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 Mail orders forwarded promptly.

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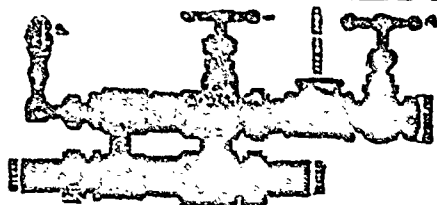
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The Commercial

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

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

VOL. 6.

WINNIPEG, OCTOBER 3RD, 1887.

No. 2.

The Commercial

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

ISSUED EVERY MONDAY

THE COMMERCIAL will be mailed to any address in Canada, United States or Great Britain at \$2.00 a year in advance.

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Office, 4 and 6 James St. East

JAMES E. STEEN,
Publisher

WINNIPEG, OCTOBER 3, 1887.

—POTTS, saddler, will commence business in his line at Russell, Man.

E. H. RILEY & Co. have commenced business at Calgary as general merchants.

THE *Industrial News*, the Winnipeg labor organ, has ceased to exist.

MRS. SHARP & Co. will open a millinery establishment at Morden, Man.

B. R. HAMILTON, general storekeeper, Neepawa, Man., has admitted his brother Joseph into partnership.

F. MARWOOD, blacksmith, Qu'Appelle station, has formed a partnership with—Barclay, under the style of Marwood & Barclay.

THE sale of the Saskatchewan coal mining property, near Medicine Hat, Assa., has been postponed until October 4th.

JAS. DICKSON, dry goods and boots and shoes, Oak Lake, Man., has bought out the grocery business of Campion Bros., of the same place.

GEO. MULLER has opened up business at Emerson, Man. He is purchasing potatoes for shipment east, and will deal in oats and produce, etc.

WOOD & MCBRIDE, boots and shoes, furnishings, etc., Moosejaw, have assigned. The liabilities of the firm are placed at \$12,000. The assignment was forced by the giving of two chattel mortgages recently upon the stock. The firm have branches at Banff, (Alberta) and Rogers' Pass, B.C.

ONE or two complaints have come in recently from subscribers who have missed copies of THE COMMERCIAL. A new system of mailing is now being adopted in this office, and will be in use in a week or so, which will render mistakes practically impossible. Subscribers are requested to immediately notify this office of any irregularity in the receipt of this journal.

THE Empire Tobacco Co., of Montreal, which took over and improved the works of the late Adams Co. in June last, have entered the Northwestern field as competitors, and are offering liberal inducements to those handling their goods. They have made a judicious move in the appointment of Henderson & Bull of this city as their Northwestern agents, and there can be no doubt, but they will gain and hold a footing in this market.

A BILL was filed at Winnipeg on Wednesday by Archibald & Howell on behalf of the late Nelson Valley Railway Co., the franchises of which were obtained by Winnipeg and Hudsons Bay Railway Company. The terms set forth in the act of parliament which virtually dissolved the Nelson Railway Co., the Hudson Bay railway company were directed to pay the treasurer of the Nelson Valley railway company the sum of \$10,970. The plaintiffs claimed that they have complied with the provisions of the statute, and that they were entitled long ago to receive this money, but they have not received it. The statute declares that the treasurer of the late company shall have a lien on all the assets of the defendants to secure payment of the sum mentioned, and the bill prays to have this lien enforced by sale of the railway line, and of certain lines now lying along the track, and for an injunction to prevent the company from using the rails.

T. COLTER, baker, Virden, Man., is adding groceries to his business.

It is understood that F. Wishart is not now connected with the fruit business of F. Wishart & Co., of Winnipeg.

THE stock of Mrs. McComb, milliner, Winnipeg is understood to have been taken possession of under a chattel mortgage.

A TORONTO despatch on Friday said: Premier Norquay left last night for home via Chicago. He has absolutely failed in his mission.

HARRY SMITH, representing John McPherson & Co., boot and shoe manufacturers of Hamilton is in Winnipeg in connection with the Northwestern business of his house.

JOHN TRACY, representing a wholesale house of Hamilton, Ont., has arrived in Winnipeg to look after the business interests of the late J. L. Coltart, clothing dealer, of this place.

THE attention of printers and publishers is called to the advertisement of the Dominion Type Founding Co., of Montreal, appearing in this issue of THE COMMERCIAL. This well known Canadian institution has been before the public for years, and is meeting with a gradually extending patronage.

COPLEY LLOYD, who has secured the Winnipeg Warehousing Company's property, states that operations on the proposed pork-packing establishment are progressing satisfactorily and in the course of a few days he expects his brother, A. Lloyd, will arrive in the city from Nebraska with a force of men.

