacific coast, has the following:—"The combination known as the Pacific Coast Lumber Association better understood as the Pacific Coast Lumber Trust, has, in order to keep up the price of lumber, determined to limit the working time of the mills included in the trust to eight hours a day. The order issued to effect recently, and the mills at Tacoma, Port Blakely, Port Gamble, Port Madison, Port Discovery and Utsalady, are from this date till further orders restricted to eight hours working time no matter what orders they may have on hand or what vessels are laying at their docks waiting for lumber. The members of the association on the Sound claim that this action has been forced upon them by the decreased demand consequent upon the collapse of the southern California boom. This is in addition to their previous action in lowering the price paid for logs and compelling the logger to sell his boom to the mill at which it is first offered, and at the

price and with the scale which the mill owner chooses." Frequently we hear and see severe condemnation of the actions of combinations of workmen as foolish and wicked interference with the natural drift of trade. Seemingly capital can combine for the accomplishment of equally foolish ends, for a more unwarrantable obstruction to the natural flow of trade affairs, than that referred to in the *Lumberman* can scarcely be conceived.

REGARDING an article in our last issue on the adulteration of Manitoba wheat exported to Europe, there has been considerable comment among parties connected with our grain business, and some outsiders are at a loss to understand how purchasers in Europe cannot be protected as much by a grain inspector's certificate as purchasers at home are. If any man of ordinary business judgment will take the trouble of closely examining the grades governing the inspection of Manitoba hard and northern wheats, he will have no difficulty in seeing how grain sent from the east to Europe can be adulterated, and still the letter of the Inspection Act not infringed upon. In all of these grades the Red Fyfe wheat proportion must, according to the act, be grown in Manitoba or the territories of the Northwest, but there is no such provision regarding the admixture of soft varieties allowed in any of them, and it must be borne in mind that the soft wheat grown in this country are not to be classed with those grown in Eastern Canada, as they contain a much larger proportion of gluten, are altogether a better class of grain, and of much greater value for milling purposes. It is a simple process for the eastern exporter to collect all his hard graded wheat together, and by adding an admixture of inferior eastern soft wheat to reduce the whole to the ragged edge of a northern standard. In so doing he still keeps within the letter of the Inspection Act, so long as he supplies over fifty per cent. of Red Fyfe, and maintains the weight per bushel. But he turns out an article greatly inferior to that mixed with soft wheat grown here, can make a shave of several cents a bushel by the mixing process, and ship it out accompanied by

JAMES PYE,

FLOUR MILL BUILDER

CONSULTING ENGINEER, &c.

218 Third Avenue South,
MINNEAPOLIS, - MINN.

A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 8th, 1887.

JAMES PYE, Esq., Minneapolis, Minn., U.S.A.:
Dear Sir, - In handing you our check for \$1,301.24, in full for balance of your contract for building and enlarging our mill, we without solicitation wish to state, that you have done your work in a manner highly satisfactory to this company. The capacity which you guaranteed at 25 barrels we find considerably under the mark, as we are at present making over 300 barrels, and the quality of the flour is all that we could wish for. Some of our largest purchasers frankly tell us, it is equal to any flour made in either Minnesota or this province. The yield also we find very satisfactory. We must also bear testimony to your pleasing and gentlemanly manner, and your willingness at all times to meet our wishes. This has made our business relations pleasant and we can honestly say, that we recommend you to any person, requiring anything in the mill building or mill furnishing line. Wishing you the success that straight dealing merits, we are
Yours very truly,

THE PORTAGE MILLING CO.
Jas MacLenaghan, Managing Director

a certificate of northern grade. It is equally easy to see how this adulteration cannot be done before the wheat leaves the Northwest, for it would then be necessary to import the eastern admixture, and that would spoil all the profit in the operation; so that the whole arrangement is a monopoly in the hands of the eastern man, and it seems like one he will be able to hold on to, so long as Northwestern wheat exports pass through his hands, for it would be impossible to so amend our inspection act that mixing and adulterating could be put an end to. If all this can be accomplished by men who shelter their work under grades certified according to law, what a field for dishonesty there is for the man who does not scruple to carry on his operations without a legalized covering. In all this crookedness it can be seen how the reputation of the Northwest as a grain country can be greatly damaged in the markets of Europe, and it is equally plain that the only cure for the evil is, to secure a route to these European markets without passing our products through Eastern Canada or the United States. In looking for such a route our eyes instinctively turn northward to the Hudson's Bay outlet.

THERE seems to be any number of grain men engaged in "spying out the land" in Manitoba this fall, and the probability is that our wheat, barley, and even oats, will reach markets during the coming winter in which they never before figured. In barley there is without doubt a famine in high grades in the best United States markets, and the samples shown there so far are rarely up to the mark both in plumpness and color. Where the one is found the other is sadly wanting, and many samples are deficient in both. Color and weight can both be secured in the Manitoba crop of this year, and where they are combined the raiser will undoubtedly secure a good price. The inquiry after our wheat is equally keen, and it is gradually forcing itself upon the minds of those interested, that there will be a big shortage in the supply of hard Fyfe wheat before another crop comes to harvest. In Minnesota and Dakota nothing approaching to half an aver-

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crop has been secured, and the 16,000,000 bushels which some statisticians calculated upon two months ago, as the available surplus from this Province and the Northwest Territories, will dwindle down to 10,000,000 or less by the time it is brought to market. Everything points to higher prices, and it is very likely that, as one eastern grain man remarked in this office a few days ago, before the close of the present year the farmer with frosted wheat in his possession, will not look despondingly upon it. It looks as if the damaged crop of Manitoba this year would bring considerably more money into the Province, than the enormous one of last year. Let us hope so.

Western Notes.

Smith & Buntin, wholesale grocers, Brandon, are putting up a new building at the corner of Pacific Avenue and 11th streets to meet the requirements of their business.

B. M. Canniff, druggist, and H. J. Woodside, jeweller, of Portage la Prairie, have removed to more commodious quarters and the former has put in a handsome plate glass front.

Word comes from the Lake Dauphin district that the Manitoba Oil Company has struck another light vein of surface oil at a depth of nearly 500 feet. Speaking of surface oil being found at a depth of 500 feet may seem strange to most people, but it is a term applied by oil men to all oil found above the rock. A vein of salt water was met with before the second vein of oil was reached, and as the presence of salt water is considered as a good indication, those



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WINNIPEG REPRESENTATIVE: JOHN B. MATHER, McDermott Street.

interested in the boring operations are very jubilant and feel confident that another hundred feet will bring them to the rock oil. The above named company has sent away for two more experienced oil men. The Riding Mountain company is also still pegging away, but have progressed slowly owing to mishaps to machinery and the difficulty in getting repairs made. Manager Case has now got his machinery in good order and he expects to get oil before winter sets in.—Deloraine Times.

The Customs Nuisance.

The Customs authorities are at their old tricks of doing their utmost to handcuff trade and put our merchants to as much trouble as possible. The elevators have been officially asked by the Customs here to give certificates to the effect that all American grain received at this port is exported. Now it is absurd in the first place to expect the Montreal Elevating Company to certify that the grain they put on board the different vessels from barges is American, and in the second place how are the company to certify to the export of grain that is frequently put into store? For instance, a barge comes down with 20,000 bushels of wheat

of which say 5,000 bushels is put into a vessel of the Allan line, 5,000 bushels into a Dominion line steamer, 5,000 bushels into a Hansa liner, and 5,000 bushels goes into store. Now is it reasonable for the Government to expect that the elevating company or the transportation companies can keep sufficient trace of the 5,000 bushels in store to be able to certify when the quantity is exported, that it is the identical 5,000 bushels put into store out of the barge which contained the 20,000 bushels? None but lunatics, it is said, would demand such an inconsistent thing from the elevating or forwarding companies. It is thought that the present movement will have the effect of causing such delays in complying with ultra bonded regulations as to kill the through traffic in American grain altogether. Another most stupid change has been made by imposing a duty per cent. on the value of packages bringing fruit into Canada. One of the customs officials here has admitted that the expense of collecting this new and foolish impost will amount to more than the whole duty amounts to. What then could be the motive of the authorities at Ottawa except to annoy and harass our merchants as much as possible.—Montreal Trade Bulletin.

The Commercial

WINNIPEG, SEPTEMBER 24, 1888.

ANOTHER YEAR.

With this issue THE COMMERCIAL enters upon its seventh year of publication, and during its six years of existence it has been under the control of the same management, and the contents of its columns dictated by the same will, and whether that dictation has been as generally in the right direction, as its claims upon independence would demand, is a question which must be left to the decision of those who have been its readers during that checkered period.

Retrospective effusions are as a rule not too interesting to journalistic readers, but the publisher feels that he will be pardoned now for a little of such tiresome stuff, which after all may not be altogether uninteresting.

In the fall of 1882 when the first issue of this journal made its appearance Manitoba was passing through an experience not uncommon, if not general, in the history of new countries. The excitement caused by the first general publication of its great natural advantages was beginning to subside; the inflation of the speculative adventures had passed its climax; contraction which resulted in deep depression, was setting in, and gradually the speculative drift wood of a hastily gathered society was dropping out, leaving behind only those who realized that in a new country energy, backed by patience and perseverance, were as necessary to insure success as they are in an old country. Just at that time, as the shades of depression were beginning to deepen around the Northwest THE COMMERCIAL started into the journalistic field, and as might be expected, the first three years of its existence were times of neither great pleasure nor great profit to its publisher. Closely linked, as the journal has been, with the commercial interests of the Northwest it naturally had to suffer with these during the dark days of 1883-4-5, and with them has shared in the better times and brighter hopes, which have since been brought around by the ceaseless turn of fortune's wheel. The publisher, therefore, takes pleasure in tendering his hearty thanks to those patrons who have supported his efforts during these last six years, and especially to those who were his staunch supporters

during the dark days above referred to. To the few whose words and actions he has had occasion to call and question he gives the assurance that in the future as in the past public and not personal aims will dictate his course.

During the past six years the growth and progress of trade in the Northwest may not have been so rapid as some of us connected therewith might wish, but it has been steady however, and without retrograde movement, and has probably been greater than most of us will admit without inquiry, and making a contrast of affairs then and now. In 1882 the Province possessed one overgrown village merging into a small city, and about four small struggling towns and as many villages. Now Winnipeg is a well organized city with a board of trade and a grain exchange on which the aggregate transactions of the year reach millions of dollars. Brandon, Portage la Prairie, Regina, Calgary and several other towns in the Province and adjoining territories have regular working boards, so that trade is now in an organized state from the Red River to the Rocky Mountains. In 1882 the only railway connection between the Province and the eastern world was over one line of road to St. Paul. Now the Canadian Pacific Railway furnishes connection to the Pacific as well as the Atlantic coast, and in a few days the opening of the Red River Valley road will give another connection to the Atlantic and Pacific through the United States. Then the total length of railway lines in the Province and territories did not exceed five hundred miles altogether, and these were in the iron grasp of one monopoly. Now that monopoly is broken, and so far as railway development is concerned the Province holds its destiny in its own grasp. In 1882 the grain exports of the whole Northwest were under 400,000 bushels, and the value of exports of every class outside of furs less than \$500,000. With the close of the shipping season of the crop of 1887, the exports of grain of every class from that crop exceeded 12,000,000 bushels, and the value of exports of every class aggregated nearly \$9,000,000. Surely these facts and figures show progress that should be satisfactory to anyone who will give the matter calm consideration.

Those who will see the progress of the coming six years will witness some great changes. The Northwest has only entered upon its period of genuine progress,

and the development of many undertakings formerly looked upon as madness, will be accomplished during a comparatively few years of our near future. Railways and waterways undreamt of ten years ago will be existing facts, and northern seas which were once an ice-bound region of terrors to the mariner, will be ocean highways between this great new land and the thickly populated lands of the Old World.

That these strides of progress will be wide and rapid is the earnest wish of the publisher of THE COMMERCIAL, and that the journal shall aid in the good work is his fixed determination.

WESTERN EXPORTS.

Manitobans are apt to sum up all the gains of an abolished railway monopoly in the advantages it may confer in connection with exports to the east, forgetting that the province will or may be greatly benefitted by a competing line to the Pacific coast. We are so much accustomed to look upon this country as a grain producing and exporting one, that we are apt to overlook its capabilities in the export of other products, for many of which the western field is by far the best as an export market.

It requires a little closer investigation than is usually given by the average trade statistician, to discover the progress that has been made in Manitoba during the last five years, in the production of butter, cheese, eggs, and other articles, that are numbered among the regular products of our farmers; and it may seem strange to many, that the exports of such goods aggregated during the year ending August 31st 1888 in value nearly one fourth of that of our wheat exports, and the outlook indicates, that the increase in the future will at least be proportionate with that of wheat. When we take into consideration the great increase made in our wheat exports last year, compared with former ones, the value of these other exports loom up into even greater proportions.

Now it must also be taken into consideration that, in business of exporting to the Pacific coast, our people here labored under great disadvantages, and had very unjust discriminations made against them. In all these articles mentioned, and in many others the freight rates from Winnipeg and other Manitoba points to points on the Pacific coast by the C.P.R. were as high as from Montreal to the

same points, although the distance from our towns is only about half. Such were the open published rates, and experience has taught us, that to eastern shippers and to Montrealers in particular, the C. P. R. management were not stingy in shading regular rates. Now that we will have the Northern Pacific over which we can ship to the coast, we are likely to have a little more just treatment even from the C. P. R. management, and we will be in a position to force it from them.

Every little off the load enables the old horse to travel faster, and the power of taking from, if not altogether abolishing discrimination in freight rates, should give quite an impetus to our western export business. It should be kept in mind that in the British Columbia market, our butter, eggs, cheese and such products have practically no local source of competition, and we are from twelve to fifteen hundred miles nearer to that market than any other part of Canada, when these commodities are produced sufficiently to admit of exporting. In fact if we look at the matter rightly the western market is the only outside one we should cater for, as in all eastern ones, we have to meet the producer on his own ground, where undoubtedly he has a great advantage in competition with outsiders.

But it must not be concluded that the British Columbia market is the only one open to western exports. The millers of California have had a monopoly of the China and Japan markets for flour, and there they have been able to sell at paying figures, just what is more or less of a load to millers in the present day, namely, their low grades of flour. There is nothing to hinder our millers to compete for this trade, and competing railways to the Pacific coast will no doubt enable them better to start into the work.

There is really no limit to the field for Manitoba exports, which cheaper and better transport facilities to the Pacific will bring. There we can find a field not only for our dairy products but for our cured meats, our mill products, our root crops and even our oats and other rough grain. Only for our unground wheat is there no market on the Pacific, and we should take into consideration the fact that we can do a big "give and take" business there, for in lumber and other products of that Pacific country Manitoba and the Northwest Territories require hundreds of thousands of dollars worth every year.

It is to be hoped that the management

of the Northern Pacific railway will give due consideration to this fact of the Pacific coast as an export field for Manitoba, and aid liberally in their rates in developing the same. Such a policy will lay the foundation of a heavy carrying trade for their own road, and touch a very tender point in the feelings of Manitoba people, who have heretofore been hampered by all that lay in the power of the C.P.R. management in the development of this traffic.

THE H. B. R. GUARANTEE.

The correspondence between the Provincial Railway Commissioner and Messrs. Ross and Onderdonk upon this question were published in the local daily papers Thursday, but unfortunately we are unable to publish the same in full. It would take more space than can be spared in these columns, to give in detail the propositions of the representations of the company, and the reply of the Government, and as they have been already well published and generally read we have not done so. The decision of the Government is simply, that they will guarantee bonds to the extent of \$2,500,000 for 25 years at $4\frac{1}{2}$ per cent., to secure the completion of the road from Winnipeg to the Hudson's Bay; instead of \$4,500,000 at the same rate and for the same time, as provided in the amended act of 1887. They also intimate very clearly, that no guarantee will be made in lieu of any partial construction, or to express it in the terms of the once popular doggerel, they must have "the whole hog or none."

In dealing with this matter of the Hudson's Bay Railway guarantee, the Government's reply to Messrs. Ross and Onderdonk, contains some very plain statements regarding the bad faith of the company in the past, asserting that no promise from it has ever been fulfilled, and inferring that present statements and assertions from a similar source are not entitled to much credence. It is not upon these doubts, however, that their refusal to enforce the act of last year is based. Their reply states that when this \$1,500,000 guarantee was given, the province expected therefor, not only the construction of a road to the Hudson's Bay, but also a breaking of the C. P. R. monopoly then in existence. The breaking up of this monopoly has been accomplished by the entrance of the Northern Pacific Railway, for which the province has incurred an annual possible obligation of over \$80,000, and from the Government's decision we are to infer, that this portion of the advantages, which the Hudson's Bay Railway would then have brought to the province, they, the Government, consider worth to the province \$2,000,000 out of \$4,500,000 specified as the total guarantee of last year, and they therefore reduce their offer of guarantee to that extent.

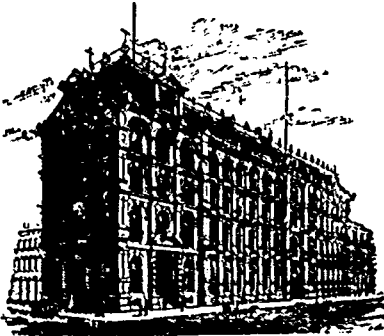
The most enthusiastic supporter of the Hudson's Bay railway project must admit,

that the government argument in favor of their present stand is strong. Their incredulity about present statements and promises of the company is quite justifiable, for as they state, the company has never fulfilled a promise made, unless it be the building of the forty miles, now in existence, in the fall of 1886, and there is no scope for boasting in connection with this piece of work, for it can be said in truth, that men have reached the inside of a prison for actions more honorable than some connected with that same piece of unfinished road.

Then upon the point of no guarantee of any kind, unless for the absolute completion of the road within a stated time, the government take the right stand, and need have no fear but they will be supported by the people of the province in the same.

Regarding the argument of a broken railway monopoly and the estimate they place upon it to the province, they are right in principle if a purely provincial view is taken, and as to amount they are possibly not far astray. But the view changes when looked at from a company's standpoint. The act of 1887 provides a guarantee in proportion to the work of construction accomplished by the company, and not in proportion to the relief from railway monopoly which the company would secure to the province. The abolition of railway monopoly has been brought about by a combination of changing circumstances, political and otherwise, which can have no bearing upon the guarantee offered by the act of 1887, in so far as the inducements to the company are concerned. It is when this view is taken, that the actions of the province in placing upon the statutes a guarantee of \$4,500,000, and now reducing it by \$2,000,000, savors strongly of repudiation, and the savor cannot but work injury to Manitoba securities in the future.

We make the forgoing admissions as to the stand taken by the Government because their statements entitle them to such, and still more readily because we believe, they are both earnest and honest in their desire for the construction of a Hudson's Bay railway. We are afraid however, that in dealing with the company and according the consideration it deserves at their hands, they have to some extent lost sight of the pressing necessity for the forwarding of the project. If they have not they can have but one genuine argument for their present action, and that is the inability to assume the financial obligations the full guarantee calls for. By basing their action upon this alone, they have at least a consistent policy of financial caution. We are not prepared however, to say that it is one showing either wisdom or enterprise, for we still adhere to our belief stated in a former issue, that in the manner of the guarantee the province may be saved from at least a portion of the interest payments on the whole guarantee, and still make it cover all asked for in the act of 1887.

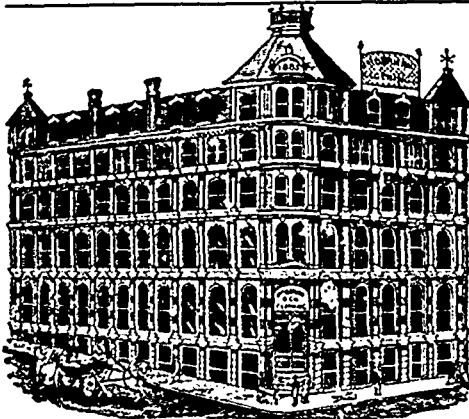


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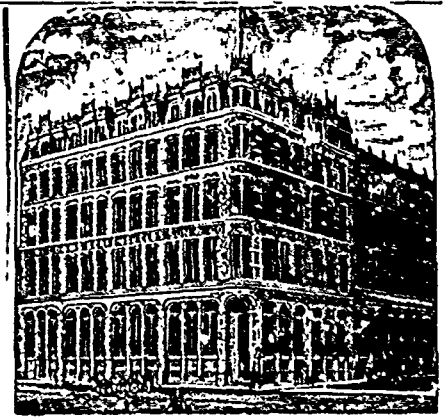
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WINNIPEG MARKET.

During the past week there has been a decidedly tight feeling in trade circles, so far as the circulation of money is concerned, and with paper falling due at the banks there was quite a little renewing and part renewing done, but the aggregate of new mercantile paper coming to discount was light. Manitoba men are keeping their discount lines down to the lowest ebb, and as there is but little outside movement of grain at outside points, the circulation of money is very limited. In all these particulars there is probably a lull before a blast, as the movement of grain must soon send large amounts into circulation, and with the opening of October a large share of the fall mercantile transactions will go into paper and to discount. A period of great activity at the banks is near at hand. The discount rates still swing between 7 and 8 per cent. the former being for the best trade paper only. In real estate mortgage loans business is yet at a standstill, and until grain marketing is more general, no improvement can be looked for. The interest rates are 8 per cent on farm loans, and 7 to 7½ on first class city ones, but the figures are purely nominal at present.

WINNIPEG WHOLESALE TRADE.

There has been but little if any change since our last report in the state of the wholesale trade of the city, and there certainly has been no return of activity worthy of notice. In season line branches the work of shipping out fall orders taken during the summer is still progressing, and there will doubtless be another week of busy work at this. The full extent of orders cancelled can now be known, and these aggregate little compared with the calculations of three weeks ago. In staple every day branches buyers seem still to provide only for immediate wants, and even rising prices in some lines fails to bring out any purchases ahead. As yet there is no demand for fall and winter sorts, as retailers in the country have at the best only received their fall stocks, and many not all of these, and the weather has not been cold enough to make any calls for sorts for immediate wants. From nearly every branch collections are reported at their very slowest, but probably close to improvement.