THE partnership reported to have been formed between W. J. Lindsay and F. B. McKenzie, at Brandon, is said not to have been completed, though it is understood negotiations were at one time in progress with that object in view. It is understood Parish & Lindsay are still connected in a business way in the grain and produce line.

D. Pelletier, of St. Hyacinthe, Quebec, was in town last Friday, and visited the Marais district and St. Jean Baptiste with a view to starting cheese factories at those places. At the latter place he purchased a building in which to commence operations.

The tendency in Continental European countries is to increase the duties upon breadstuffs. The duty upon wheat imported into France has been increased, and now amounts to 26 cents per bushel. The German duties, which are 15 cents per bushel, will probably be increased to about the same amount as in France. Italy and other countries have also increased their duties. In the United Kingdom, with free trade in breadstuffs, these increases in the duties in other importing countries will be viewed with interest. It is not unlikely that the result may prove to be another straw upon the load of the over-burdened British agriculturist, as it is thought that the increase of the wheat duties in other countries will turn the stream more heavily toward the United Kingdom.

MINNEAPOLIS has a case of discriminating rates on hand. The chamber of commerce of that city has just laid a complaint before the interstate railway commissioners against the policy pursued by the St. Paul, Minneapolis and Manitoba railway, in carrying wheat to Duluth for about the same rates as to Minneapolis. For instance, the rate on wheat from Fargo, Dakota, to Duluth, is 18 cents per 100 pounds, and the same rate is charged to take the wheat to Minneapolis, though in the latter case the haul is shorter by 79 miles. From all points in northern Minnesota and Dakota the wheat rate is the same to either Minneapolis or Duluth. This, the Minneapolis people claim, is a discrimination against their city, and they call upon the railway commissioners to adjust matters. The argument is to the effect that it costs 5 cents per hundredweight to transport flour from Minneapolis to Duluth, or $7\frac{1}{2}$ cents to Lake Michigan ports. Now that profits in the milling industry have been reduced to a minimum, the discrimination is very seriously felt. Wheat which is shipped to Minneapolis, ground there and then shipped on to Duluth, costs about 5 cents per 100 pounds more at the latter place than if it had been shipped direct to Duluth. The discrimination would also give an advantage to lower port millers—say at Buffalo—who bought Minnesota or Dakota wheat for direct shipment to their mills.

THE *Northwestern Miller* places little importance in the belief that the supremacy of Minneapolis as a wheat centre will pass away in favor of Duluth. The *Miller* says: "It is true that wonders have been accomplished at Duluth, and that she will continue to grow in importance, but it is an irrevocable fact that Minneapolis now controls and always will control the wheat crop of the Minneapolis belt, embracing all of Minnesota and Dakota. When the crop of this hard wheat belt is large, Duluth will get a large amount of the wheat, and Milwaukee and Chicago will get some. When the crop is short, Duluth will get little of it. In all seasons the mills of Minneapolis will get all they want, and the Duluth, Chicago and Milwaukee markets will take what is left." There is reason to believe that the *Miller* is not far astray in its prediction. Minneapolis is something more than a wheat-receiving point, such as Chicago, Duluth, etc. It is first a point for the manufacture of wheat into flour.

The wheat is drawn there to be ground and not merely to be bought and sold on 'change. The mills made Minneapolis a wheat market of the first importance, and it is reasonable to suppose that so long as the place remains a great milling centre, it will continue to be a great wheat market. So long as there is a milling demand in Minneapolis, there will be abundance of wheat. Moreover, the milling industry of the Flour City has a great deal of capital invested in elevators all over the district tributary to the city, through which wheat can be drawn to the Minneapolis markets.

As intimated last week, it is likely that the portion of the Hudson's Bay Railway constructed last year will be put in running order and equipped for local traffic. Since the completion of the forty miles last fall nothing further has been done with the road; consequently it will require some little work to put the road in shape for running. For a considerable portion of its length the road runs between the main line and Stonewall branch of the C.P.R., and is too close to these roads to draw much traffic from the surrounding country. Further on, however, the road passes through a first-class country for mixed farming, which is not served by any other railway. The opening of the road for local traffic will therefore prove a boon to the settlers of the district. It is understood that an effort will be made to extend the road to Lake Manitoba this fall through the St. Laurent settlement, a distance of about five miles. A considerable fishing industry is carried on at the lake, and cordwood and timber are cut in quantities in the vicinity. Stock-raising and dairying are also carried on to some extent, and it is thought these industries would furnish a sufficiently large local traffic to render the operation of the road desirable. The opening of the road would also encourage new settlers to go into the district. The operation of the portion of the road already constructed would undoubtedly prove a convenience to quite a number of people, and would also open up the district to extended settlement.