DRY GOODS.

The only stir in these branches is due to the sending out of fall goods, which is still progressing. Wholesalers speak in terms of satisfaction about the output of the season, but as yet report no supplementary orders, or at least very few, but these are not expected until a snap of cold weather comes. The report on collections is not a flattering one.

DRUGS.

Business in this line moves along in its usual steady way, with no new feature to mark it. Prices are unchanged as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.25 to \$2.75; iodide of potassium, \$4.25 to \$4.75; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; 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,

\$2.50 to \$3; chlorate of potash, 25 to 30c; alum, \$4 to \$5; coppers, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5.25; American blue vitrol, 7½ to 8½c.

FRUITS—DRIED, AND NUTS.

No change reported in these goods. Prices are as follows: California evaporated peaches, 20 to 35c; do. plums, 20c; do. raspberries, 38c; do. pitted cherries, 25c; do. blackberries, 16c; do. apricots, 23c. Other prices are: Dates, golden, 8c per lb, in 50 lb boxes; Valencia raisins, \$3.30 to \$2.50 per box. Morand's Valcacias, \$2.40 to \$2.50 per box. Malages, London layers, \$3.50; Elemen figs, in different sized boxes, 15c per lb; Walnuts, 18c per lb; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb; cocoanuts, \$1.20 per dozen.

FRUITS—GREEN, VEGETABLES, ETC.

Business is still lively in this branch. The changes in prices since our last are trifling. Apples are a shade easier, and lemons a little higher. Quotations are: Lemons, \$8 a box; apples, \$3.25 to \$4, the latter only for very choice lots. A few barrels of pears are still to be had at \$8 to \$8.50; California peaches \$2. Fresh consignments of California grapes are daily looked for. Concord grapes in baskets are worth 10c a pound, and Delawares 12c; Tomatoes are now plentiful at \$2.75 a bushel basket. Other goods are quoted as follows: Crabapples, \$6.00; Southern onions, \$9.00 per barrel or \$5.50 per 100 pounds. Maple syrup, ½ gal. tins, \$7.75 dozen, quart tins, \$4.50 dozen; Maple sugar, 13c pound, small cakes; cider, rectified, per bbl 32 gallons, \$13.00; in ½ barrels, \$6.50.

GROCERIES.

Business has been steady but rather quiet during the week. Sugars are still moving upwards, and in eastern and European markets coffees and teas are tending upwards. Prices are: Sugars, yellows, 7½ to 8½c; granulated, 9½c; lumps, 9½ to 10c. Coffees—Rios, from 21 to 24c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan 23 to 40c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. Syrups, corn, \$2.40 to \$2.60; sugar cane, \$2.50 to \$2.75; T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brior, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace, 6s, 48c; Brunetto Solace, 12s, 48c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

HARDWARE AND METALS.

In shelf and fancy lines there has been some activity during the week, but heavy lines move slowly, although more freely than they did earlier in the month. Cut nails are a shade easier and so are Canada plates. Prices are: Cut nails, 10d and larger \$3.50; I. C. tin plates, \$5.50 to \$6; I. C. tin plates, double, \$11. to \$12.00; Canada plates, \$3.60 to \$4; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 40 to 45 per cent off list prices; ingot tin, 0 to 35c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 9½; per lb.; tarred felt, \$2.60 to \$2.75 per 100 lbs. barbed wire, 6½ to 7c

LUMBER.

Business still holds out as active as ever, and mills and dealers are rather pressed to fill orders. There is no disposition to cut prices, and quotations stand firm as follows. Dimension—2x4 to 12x12, 12 to 16 ft long, \$15; do 10, 13, and 20 ft long, \$16. Fifty cents per M advance on each foot over the above length up to 24 feet long. One dollar per M advance on each foot over 24 feet long. \$1 per M advance on each inch over 12 inches surface. Surfacing, 50c per M; Surfacing and sizing, \$1.00 per M. Boards—1st, common, rough, \$16.50, dressed, \$17.50; 2nd common rough \$15, dressed, \$16; Culls, rough, \$11, dressed, \$12, 1st common, stock, 12 in, rough, \$19, dressed, \$20; do, 8x10 in, rough, \$18, dressed, \$19; 2nd common, 12 in, rough, \$17, dressed, \$18; do, 8x10 inch, rough, \$16, dressed, \$17. Ten feet long and under, \$1 less per M. Shiplap—10 inch, \$17.50; 8 inch, \$17. 8 and 10 inch flooring and siding at \$1 per M advance. Siding, ceiling and flooring—1st, 6 inch, \$20; 2nd, do, \$25; 3rd, do, \$21; 4th, do, \$18; 1st, 5 inch, \$20; 2nd, do, \$25; 3rd do, \$20, 4th do, \$17; 1st, 4 inch, \$29; 2nd do, \$25; 3rd do, \$19; 4th do, \$16. \$1 per M advance for dressing on both sides. \$1 per M less for lengths 10 feet and under. Bevel Siding—No. 1, 1st siding ½ in x 6 in, \$20; No. 2, do, \$17. Stock—B, \$35; C, \$30; D, \$25. Clear, 1 inch—1st and 2nd, \$32; 3rd, \$28. 1½, 1½, and 2 inch—1st and 2nd, \$40; 3rd, \$35; selects, \$30; shop, \$25. Mouldings—Window Stops, per 100 feet lineal, 75 cts; Parting Strips, do, 50 cts; ¾ round and cove, per 100 feet lineal, 60 cts. Casing—4 inch, O. G., per 100 feet lineal, \$1.50; 5 in, do, \$1.75; 6 in, do, \$2; 8 inch, O. G., base, \$3; 10 in, do, \$3.75. Lath, \$1.75. Shingles—1st quality, \$3; 2nd do, \$2.50; 3rd do, \$1.50; 4th do, \$1. Dealers are requested to order by number. No delivered prices.

HIDES.

Receipts have been on the increase of late, and are now coming in with moderate freedom. Prices are not changed but firm. Quotations are: No. 1, 5c; No. 2, 4c; bulls, 3c; calf, fine haired real veal, 7 to 11 pound skins, No. 1, 5c; No. 2, 4c; sheep pelts, 30c.

LEATHER AND FINDINGS.

Business is rather slow, but a little better than during the early portion of the month. Prices are unchanged, quotations being: Spanish sole, 26 to 30c; slaughter sole, 26 to 30c; French calf, first choice, \$1.25 to \$1.50; Canadian calf, 75c to \$1.00; French kip, \$1 to \$1.10; B Z kip, \$5 to 90c; Bourdon kip, 70c; slaughter kip, 55 to 65c; No. 1, wax upper, 45 to 50c; grain upper, 50c; harness leather, 27 to 31c for plump stock. American oak butts, 50 to 55c; buffe, 17 to 22c a foot; cordovan, 17 to 21c; pebble, 21 to 23c; colored linings, 12c.

PAINTS, OILS AND COLORS.

Prices are as follows: Turpentine, 75c in five-gallon cans, or 70c in barrels; harness oil \$1.00; neatsfoot oil, \$1.25; linseed oil, raw, 68c per gallon; boiled, 70c in barrels or 5c advance in five-gallon lots seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal.

olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 26c; water white, 29c. American oils, Eocene, 31c; water white, 31c; sunlight, 29c. Calcined plaster, \$3.75 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.25. Alabastine, \$8 per case of 20 pkgs.

PAPER AND STATIONERY.

Business has been fairly active in this line so far as sales are concerned, but as in most other branches collections are a little slim, and not likely to improve until the grain movement fairly sets in.

THE MARKETS.

WINNIPEG.

WHEAT.

The movement of the new crop has scarcely commenced as yet, but some fifteen cars have arrived for inspection during the week, and the quality of these so far has been good. This is due to the fact that they were all from districts where harvest was early, and in such damaged grain is almost unknown. When the later districts begin to be heard from, a better idea of the extent of damage will be known. Prices are not yet fixed for all grades, but offers were made of 94c for No. 1 hard on track here, and 93c for the finest quality in street receipts. Before the present week is out quotations for other grades will no doubt be available, but as yet nothing definite in that way has been reached.

FLOUR.

There is a weaker feeling in eastern markets, and a consequent falling off in exports. The local trade has been quiet and rather unsteady. Prices are unchanged and as follows:—Patents, \$2.70; strong bakers, \$2.50; XXXX, \$1.90; superfine, \$1.50.

MILLSTUFFS

The demand is ahead of the supply and prices hold firm. Bran is quoted at \$12; and shorts, at \$15.

BARLEY.

There has not been enough offered anywhere yet to fix reliable quotations. Buyers will pay as high as 50c for extra fine bright lots, but these are scarce. No index to prices of lower grades can yet be had.

OATS.

No new crop lots have as yet been offered, and old are held at 35c, but this price will be badly broken as soon as new lots begin to come in freely.

OATMEAL.

Export business is at a standstill, and the local trade is rather quiet. Quotations are steady at \$2.50 for standard; \$2.65 for granulated, and \$3 for rolled.

CHEESE.

Some factories still hold out for 10c, but one lot go a lot of 200 at 8½c during the week, and it is likely that others will soon have to follow. Wholesale buyers will not go over 9c, and may not buy freely even at that figure.

BUTTER.

The local trade is steady but not active, the demand being confined almost entirely to choice lots, which are not too plentiful. Such lots would be taken for export, but to get a car lot of choice at the present time would be impossible. The very finest lots bring as high as 15c from local buyers, but the number of sales over 15c are few, and some good stock at 16c.

A few small lots slightly off went at 15c, but lower grades down to 12½c were offered and found unsaleable.

EGGS.

Some sales of cases are reported at 15c but the bulk of the business of the week has been done at 16c.

LARD.

Pails of 50 lbs. are now quoted at \$2.75, and are held firm at that figure.

CURED MEATS.

Prices have been going higher since our last report, and in some meats there is considerable of a scarcity. Prices ranged: Dry salt, 13½ to 13¾c; rolls, 15½c; breakfast bacon, 15½ to 16c; hams, 16½c, the latter being for the best Chicago cured.

DRESSED MEATS.

Beef sides and quarters, are unchanged in price. Dressed hogs are very scarce and would bring from 8½ to 9c.

Wage-Workers in Holland.

Two years ago a royal commission was appointed in Holland to inquire into the condition of labor and laborers in that country. The preliminary report of that commission has just been published. It appears from information furnished these officials that, as a rule, adults work thirteen or fourteen hours a day, and that out of 11,156 workmen in the province of Leunburg, which is taken as a typical case, 7,011 were men, 240 married women, 733 unmarried women, 365 girls between sixteen and eighteen, 614 girls between twelve and sixteen, and 2,193 boys under eighteen, 39 per cent. of the total number being minors. A law passed in 1874 prohibits the employment of children under twelve, but the commission reports that it is not very strictly enforced, and, moreover, that children are made to work almost as long as adults. Not does public instruction appear, despite the law passed in 1874, to have made much progress, for in Amsterdam alone 4,606 children did not attend any school at the beginning of last year, while the mean average of persons unable to read or write in Holland is 10 per cent., as against 2 per cent. in Germany. The commission states that the rates of wages may be taken at 4c an hour for men, 3c for women, and 2c for children in the linen trade; while bakers earn 4c, paper makers 5c, sugar refiners 6c, painters and compositors 7c, for certain painters 12c, and engravers 16c per hour. Ordinary workmen receive 6c an hour, which may be accepted as a maximum sum. This is at the rate of 60c a. or \$3.60 a week, assuming that ten hours constitute a day's work, and that work is continuous through the week. The commissioners conclude their report by recommending the government: 1. to provide for the inspection of factories; 2. to execute more strictly the law relating to infant labor; 3. to prohibit women and children working by night or on Sunday; 4. to make periods of rest for both of them compulsory; 5. to prohibit women working for at least a month after their confinement.—Chicago Industrial World.

HOLMES & BELVEA, butchers, Rat Portage, have dissolved partnership. Charles W. Belvea continues the business.

The first arrival of a car lot of new oats in Winnipeg, was on Saturday. It came from

Plum Coulee was consigned to N. Bawlf, grain dealer, and was promptly sold by them to Stephen Nairn, of the Point Douglas oat meal mills. The oats where white, well cleaned but not heavy, the weight being probably from 33 to 34 pounds to the bushel.

CHARLES N. BELL and J. A. Mitchell who were sent to Minneapolis, St. Paul, and Duluth, to inquire into the system of handling grain at these places, and report to the Winnipeg Grain Exchange, returned on Wednesday last to the city, but have as yet made no report to the Exchange. In the course of their inquiries they found that the grain men south of us, and especially those of Duluth, were looking with some expectations to this country as a future source of grain receipts. They found also, that in neither Minneapolis nor Duluth were the systems of grading such as to exclude frosted wheat from any grade under No. 1 hard, and even that grade will not be absolutely free from it this year. The stuff badly frozen is simply classed as rejected or no grade, while 1 northern and 2 northern are more or less mixed with it. The Minnesota and Dakota will have no frosted standards and look upon frosted wheat, simply in the light of imperfect wheat,

long as it is fit for warehousing, just as they look upon bleached or slightly blighted wheat, and in proportion to the damage it is classed downward to no grade. The report of these delegates to the Exchange will be interesting to grain men in this province.

THE Saskatchewan Mining property is now in the hands of a syndicate of Toronto gentlemen who intend to push the mines to their full capacity. H. B. Co. sec. 8, adjoining the Stair mines, has been purchased by the new company. J. Lamb, manager, has arrived and taken charge. Building operations are to be commenced this season and quite a town will appear in the near future. The company have obtained the services of J. Little as superintendent of the mines. Mr. Little arrived from Pennsylvania by way of Toronto on Wednesday and has commenced to get things in order at the Stair Mine, and as soon as that is done a gang of 75 miners will arrive from the east and commence getting out coal. The C.P.R. have agreed to take the first hundred tons of coal. There need be no dearth of fuel in future, as there has been in the past, at points west. For the last two winters Calgary has suffered on this score. About one hundred men will be employed in and about the mines, and about 200 tons a day will be the output.—Medicine Hat Times.

THE new supplementary rules of practice in the Land Titles office came into force on the 15th instant, and among other benefits conferred will be the cheapening of land transfers in Manitoba under the new act or the Torrens title system. Original grantees can secure registration for \$1.00. Other titles can be registered, value over \$3,000 for \$15; over \$2,000 and under \$3,000, \$10; over \$1,500 and under \$2,000, \$7; over \$1,000 and under \$1,500, \$5 over \$500 and under \$1,000, \$3; under \$500, \$2. For the issue of certificates of title the fees are: Under \$500, \$1.00; over \$500 and under \$1,000, \$1.50; over \$1,000 and under \$2,000, \$2; over \$2,000 and under

\$3,000, \$3; over \$3,000, \$4. This new arrangement will to some extent silence the complaints heretofore made against the expense attending transfers under the new act, and make the act more popular than it has been in the past. The Torrens system of land transfer should be encouraged as much as possible in this province, owing to its simplicity of working. While the country is new and the bulk of our land titles are unclouded the introduction of the new system is an easy matter, and therefore every fresh inducement to its general use should be hailed as a genuine reform.

Lumber Cuttings.

The barque Jun Baas has sailed for Melbourne with 509,412 feet of rough lumber and 15,204 bundles of pickets from the Moodyville mill. It is said that the captain of the barque has been fined \$400 for not clearing at customs.

The first vessel of the two chartered by the Royal City Planing Mills is the barque Nanaimo which was built in the black diamond city of that name some six years ago. When loaded she will carry fully 800,000 feet of lumber; and her destination will be Melbourne, Australia.

The owners and managers of the various saw mills of Vancouver who cut for the local trade, have agreed upon a new schedule of prices which has come into effect and contains a considerable advance in the price of the principal sorts of lumber. The following extracts from the list will give an idea of the prices now

asked; Bridge and wharf plank and lumber from \$12 to \$16 per M feet, B. M., according to length. Flooring from \$17.50 to \$27.50, according to the size and quality. Rustic from \$17.50 to \$22.50, according to quality. Boards S. S. \$20 to \$22.50, D. D. \$25 to \$25.50. Laths and shingles \$2. The demand for lumber is very good, all the mills being kept busy supplying it. The number of men employed about the various mills and yards in the city is continually increasing and the business generally assuming immense proportions. *New Advertiser.*

Notes From British-Columbia Fisheries.

The sealing schooner "Triumph," Capt. Dan McLean, secured 2,740 seal skins.

The whale catch in Behring Sea this season amounts to 24½ whales, the poorest take on record. Sixteen vessels were engaged. It is not stated how the half whale was secured.

Capt. Clarke reports very poor weather for sealing, but the return trip was all that could be desired. While in Behring Sea he was accosted by an American cutter, who asked him how the weather suited, and then sailed off.

The salmon run has decreased considerably since last week, the boats bringing in this morning only an average of 25 to the boat; but the sturgeon still continue to run well. About 1,500 pounds of fish were sent to Victoria and Vancouver.

Messrs. Hall & Goepel, of Vancouver, received a despatch from the captain of their

sealing schooner, "Juavita," that they had safely arrived at Neah bay with a catch of 1,030 seal skins. This is a very good catch, as she did not leave until the latter part of June, although she made a short trip previously and captured 400 skins, besides this later catch.

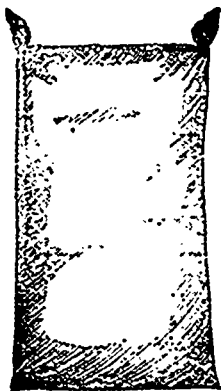
H. Helgeson, who has a fishing station at Rivers Inlet, arrived from that place in the sloop "Eagle." He reports that he made a trip to Queen Charlotte Island in the early part of the season, when he did some trading, and prospecting for black cod. The weather being very boisterous at the time, he was only able to get two days fishing, but during that time he caught between five and six barrels of black cod. He thinks very highly of the fishing, having caught that quantity with only a prospecting apparatus, and he has a strong opinion that with proper appliances, and by fishing in the right season it could be made a profitable business. Mr. Helgeson also visited Virago and Massett sounds, and went many miles up Naden river, where he found the color of gold, and discovered a large quantity of clam and oyster shells several hundred feet above the water level. On his return to Rivers Inlet, some time in June, he put up some six hundred barrels of salmon. —*Ex.*

The Patron Saint of Shoemakers.

Crispinos and Crispianus were two brothers born at Rome, from which place they travelled about A. D. 303 to Soissons, in France, to propagate the gospel, and worked as shoemakers so that they might not be chargeable to any one. The governor of the town ordered them to be beheaded the very year of their arrival, and they were made titular saints of the "gentle craft." St. Crispin's Day is Oct. 25. —*Ex.*

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Manitoba and Northwest Agents:

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EASTERN MARKETS.

CHICAGO

Monday ushered in a change of affairs in the wheat market and in all quarters there was unusual strength and considerable speculation. While European cables were strong at the close of the week, they were easy on Monday. The Northwest was in a measure responsible for the rise in October wheat. Duluth made a big bulge of 6c. Closing prices were:

	Sept.	Oct.	Dec.	May.
Wheat.....	97½	93½	93½	97½
Corn.....	44½	44½	33½	39
Oats.....	—	—	—	—
Pork.....	14.45	13.95	—	—
Lard.....	10.70	10.70	—	—
Short Ribs.....	—	—	—	—

On Tuesday there was a fractional decline in wheat, and the tone throughout the day was bearish. Provisions also suffered to a slight extent. Trading was not particularly active. Closing prices were:

	Sept.	Oct.	Dec.	May.
Wheat.....	94	91½	91½	91½
Corn.....	41½	43½	43½	38½
Oats.....	24½	24½	—	23½
Pork.....	14.45	10.45	—	—
Lard.....	10.82½	10.82½	—	—
Short Ribs.....	8.87½	8.87½	—	—

At the opening of the board on Wednesday, wheat opened weak and lower and though there were a couple of rallies during the morning session, no material advance was made. The afternoon, however, developed some strength in wheat, the closing price of which advanced from yesterday's close a cent and a half. Corn was easy. Pork products suffered a decline. Closing prices were:

	Sept.	Oct.	Dec.	May.
Wheat.....	95½	92½	92½	90½
Corn.....	43½	43½	38½	38½
Oats.....	24½	24½	24½	28½
Pork.....	14.70	14.70	—	—
Lard.....	10.50	10.50	—	—
Short Ribs.....	8.55	8.55	—	—

The wheat market on Thursday sea-sawed considerably but developed a firm tone toward the close, advancing a trifle on the opening. Pork and lard were weak and declined from yesterday ten cents. Closing prices were:

	Sept.	Oct.	Dec.	May.
Wheat.....	95½	92	92½	95½
Corn.....	43½	42½	37½	38½
Oats.....	24	24½	24½	28½
Pork.....	14.57½	14.57½	—	—
Lard.....	10.70	10.70	—	—
Short Ribs.....	8.50	8.75	—	—

On Friday the wheat market opened with the firmness of yesterday well sustained, and shorts becoming anxious to cover caused a gradual rise, which at the close stood 2½ cents over yesterday's. Trading was attended with no excitement and the advance promises to continue. Provisions were dull and depressed and suffered a further decline. Closing prices were as follows:

	Sept.	Oct.	Dec.	May.
Wheat.....	98	93½	93½	90½
Corn.....	42	41½	—	38½
Oats.....	24	24½	24½	28½
Pork.....	14.57½	14.57½	—	—
Lard.....	10.50	10.50	—	—
Short Ribs.....	8.05	8.62	—	—

Closing prices on Saturday were:

	Sept.	Oct.	Dec.	May.
Wheat.....	94½	93½	91½	90½
Corn.....	46½	37½	34½	—
Oats.....	24	24½	25½	—
Pork.....	14.50	14.50	—	—
Lard.....	10.50	10.50	—	—

DULUTH WHEAT MARKET.