THE annual report of the Northern Pacific railway, recently published, speaks at length of the Red River Valley road. After a reference to the necessity of branch roads as feeders to the main line, the report goes on to state that the most important new feeder is the Duluth & Manitoba railroad, which is now in operation from Winnipeg Junction, Minn., on the main line, down the Red River Valley to Grand Forks, Dak., and is being rapidly extended northward to the Manitoba boundary, where it is to connect with the railroad now under construction by the Manitoba Provincial Government. The report explains the causes which led the Northern Pacific to undertake this branch. This field, it says, has long invited the attention of the company as a most desirable one to occupy, but owing to the friendly relations existing between the Northern Pacific and the St. Paul, Minneapolis and Manitoba road, the former company was loath to disturb the harmony by an invasion of the territory of the latter. Lately, however, the St. Paul road has entered upon an aggressive

policy in the Northern Pacific territory, and this, together with the fact that the C.P.R. was cutting into the Pacific coast trade of the Northern Pacific, has brought about the movement on the part of the latter road to share in the Red River valley and Manitoba traffic. With this object in view, the Northern Pacific undertook to extend a branch to the boundary, where it was to be met by the Red River Valley road. The report goes on to speak very encouragingly of the benefits which will accrue to the Northern Pacific company from the extension of its system through the rich Red River valley and into the important trade centre of Manitoba.

A LOCAL paper says: "The C.P.R. has just performed a feat of rapid transportation which has opened the managing eyes of older roads with astonishment. On the afternoon of the 14th of September seventeen cars of silk, tea and fire crackers, left Vancouver for New York, where they arrived on the 23rd, being practically but ten days in transit from ocean to ocean." This is all very well. The C.P.R. will now have an opportunity of showing the people of Manitoba in a more practical way what it can do in the direction of handling traffic rapidly. Last year when grain commenced to move actively, the inability of the company to handle the traffic was clearly demonstrated. Cars were dribbled out here and there in limited numbers, and days and weeks of valuable time were lost through incapacity and lack of transport facilities. The result was that grain destined for export by the lake route could not be shipped before the close of navigation. Dealers were put to great annoyance and expense. This year the grain movement will be very much heavier than last fall. Now let the C.P.R. throw itself on the home traffic, and if it succeeds in handling the grain crops this fall in anything like decent time, it will be more satisfactory to Manitobans than reading puffs about the rapid transport of through freight from California to New York.

Leitch Bros., Oak Lake, Man., will erect a grain warehouse in connection with their mill.

E. J. Darock, who has lately opened a general store at Newdale, Man., will also buy grain at that place.

John C. Hay, of Listowell, Ont., will buy wheat at Brandon, Man., for a syndicate of Ontario millers.

Mr. Ovas, of Plum Creek, has moved to Rapid City, Man., to manage the milling business of Geo. McCulloch & Co.

John Crawford will build a grain warehouse at Neepawa, Man. He has engaged Geo. Currie to purchase grain for him. J. Law and the Ogilvie Company will also buy grain at Neepawa.

The *Manitou Mercury* remarks as follows regarding the "tall" wheat stories now coming from all parts of the country: "Someone has called this a country of 'magnificent distances.' If these wheat yarns continue some other genius will move to have the word 'distance' struck out and the word 'liars' inserted. We believe the motion would carry, too."

Business East.**ONTARIO.**

J. J. Brown, seed dealer, Barrie, has sold out.
J. F. Sangster, hardware, Florence, has sold out.

John Braden, fruit dealer, Peterboro, has sold out.

Cober & Bechtel, carriages, Hespeler, have dissolved.

John Plank, grocer, Hamilton, is removing to Speyside.

Sydney Leonard, general storekeeper, Schomberg, has sold out.

J. Bartley, general storekeeper, Tilbury Centre, has assigned in trust.

Mihell & Co., bankers, Ailsa Craig, have dissolved; J. T. Owen continues alone.

McBurney, Laycoch & Co., sawmill and lumber, Gravenhurst, are about to dissolve.

Campbell & Miller, builders, St. Thomas, have dissolved; Campell continues alone.

H. W. Lancey, general storekeeper, Petrolia, has admitted Searsbrooke, English and B. Lancy into partnership, under style H. W. Lancy & Co.

QUEBEC.

Mias Luce Genest, dry goods, Quebec, has assigned.

Louie Bonville, trader, St. Cunegonde, has assigned.

Beliveau & Co., hotelkeepers, Montreal, have dissolved.

McKenzie & Co., general storekeepers, Buckingham, has assigned.

NOVA SCOTIA.