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

	Cash.	Sept.	Oct.	May
Monday.....	—	1.02½	1.01½	99½
Tuesday.....	—	1.00½	1.00	97½
Wednesday.....	1.01	1.01	99½	1.02
Thursday.....	—	1.01	1.00½	1.02½
Friday.....	—	1.02½	1.01½	1.03½

Closing prices on Saturday were:—Cash, 1.04; Oct., 1.3; December, 1.01½; May, 1.05½

MONTREAL STOCK MARKET.

The following quotations on Sept. 21 as compared with prices on Sept. 7 will indicate the course of the stock market:

	Sept. 7.		Sept. 21	
	Offered.	Bid.	Offered.	Bid.
Montreal.....	224	223½	212	221
Ontario.....	124½	123	123	122
Toronto.....	211	209½	211	208
Merchants.....	137½	135	136½	135
Dominion.....	—	—	—	—
Commerce.....	118½	118	118	117½
Imperial.....	—	—	—	—
Molson's.....	157½	152½	157	147
Union.....	—	—	93	91
N. W. Land Co.....	61½	61	61	58
C. P. R.....	57	56½	57½	57½

CANADIAN SECURITIES IN ENGLAND.

The Canadian Gazette of Sept. 6, gives the following quotations leading Canadian securities in the London market:

	Price.	Rise.	Fall.
Canada 3½ per cents.....	105	—	—
Ditto 3 per cents.....	93½	—	—
British Columbia 4½ per cents.....	112	—	—
Canadian Pacific shares (N. Y. register).....	58½	—	—
Ditto shares (London register).....	58½	—	—
Ditto first mortgage bonds.....	107½	—	—
Grand Trunk ordinary stock.....	103	—	—
Ditto first preference.....	61½	—	—
Bank of British Columbia.....	34½	—	—
Bank of B. N. A.....	75	—	—
British American Land.....	25½	—	—
Canada Company.....	67½	—	—
Canada North-West Land.....	3½	—	—
Hudson's Bay.....	19	—	—
Land Corporation of Canada.....	3	—	—

India Rubber Horseshoes.

The proposed substitution of india rubber for metal in the manufacture of horseshoes is based upon various supposed advantages, one of these being that the former enables a horse to go easily over all kinds of roads and rough or slippery ground without slipping. The contrivance brought forward for this purpose is such as to obviate in one instance the necessity of using an iron shoe, can be moved momentarily when the horse is not travelling, and can also be used when the horse is shod with an iron shoe. According to this design the shoe consists of an india-rubber bottom piece molded to fit over or round the frog and the hoof, with a ledge or projecting rim rising up the front and around about level where the nails are clamped, the projection having an edging under which a steel band or other appliance can be drawn and nipped tight to retain the rubber shoe. The band is connected by studs, which pass through the heel part of the hoof, this being cut away from the inner side for the purpose, and the stud or studs may work eccentrically to obtain the grip or fixing. If the rubber shoe is used with an iron shoe, the frog portion or pad has a front plate and two side wings partially imbedded in it, the projection taking under the iron shoe to fix the rubber shoe in place. If the rubber shoe is divided or made thin in the center, a swivel or other bar can be contracted from the rear to reduce the width of the pad so that it enters easily, and also expanded so as to fix the rubber shoe in position.—*Mechanical News.*

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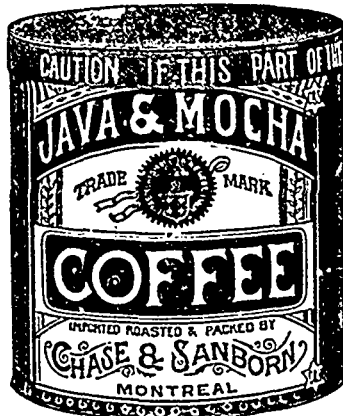
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ANGLO - AMERICAN HOTEL !! GRETNA, - - MAN.

D. PIERSON well known to the commercial trade throughout the west, has lately taken charge of this house and fitted it up with Sample Rooms and every convenience for Commercial Travellers.

WOLSELY HOUSE, WOLSELEY, - - ASSINIBOIA, E. A. BANBURY, PROPRIETOR.

Headquarters for Commercial Men. This house has been recently refitted, with special reference to the convenience and comfort of the commercial trade. Good Sample Rooms. Livery in Connection.

PALMER HOUSE, REGINA, - - ASSINIBOIA, THE LEADING COMMERCIAL HOUSE. Free Sample Rooms for Travellers. Opposite C.P.R. Station. CHAS HARLEY, Prop.

QUEEN'S HOTEL, QU'APPELLE, - - ASSINIBOIA G. S. DAVIDSON, PROP.

Largely patronized by commercial men and possessing special features for the accommodation of this trade. Large Sample Rooms Free.

Cosmopolitan Hotel, MEDICINE HAT, - - - ASSA, Headquarters for commercial travellers and tourists. Good sample Rooms and clean and comfortable sleeping apartments. HUGH DEMPSEY, Proprietor.

HOTEL BRUNSWICK, MINNEDOSA, MAN.

The leading and best appointed hotel on the Manitoba Northwestern Railway. Commercial Travellers seek it for Sundays. Sample room and other conveniences.

J. D. MCKENZIE, Proprietor.

GRAND VIEW HOTEL, BRANDON, MAN.

Directly opposite Passenger Depot. The leading commercial house. Sample Rooms and first class livery

A. F. BOISSEAU, Proprietor

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Permit Orders Promptly Executed

8th Street, - - Brandon

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PLANING MILL

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NEUMEYER AND PARES,

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BRANDON, MANITOBA

Brewers of the Celebrated Export India Pale Ale, Imperial Stout, Noted XX Porter in Casks or Bottles.

FOR SALE! At SINTALUTA, on main line of Canadian Pacific Ry.

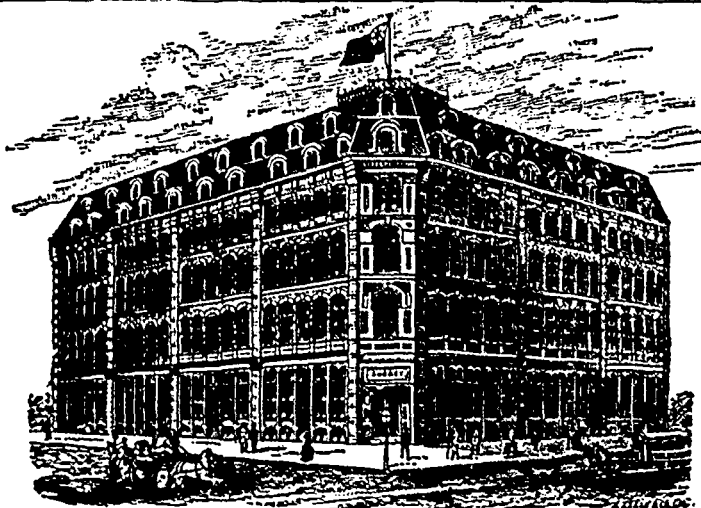
A STORE, STABLE & BLACKSMITH SHOP,

with Post Office attached, at a bargain. References as to business lookout, etc.

R. A. WALKER, MR. TAYLOR,
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For particulars apply to Battiscombe Bros., Sintaluta.

MEN'S, BOY'S and YOUTH'S CLOTHING
CHILDREN'S CLOTHING a specialty.



Our Samples for the Autumn Season 1888,
are now on view at 35 Lombard St., Winnipeg

H. SHOREY and CO., WHOLESALE CLOTHIERS,
1866, 1868 and 1870 Notre Dame and 36, 38, 40 and 42 St. Henry St., MONTREAL.

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PRODUCE AND COMMISSION
MERCHANT,
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MANITOBA PRODUCE a Specialty.
Consignments Received in All Lines.
Correspondence solicited.

Samuel Gray,
Manufacturer of
SASH, DOORS, BLINDS
Mouldings, Stairs, Handrails, Newels
Baulsters, etc.
VICTORIA - B.C.

Having made arrangements with the C.P.R. I am prepared to furnish the trade with the above mentioned articles manufactured from the very best seasoned dry cedar and white pine. All work guaranteed. Correspondence solicited. P.O. Box 59, Victoria, B.C.

PENDRAY & CO
SOAP WORKS,
VICTORIA, B.C.

Turn out British Mottle Soaps, Electric and Ivory Soaps, Pale Yellow and Brown Soaps, Coconut Oil Toilet Soaps, Soda Crystals and Washing Powders, Superior Shaving Soap.

HUMBOLDT STREET, - VICTORIA, B.C.

J. & A. Clearihue,
COMMISSION MERCHANTS
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Dealers in—

Fruits and Produce
all kinds
YATES ST., VICTORIA, B.C.

Representing D. Richards, Manufacturer of Laundry and Toilet Soaps, Woodstock, Ontario; Jas. Hall & Cos. manufacturers and dealers in Gloves, Mitts and Moccasins, Brockville.

THE DRIARD,
VICTORIA, B.C.

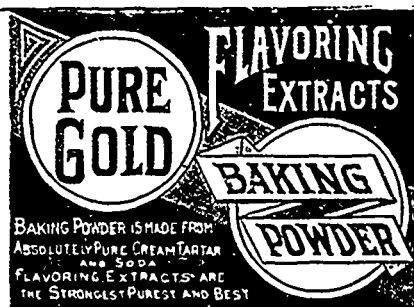
The only strictly first-class hotel
in the province.

Colonial Hotel,
WESTMINSTER, B.C.

Largest hotel in the city; centrally located in business portion. Headquarters for tourists and commercial men. Sample rooms, bath rooms, etc. Fire-proof building. First Class.
LUKE PITHER, Proprietor.

LELAND HOUSE, VANCOUVER,

British Columbia.
The leading commercial hotel of the city. Directly above the C.P.R. Station and Steamboat wharf. All modern improvements. Sample rooms for travellers.
J. E. INSLEY, Mgr. WM. PROUT, Prop



The Canadian Rubber Co
OF MONTREAL.

Manufacturers of
RUBBER SHOES, FELT BOOTS,
RUBBER PACKING, HOSE, &c.

WORKS: Papineau Square,
WAREHOUSE: 335 St. Paul St. Montreal
Branch: Cor. Front & Yonge Sts., Toronto.

Head Quarters for Salt Fish from the Nass and Skeena Rivers, B.C.

Boneless Blood Red Salt Salmon,
(Heads and Tails off in bbls. and halves.)
RED SALMON BELLIES
(In kits and halves)
SALMON TIPS.
BLACK COD FISH
(In ½s, ¼s and whole bbls.)
SALT OOLACHANS (OR CANDLE FISH)
(In kits and quarter bbls.)
Smoked Oolachans.
FOR SALE BY
HENRY SAUNDERS,
37 to 41 Johnson St., VICTORIA, B.C.
P.O. Drawer H.

British Columbia.

Lambley's hotel at Enderby is about finished.
A building society is being formed in Vancouver.

S. C. Vick has opened a watchmaker shop at Kamloops.

Mr. Matheson has opened out in the tailoring business at Kamloops.

W. Smith has opened a carriage manufacturing business at Kamloops.

Miss Peebles has opened a stationery and fancy goods store at New Westminster.

Richardson & Church have entered into partnership as importers and manufacturers' agents at Victoria.

Reid & Curry have gone into their new foundry in connection with the Pacific carriage works at New Westminster.

There is some talk of bonusing a new hotel at Victoria. We would advise to make haste slowly in this matter. Just think of bonusing a hotel!

New Westminster is to have a pottery, Messrs. Manahan Bros. having undertaken the enterprise in connection with their extensive brick yards.

C. T. Frechette has given notice that he has instituted proceedings against Bourgeault & Duclos, of Vancouver, for reporting as to his leaving his business in an unsatisfactory shape.

The C.P.R. Co.'s new steamer "Islander" at a trial trip is said to have made nineteen miles per hour. The "Sardonyx" of the same line arrived at Vancouver with 3,000 cases of Skeena river salmon for shipment to Eastern Canada points.

Vancouver News-Advertiser: The scene at the C.P.R. wharves yesterday afternoon was one that could not fail to impress an observer with the growing magnitude of Vancouver's shipping trade. At the eastern wharf where the steamships "Albany" and "Danube" loading and discharging freight for China and Japan and the collier "Robert Kerr." The Victoria boat, the "Yosemite," was at the centre wharf while the San Francisco steamer, the "Umatilla," and the "Premier" for Puget Sound were at the western discharging and loading freight for all points on the Pacific coast. The wharves themselves were a scene of bustle and excitement.

Business East.

ONTARIO.

Barnes Bros., livery, Toronto, have assigned.
 A. C. Campbell, grocer, Cannington, has sold out.
 W. Malono, hotelkeeper, Parkhill, has sold out.
 A. C. Pace, hotelkeeper, Windsor, has sold out.
 L. M. Cather, stationer, Ailsa Craig, has assigned.
 Jacob Rieck, hotelkeeper, Berlin, has assigned.
 John Hanna, restaurant, Blackwater, has assigned.
 A. L. Grover, dry goods, Dresden, has assigned.
 James Forrester, painter, Everton, has assigned.
 James Cullen, furniture, Rodney, has assigned.
 H. S. Parmalee, roofer, Belleville, was burned out.
 Banks & Coulter, grocers, Toronto, have dissolved.
 Thos. R. Bourke, merchant, Windsor, has assigned.
 Chas. E. Smith, boots and shoes, Udora, has assigned.
 Edwin Keefer, dentist, Clinton, has removed to Toronto.
 John Knight, general storekeeper, Douglas, has assigned.
 Mary J. McLaughlin, dressmaker, Toronto, has assigned.
 J. W. Tuttle, general storekeeper, Dundela, has assigned.
 D. J. Ruckle, general storekeeper, Culloden, has assigned.
 George Addeman, hotelkeeper, Ridgetown, has sold out.
 Hall Bros., carriage manufacturers, Kinburn, have assigned.
 James Robinson & Co., bicycles, Toronto, have sold out.
 James Anderson, general storekeeper, Midland, has assigned.
 E. J. O'Callaghan, general storekeeper, Arthur, has assigned.
 W. H. Carpenter, Fort William, is offering his saw mill for sale.
 J. A. Tierney, general storekeeper, Fort Francis, has assigned.
 W. S. & C. M. Greenway, florists, London West, have assigned.
 D. J. McDonald, general storekeeper, Williamstown, has assigned.
 George B. Glanville, general storekeeper, Grand Bend, has sold out.
 Mrs. F. E. Spackman, general storekeeper, Thamesville, has assigned.
 Barnum Wire and Iron Works Co., Windsor, have moved to Walkerville.
 Cleland Bros., hardware, Meaford; A. W. Cleland of this firm is dead.
 J. O. Vivian, gents' furnishings, Port Arthur, is opening a branch at Fort William.

QUEBEC.

D. Lepage, dry goods, Montreal, has assigned.
 J. G. Michon, tailor, Montreal, has assigned.
 Bisset Bros., foundry, Quebec, has assigned.
 J. A. Leclerc, grocer, Howick, is selling out.

A. T. Trottier, tailor, Beauharnois, has assigned.
 Toussaint Roy, dry goods, Montreal, has assigned.
 Napoleon Leclerc, barber, Quebec, has assigned.
 J. E. Beauchemin, foundry, Sorel, has assigned.
 Mrs. F. X. Race, grocer, Montreal, has assigned.
 J. O. Motard & Co., grocers, Quebec, have assigned.
 Smith & Co., furniture, St. Jerome, were burned out.
 Belair & Co., boots and shoes, Montreal, have dissolved.
 McKenna & Tilley, restaurant, Montreal, have dissolved.
 Rodier & Hogue, hotelkeepers, Montreal, have dissolved.
 U. Renaud grocer, Montreal, had his stock damaged by fire.
 Dupuy & Co., seeds, Montreal; Louis Dupuy of this firm is dead.
 Jenkins & Co., general storekeepers, Stanstead, have assigned.
 Hudon & Pelletier, wholesale dry goods, Montreal, have dissolved.
 C. F. Beauchemin & Co., manufacturers of woollens, St. Jerome, were burned out.

NOVA SCOTIA.

J. B. Lovitt, shipping merchant, Yarmouth, is dead.
 Hopewell Woolen Mill Co., Hopewell, were burned out.
 Perry & Crosby, expressmen, Port Maitland, have dissolved.
 Bowlby, Balcolm & Co., saw mill, Laurencetown, have assigned.
 L. C. McQuinn, general storekeepers, Gay's River, have assigned.
 Wm. Hogg & Son, boots and shoes, Shelburne, have dissolved.
 H. H. Crosby & Co., boots and shoes, Hebron; R. B. Crosby of this firm is dead.

NEW BRUNSWICK.

Wm. Murray, dry goods, St. Stephen, is dead.
 W. J. Woods, general storekeeper, Chatham, has assigned.
 H. N. Grant, general storekeeper, Canterbury, was burned out.
 Thos. Falconer, general storekeeper, Canterbury; warehouse burned.

A petition is being prepared to the municipal council of Deloraine asking them to borrow money to provide a water supply for the town under the powers conferred by the recent amendment to the municipal act.

The beaver were noticed to be dying very generally this spring in the Saddle Lake district. Death was certainly not caused by starvation as the animals were fat when found. Some unknown disease is doing the work.—*Bulletin.*

A wholesale spill of 2,500 bottles of Carling's ale took place at Broadview on Saturday night. That the police are doing their duty, notwithstanding the many difficulties they have to overcome, is shown by the fact that in the last few weeks some 4,000 bottles containing illicit liquor, has been destroyed by them.—*Journal.*

AGENCY

DU PONT GUN POWDER.

COMPLETE STOCK

Breech-Loading Guns, Winchester Rifles and ELEY'S AMMUNITION.

at LOW PRICES ON APPLICATION to

MILLER, MORSE & CO.,

Wholesale Hardware Merchants,
PRINCESS STREET, WINNIPEG.

ROBLIN & ATKINSON

WHOLESALE

Grain Shippers,

SPECIALTIES: WHEAT, BARLEY & OATS

P.O. Box 612 WINNIPEG

CORRESPONDENCE INVITED.

JAS. COOPER.

J. C. SMITH

Cooper & Smith,

MANUFACTURERS,

Importers and Wholesale Dealers in

BOOTS AND SHOES!!

36, 38 & 40 FRONT ST. WEST,

TORONTO.

White, Joselin & Co.

Muslins, Embroideries, Lisle and Silk Gloves, Kid Gloves, Lace Curtains, Laces.

All the Latest Novelties.

7 WELLINGTON STREET WEST,
TORONTO

1831 NOTRE DAME STREET,
MONTREAL

MONTREAL BRASS WORKS.

MONTREAL, P.Q.

Robt. Mitchell & Co

Proprietors, Manufacturers of

Gas Fixtures of Every Description,

Engineers, Plumbers,

Steam & Gasfitters Brass Goods.

Gas Meters and Automatic Fire Extinguishers.

SAMUEL HOOPER, DEALER IN MONUMENTS, HEAD Stones, Mantle Pieces, Grates, &c. Special designs furnished on application. Cor. Bannatyne and Albert Sts. Winnipeg

Wheat Raising in North China.

Chinese crop and agriculture are the subjects of a long and interesting letter from Charles Denby at Peking, to the *Philadelphia Record*, from which the following extracts in relation to wheat raising in North China are taken:

The principal crops in the vicinity of Peking, besides the fruits and vegetables, of which there are almost all that are found in western countries, are wheat, barley, buckwheat, numerous varieties of millet, beans, Indian corn, sesamum, hemp, rice, cotton and some tobacco.

Wheat in North China is planted in two crops, known as autumn and spring wheat, of which the autumn wheat, in both quantity and quality, is superior. This is planted at about the autumnal equinox, or, at the latest, not after the semi-monthly period known in the Chinese calendar as the "cold dew" (about October 8). It is harvested at about the summer solstice. The yield per Chinese mou is estimated in a good year at one tan, or about 240 pounds, or nearly 1,700 pounds per English acre. Wheat is not, however, sown broadcast. It is carefully sown in furrows about eighteen inches apart, leaving room between furrows for hoeing, in which, when the wheat is partly grown, some vegetable crop is planted. The seed required to sow a mou of land is about 17 to 20 pounds, or nearly 130 pounds to the English acre. The seed, say the Chinese farmers, should be sown in damp ground.

The price of wheat in Peking vary every day, just as in other centers, according to supply and demand. It is fixed by the brokers at the markets, who are under official supervision, and who arrange sales and measure out the grain, receiving a commission. A Chinese tan (about 240 pounds) was quoted at Peking a few days ago at 2.6 taels, or \$2.85 in United States currency.

Spring wheat is only sown when, by reason of excessive rains or other unfavorable causes, the ground is not ready for the autumn crop. It is then sown at about the spring equinox, or not later than the period known as the "pure brightness" (about April 5). It ripens at the same time as autumn wheat, but produces some 20 to 40 pounds less grain per mou, and is of inferior quality.

Both spring and autumn wheat are used exclusively for the manufacture of flour, being ground by mill worked by hand, horse or donkey power, or rarely by water-power.

Grain Storage in Ancient and Modern Times

The ancients used to store their wheat underground extensively, either in natural caves or granaries constructed in the rock or the soil for the purpose. Among the latter the most curious are perhaps those which are still in existence and which were constructed by the Romans on the left bank of the Loire at Amboise, in Touraine, where they were "caves a blo de Cesar," and though they are quite close to the bank of the Loire, a river which is subject to periodical inundations, they are so constructed that they remain dry at all times, and must have kept the grain they contained effectually.

On this principal General Demarcay has invented underground granaries, which he alleges wheat can be kept for the space of three

years in a state of preservation, free from weevil and keeping its color; in fact, being scarcely distinguishable from new wheat. His granaries are so constructed that the mean temperature is about 10 degrees C. throughout the year.

M. Doyere was commissioned a few years ago by the French Minister of Agriculture to study the underground granaries built either in former or present times in other countries, and he therefore visited the silos of Tangiers and of Oran, as well as those which are found in Spain. He also carefully observed the granaries built by the Romans and the Moors in Spain, where, according to the notion of the natives, wheat can be kept in a good state of preservation for an unlimited period. The result of his observations was that the best plan would be to follow the example of the old knights of Malta, who kept their wheat in iron cases.

This underground hermetical silo consists of a vessel of sheet iron made in the shape of a wine bottle, and which has been well tested as to its tightness and imperviousness to moisture. The mouth is closed by means of a lid shut by great pressure, and the walls are preserved from oxidation by being covered either with a coat of zinc or one of bituminous varnish. The metallic case is set into a bed of concrete, and circular wall is built so as to act as a protection against water from the outside and the weight of the wheat inside. Well desiccated wheat only is introduced, and experience has proven that M. Doyere's theory was correct, inasmuch as wheat was kept in those metallic silos for a long period without losing any of its quality and colour.

Duhamel, after having ascertained that the whole of the empty space existing between the grains of wheat which fill a vessel is 3.11 of its capacity, placed wheat in some double-bottomed vessels and passed cold air through those vessels by means of bellows, and for the purpose he adopted Dr. Hale's bellows. These are fully described in Dr. Hale's "Treatise on Ventilators," where is found the description of a small windmill having eight broad sails, constituting a wind turbine, which was the motive agent of these bellows. The cold air was distributed through the vessel by means of perforated tubes, and a thorough ventilation thereby effected. M. Salaville took up this idea again lately, and constructed strong vessels on this principle, for which he took a patent. We understand that this process is in use in Algeria and works tolerably well.

M. Phillips Girard showed in the exhibition of 1851 a "Grenier Conservateur," which consisted of a row of suspended silos or vertical cases in wood, closed at the bottom by hoppers in the shape of pyramids, made of sheet iron and resting on arches or long horizontal wooden beams. These hoppers were provided with gratings, through which air could be blown or aspirated by means of long horizontal tubes connected with an exterior ventilating apparatus, while the wheat itself was constantly displaced inside the silos by an ingenious arrangement put slowly in motion by a steam engine of five or six horsepower. The whole of the wheat was thus moved and effectually ventilated. This granary is different from that of Oliver

Evans, to which it is superior. Girard established it in Poland in 1844 in a large storeroom where a vast quantity of wheat was usually kept.

Messrs. Huart, of Cambai, also invented a granary of this sort, but their plan is only an improvement on that of Oliver Evans, with the addition of a few features of Girard's granary.

The great objection to these granaries is the relatively high cost of their construction, this being equal to about eighteen shillings per quarter of the wheat stored.

M. Pavy describes also a "Grenier Conservateur," but only for small quantities of wheat. It consists of vessels, made out of earthenware, provided with winnowing machines at the bottom, but the apparatus is hardly suitable when pretty large quantities of wheat have to be stored.

M. Valley's invention consists of a vessel made in the shape of a barrel with internal compartments and double grating, which revolves around a horizontal axis. This is put in motion by a steam engine, while the external air is admitted through the metallic grating. The chief aim of this apparatus is to destroy weevil by a perpetual motion and aeration, or at least to prevent their development and reproduction. But this granary is a most expensive one, and has scarcely ever been practically adopted.—*The American Elevator*.

Profits in Wheat.

There can be no denying the fact that immense profits have been made by a few members of the Montreal Corn Exchange who were fortunate enough to hold a considerable quantity of Manitoba wheat before the late unprecedented advance set in. Within the short space of the last six weeks the price of No. 1 Northern has advanced in this market from 95 cts. per bushel to \$1.25, which shows an advance of 30c. per bushel, 24c of which was gained in 17 days. From the lowest point in April last when No. 1 Northern touched 84c per bushel on actual business, there has been a rise of 41c per bushel, and to illustrate the insatiable nature of men's cravings we may mention the fact that notwithstanding the large fortunes which have been realized by several Montrealers some of them are still unsatisfied, as we learn that one of them expressed his regret for selling part of his wheat in England before the advance came, and another was greatly disturbed because he sold a portion of his stock too soon to avail himself of the full extent of the rise. It must be admitted, however, that holders of Manitoba wheat in this city have realized profits ranging from \$50,000 to \$250,000 respectively. Speculators have also come in for a large share of profits through being long on wheat in Chicago, a well known Montreal operator who followed up the advance having made sufficient to retire from the arena of business altogether, and enjoy himself in ease and luxury the rest of his life.—*Montreal Trade Bulletin*.

J. H. Ross, of Moose Jaw, has made large purchases of Montana sheep for his new rancho at the former place.

FISH, HYMAN & CO.,
 Importers of
FINE HAVANNA CIGARS
 212 St. James St., MONTREAL.

CAUTION!
 EACH PLUG OF THE
Myrtle Navy
 IS MARKED
T. & B.
 IN BRONZE LETTER.
 NONE OTHER IS GENUINE.

RUBLEE, RIDDELL & CO.,
 Commission Merchants,
 AND IMPORTERS OF
 Green and Dried Fruits,
 15 OWEN STREET, WINNIPEG

PROVISIONS!

J. Y. GRIFFIN & CO
 Pork Packers and Wholesale Provision Merchants.
 Hams, Bacon, Lard, Butter, Eggs, Cheese, Canned
 Meats and HEAVY PROVISIONS at close prices to the
 TRADE. Special attention given to handling of all kinds
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 Write for prices.
 64 & 66 McDERMOTT ST., WINNIPEG.

DICK, BANNING & CO
 MANUFACTURERS OF
Lumber, Shingles and Lath,
 DOORS AND SASH.

MILLS AT KEEWATIN. OFFICE: OPPOSITE C.P.R.
 PASSENGER DEPOT, WINNIPEG.

Toronto Hide & Wool Co
 Wholesale Dealers in
HIDES!
 SHEEPSKINS AND WOOL.

JOHN HALLAM
 88 Princess St., WINNIPEG
 83 and 65 Front Street East, TORONTO.
 PROPRIETOR.

Frank Lightcap, - Traveler.
 We will be in the market this season
 as usual for all classes of Wool, and
 are prepared to pay the highest mar-
 ket prices.

E. A. SMALL & CO.,
 MANUFACTURERS OF
CLOTHING
 WHOLESALE
 203 and 210
 MCGILL STREET, MONTREAL
 SAMPLE ROOMS:
 30 AND 32 McINTYRE BLOCK,
 WINNIPEG.

COCHRANE, CASSILS & CO.
Wholesale Boots and Shoes
 Cor. Craig & St. Francis Xavier Sts.,
 MONTREAL.
 Samples with McLean Bros.,
 Donaldson's Block, WINNIPEG.

ROYAL SOAP MFG. CO.
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BRANDS: Hardwater, Dominion, Linen, Ivoryine
 and Electric, also a full line of Toilet Soaps.

Protect HOME Industry!

BOECKH'S
STANDARD
BRUSHES.
 Quality and Size Guaranteed.

For Sale by all Leading Houses.

Campbell, Spera & Co.,
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MEN'S FURNISHING GOODS,

Smallwares, etc.
 MANUFACTURERS OF
 Overalls, White and Regatta Dress
 Shirts, Flannel, Cotton & Tweed Shirts

Our stock for the coming season is replete with all the
 Novelties. The inspection of buyers cordially invited

CAMPBELL, SPERA & CO.,
 27 PORTAGE AVENUE EAST,
 WINNIPEG.

JAMES WHITHAM. A. A. AEYR, Special Partn
James Whitham & Co.
 Manufacturers of & Wholesale Dealers in
BOOTS & SHOES,
 43, 45 and 47 St. MAURICE STREET,
 Near McGill Street,
 MONTREAL.
 Represented by J. M. MACDONALD,
 525 MAIN ST., WINNIPEG


Home Production
 WE MANUFACTURE
BARB WIRE,
PLAIN TWISTED WIRE, WITHOUT
 BARS
 And are Agents for the
Woven Wire Fencing.
 We are in a position to fill all orders promptly.
 Ours is the only wire manufactured in the Dominion of
 Canada on which is found the GENUINE LOCK BARB.
 A personal inspection will convince you of this fact. Quality
 of wire the best ENGLISH BESSEMER STEEL.
 Every pound guaranteed.

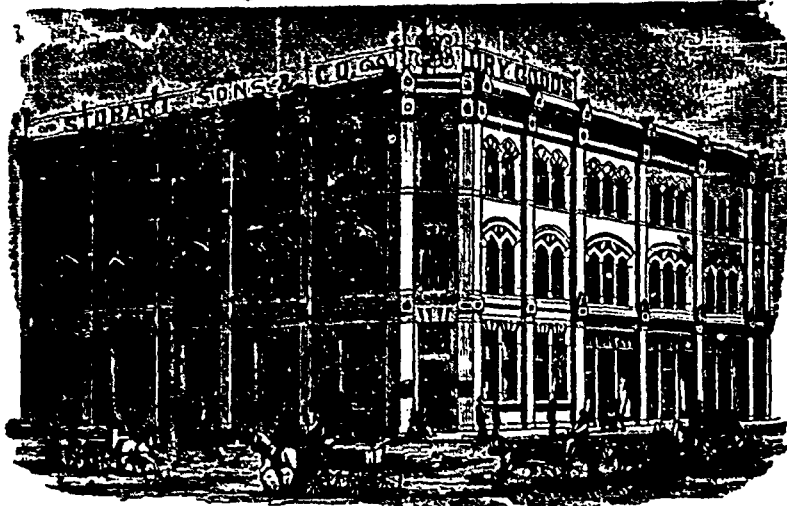
Manitoba Wire Company
OGILVIE MILLING CO.

Mill at Point Douglas.
 Capacity - - 750 Barrels per day.
 OFFICE:—Corner King and
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 A Full Stock of Patent Hungarian, Strong
 Bakers' and Spring Extra Flour; Oatmeal, Pot
 and Pearl Barley, Graham Flour, Cracked
 Wheat, Bran, Shortst, Ground Feed, Oats,
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 Wheat buyers at all C.P.R. Shipping Stations

LIVINGSTON, JOHNSTON & CO.,
 WHOLESALE
Manufacturers of Clothing
 44 BAY STREET,
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Smith & Keighley,
TEAS,
 EAST and WEST INDIA PRODUCE
 —AND—
 GENERAL GROCERIES.
 9 Front St. East,
 TORONTO

Importers British & Foreign Dry Goods

A Full Range of Canadian Staples
Always in Stock.

STOBART, SONS & CO.

PORTAGE AVENUE, WINNIPEG.

Grain and Milling.

The oat crop is said to be very good near Emerson.

The new elevator at Cypress River is nearly completed.

Thunder Bay elevators are now about cleared out of grain.

Ogilvie & Co. are about to erect an elevator at Port Arthur.

The Morton elevator at Whitewater will be ready in about ten days.

Thrashing is in full swing over the whole of the Northwest Territories.

The Winnipeg elevator is to be sold by auction on September 23th.

The mill dam at Rapid City burst last week. The damage was quickly repaired.

Ogilvie & Co. opened the Emerson wheat market last week at 90 cents for No. 1 hard.

The first tier of Bent's new elevator at Port Arthur is up and the second is rapidly being got in position.

Six hundred bushels of new wheat was marketed at Oak Lake on Wednesday last. The price paid was 80 cents.

W. G. Harley, a well-known Minneapolis grain man, has been arrested for stealing 15,000 bushels of wheat from the Minneapolis Union Elevator.

The story of the crops would be but a repetition of what has already been said of them. They are everywhere good and safely harvested.—*Battleford Herald*.

Sibbald & Co., Regina, were the first to ship a car load of wheat to Port Arthur this season. 85 cents No. 1 hard was the figure paid. The movement is hardly yet opened but this week will see a train load move to the east.

The Clyde-built steamer "Algonquin" finished loading 75,000 bushels of corn at Chicago, Sept. 8, and sailed for Kingston. This is the largest cargo ever shipped from that city through the Canadian canals. The "Algonquin" takes this load on a draft of fourteen feet, which is the limit allowed by the canals.

Wheat buyers are commencing to ask when the surplus grain accumulated in the C.P.R. sheds at Port Arthur last winter, and returns to dealers reported short in consequence, is to be divided. We hear every dealer whose grain was received into the sheds complains of shortage, and that it is a huge arithmetical puzzle to C.P.R. accountants as to how to fairly divide the proceeds. One energetic buyer think if he were to sue the C.P.R. for the value of his shortage, that would hurry them up.—*Deloraine Times*.

A sample of Spallumcheen wheat grown on Messrs. Lumby & Beunet's ranch in the Spallumcheen valley, three miles south of Enderby, is well worth inspection. The variety is Australian hard, and almost equals in hardness the famous red fye wheat of Manitoba, which commands the highest price in the Liverpool market. The stalks will average about 4½ feet in length and the straw is bright and golden, giving abundant evidence of the wheat-growing properties of the soil. The bundle contained 18 distinct clusters, each grown from a single grain of wheat, and these clusters gave a total of 206 heads, which, on an average considerably within the mark, contain 45 grains each. Thus the product of 18 grains is 9,270 grains, or 515 grains for each one sown. More wonderful yields have been recorded in the province, but, on the whole, the above is a splendid showing.—*Columbian*.

Sir John Lister Kaye has given a contract for two million feet of lumber, to be used in constructing buildings on his Northwest farms, to the Royal City Planing Mills Company, New Westminster, B.C. Already several car loads have been shipped.

The St. Michael's Bay Lumber Company, whose head office is in Toronto, have suspended payment, and are asking for an extension of time, which will be granted. The cause of the trouble is the fact that the company overdrew its account with the defunct Central Bank, giving a mortgage on their plant. This mortgage fell due to-day and the company were not in a position to release it. The amount of assets and liabilities is not yet known.

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Nature and Composition of Coal.

Coal is a combustible mineral of vegetable origin, which is found to vary in color, lustre, density, composition and calorific powers with the localities in which it is found. It is generally estimated that good American anthracite weighs from 90 lbs. to a hundred lbs., per solid cubic foot; Maryland bituminous about 85 lbs. and English cadal from 77 lbs. to 82 lbs.

Carbon composes the greater part of coal, rising often above 90 per cent. of the whole. The remainder consists of volatile matters, such as oxygen, hydrogen and nitrogen, of earthy matters like the limestones, and frequently of oxide of iron or sulphur, or of free sulphur which produces sulphurous acid when burned.

The percentage of oxygen may be as high as ten or twelve, and, when united with the hydrogen, it goes to form the bitumen or tar, a kind of thick oil which will render the combustion sluggish. Finally, the hydrogen in its combination, partly with the nitrogen, produces in its combustion, ammonia gas and more or less water.

According to Marsilly, coal commences to decompose between 100° and 575° Fahr. according to its kind; and the distillation of the bituminous matter takes place at about 390°; but, according to other authorities, the distillation does not occur until a temperature of 750° has been reached.—*Power-Steam.*

The Origin of the Bell Cord.

Buffalo Courier:—It was on the Erie about 1840. The road was then in operation between Piermont and Turner's. One passenger train,

which was also a freight, ran each way on the road. The conductor was "Poppy" Ayers. There was no ticket office or agents in those days, and the conductor had to collect fares on the cars. There was a great controversy between the conductor and the engineer as to which was the actual head train management. "Poppy" Ayers had an engineer who was particularly obstinate in his belief that in the engine was vested the superior rank. In collecting fares "Poppy" frequently had difficulty in getting his money from obstreperous passengers, and he could not throw such passenger off with the train going at full speed, and as he had no way of letting the engineer know that he wanted the train stopped, a great many fares were lost by passengers reaching their destination before they could be induced to pay up. One day Ayers had had a particularly annoying run in that respect, and after reaching Turner's he resolved to provide some means of communication between himself and the engineer, so that he could control the management of the train between stations. After much thought he hit upon a plan. He sent to New York for a hundred yards of bed cord. To one end of this he fastened a stick of wood, which he hung in the engineer's cab, or what passed for a cab in those days. Then he ran the rope back over the cars to the end of the train, and let it hang down so he could catch hold of it on the rear platform. He told the engineer that when he pulled that stick of wood the train must be stopped, no matter where it might be. But this innovation in railroading struck the engineer as one that would lower his rank and remove from him the dignity of being master of

of the train. So on the first trip with the conductor's signal he removed the stick of wood, and "Poppy" Ayers was as bad off as ever. But the conductor was determined to settle the question then and there, and when the train reached its destination he replaced the stick of wood, and told the engineer that if it was removed again, or was not noticed when agitated, either the engineer must lick the conductor or the conductor would lick the engineer. The engineer removed the stick at once, and "Poppy" Ayers hit him a blow that knocked him off the engine. The conductor jumped after him, and followed up his blow with a trouncing that made the engineer cry "enough." That settled the introduction of the train signal to American railroading, and also the question as to who was the master of the train. "Poppy" Ayers replaced the stick, and it was not again disturbed, but its signalling was answered faithfully and promptly by the engineer. The idea was soon improved upon, and the stick of wood gave way to the bell, and every railroad then in existence, or that ever came into existence afterward, adopted this system. "Poppy" Ayers died four years ago at Oswego, aged 80 years. He was retired from the service of the road on a pension in 1868.—*Industrial World.*

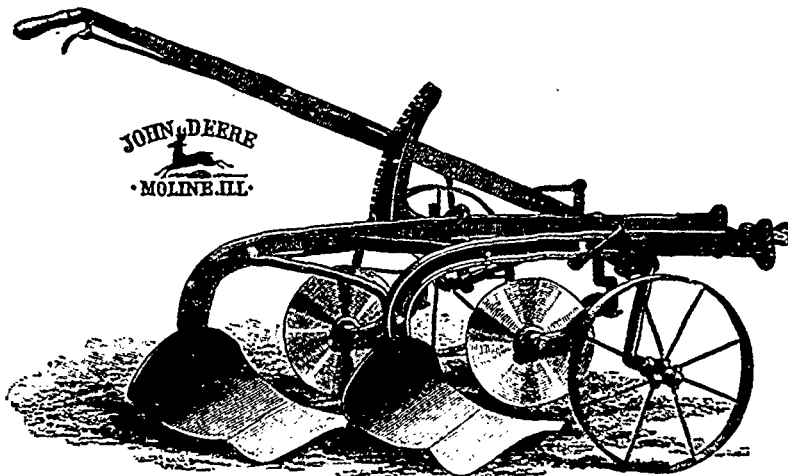
REAL estate in the vicinity of the Hudson's Bay flats has come to the front lately by the Northern Pacific Ry. Co. locating the station, freight shed, and workshops on the reserve. The Hudson's Bay Co. have sold \$12,000 worth of property in the last few days, and enquiries are still numerous.

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WINNIPEG.

* * *

* * *

Novelties in Kid Gloves.

Much has been said about novelties in kid gloves. While it is true that the markets show many eccentricities of this sort, it is equally true that the best trade, by which is meant the portion of society that is possessed of the best and most refined taste, does not demand them, and would under no circumstance adopt them.

This class of novelties is brought out for the benefit of seekers after pronounced styles. It is the non-conservative element that must have something new, without regard to its appropriateness, or whether it is becoming or not. Now, as for many years past, good taste prescribes plain colors with stitching as nearly like the gloves as may be, and a medium length. Vile contrasts of stitching and kid do not meet with the approval of ladies of taste,

It is a fact which seems to be entirely overlooked, that the people in the most refined and cultivated circles are rarely seen wearing striking contrasts of color or out of the way shades or styles of any sort. These persons are not the ones who first appear on our promenades in the very latest improved fashions. Their conservatism, which is the result of educated taste, forbids all conspicuous attire or habits. Tan color, wood shades, light brown, pearl and putty shades are given the preference in prevailing styles of gloves.

Black undressed kid gloves with stitching in a very pale shade have been worn by young ladies at informal gatherings. They are becoming and stylish if they harmonize with the dress, but not otherwise. They have been worn with colors, but are much more suitable for second or complimentary mourning. Silk gloves are in very general use for warm weather, and the finest of grades of black silk gloves are quite generally worn.

A few very dark shades are also used, but are likely to become discolored by perspiration, and they are much less practical than good black gloves.—Philadelphia Record.

Special Trade Notes.

To gain the public confidence is essential to business success, and it can only be gained by a steady course of faithful dealing with them. It is by this course that Messrs. Tuckett & Son have secured the great success of their "Myrtle Navy" tobacco. This confidence is not only a source of business to the firm, but also a source of economy of which consumers get the benefit. The merchant never loses a moment of time in examining the quality of the tobacco. The name fixes the quality as absolutely as the mint stamp fixes the value of the guinea. It is not even necessary for the commercial traveller's trunk to be burdened with a sample of "Myrtle Navy," all his customers know what it is, and know in an instant when it has been supplied. There is no room for any dispute about it. No waste of time or postage in writing complaints about it. These may look like trifles to the uninitiated, but they save money, and enable merchants to perform the work of distribution at the smallest possible cost. They are part of the reasons why the finest quality of tobacco grown can be sold at so cheap a price.



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PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Fridays
LEAVE 13 00 A14 25 D14 45 15 45 A16 35 D16 45		Portage la Prairie ...	ARRIVE 14 50 13 25 D 13 05 A 11 58 11 15 D 11 05 A
	85	..... Gladstone	
	61	..... Neepawa	
	79	..... Minnedosa	
17 50	94	..... Rapid City	9 45
18 30	115	..... Shoal Lake	9 20
19 30	138	..... Hirtle	18 20
21 40	155	..... Binscarth	6 20
23 00	166	..... Russell	5 00
23 15 ARRIVE	180	..... Langenburg	4 45 LEAVE

Trains.
No. 1, Mondays and Thursdays. No. 2, Tuesdays and Saturdays. No. 3, Tuesdays and Fridays.
Trains for Binscarth leave Birle Tuesdays and Thursdays only at 20.30. For Russell leave Birle Tuesdays only at 20.30; returning leave Russell Wednesdays only. For Langenburg leave Birle Thursdays only at 20.30; returning leave Langenburg Fridays only. For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 17.00; returning leave Rapid City Mondays, Wednesdays and Fridays.
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For tickets, sleeping car accommodations and correct information call on regular agents at 159 East Third street, St. Paul; 15 Nicollet House Block, Minneapolis, 112 West Superior street, Duluth; or address the undersigned. Tickets to Columbus and return, or to any other point via this line, can be obtained at principal offices of the Northern Pacific or St. Paul, Minneapolis & Manitoba railways, the agents of these companies being authorized to act for "The Northwestern Line."

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