Chas. L. Eaton, produce, etc., Halifax, has assigned.

Watson Eaton, produce, etc., Halifax, has assigned.

Ebenezer Moseley, shipwright, Dartmouth, has assigned.

Murray & Grant, victuallers, New Glasgow, have dissolved.

Dunlap, McDonald & Co., tailors, Amherst, have sold out.

Henry Hunter, hardware, Greenville, has removed to Truro.

Henry Morris, general storekeeper, Harborville, has sold out.

Miller & Crosby, general storekeepers, etc., Carleton, have dissolved.

John Vaux, grocer, New Glasgow,—style now Vaux, Harivel & Co.

T. M. Boggs, grocer, Truro, has admitted Henry Hunter as partner.

Reasonette & Wilson, hardware, Halifax and Middleton, have sold out at Middleton.

Mackenzie & Co., dry goods, etc., Sydney, have dissolved; J. A. Mackenzie continues.

NEW BRUNSWICK.

T. Edwards, general storekeeper, Canterbury, has assigned.

Robt. A. Dickinson, lumber, Lower Brighton, has assigned.

Horace Dayton, general storekeeper, Hartland, has assigned.

Great quantities of lumber are arriving every day at Selkirk, from the Lake Winnipeg mills, and nearly all the piling ground available near the track is taken up with lumber.

Dairy Matters.

It is reported that L. R. Richardson, a well-known cheese dealer, of western Ontario, has absconded.

G. H. Rowell, general merchant, Beulah, shipped over six thousand pounds of butter in one week lately.

Third prize was awarded A. Malcolm of Minnedosa, Man. for a Truckle cheese at the Dominion Exhibition, Toronto.

Vancouver, B.C., *News*:—Manitoba butter still continues to go ahead, gradually forcing butter from California and the Sound out of the market.

Rapid City *Spectator*:—One of our merchants has received an order for butter from Hamilton Ont. A ton of cheese was also sold at the factory here this week at 11½ cts per lb.

The directors of the Manitou cheese factory presented the farmers' excursion party with a cheese weighing 65 pounds. The cheese was cut on the train and divided among the party. Several dairymen among the party spoke very highly of the quality of the cheese.

The value of butter shipments from Montreal from January 1st to August 31 was \$250,427, which is quite an increase over last year, when the quantity exported was only valued at \$154,702. The value of our cheese exports is also much greater, being \$4,095,279, as against \$2,542,568.

A Montreal report says:—The country advises to hand report fine weather for making and indicate that farmers are everywhere inclined to stimulate production as much as possible. The statement of the value of the exports of cheese for the first four months exhibits the largest total on record and fully demonstrates the importance of the cheese trade to the country, for the value exceeds by far that of any other item of Canadian produce on the list. The value of Canadian cheese exported shows an increase of over half a million dollars over 1884 when an extraordinary total was reached.

Lumber Cuttings.

Laurie Bros., general merchants, Morris, Man., are going extensively into the lumber business.

The Minnesota and Ontario Lumber Co., of Rat Portage, have opened a yard at Oak Lake, Man., in charge of Mr. Chisholm, from Winnipeg.

The lumber interests at Fisher River, Lake Winnipeg, a correspondent writes, have one great drawback in not being able to get the lumber on the market. Large quantities are lying on the docks, while the owners are wondering what the boats can be doing that they are not taking it away.

The jubilee fund to the Winnipeg general hospital has amounted to \$12,500, made up as follows: Legislative grant, \$5,000; city council, \$3,500; contribution of citizens, national and other societies, railway employes, etc., \$4,000. This amount was sufficient to pay off the balance of the mortgage against the property \$12,000, and leave the hospital free from debt. Jubilee year here has certainly been made memorable in a worthy cause.

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Agents for Winnipeg.

ESTABLISHED, 1830.

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REILLY & MARTIN, Props.

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The Commercial

WINNIPEG, OCTOBER 3, 1887.

WHAT IT COSTS.

The O.P.R. Co. pays the St. Paul, Minneapolis and Manitoba Railway company 12 per cent. of its gross earnings between Winnipeg and Port Arthur, as an inducement to the latter company to forego competition from Manitoba over its lines to the north. It is said that this bribe to the St. Paul road for last year amounted to \$400,000. This money it must be remembered, is abstracted from the pockets of the producers and shippers of Manitoba. In order to pay this large sum to the St. Paul road, the O.P. Ry. company must keep up freight charges to a figure largely in excess of the rates which would otherwise pay the company to handle the traffic. The amount thus abstracted from the people of Manitoba is paid over to a foreign railway corporation, which has no interest in and is doing nothing to develop the resources of the country. Every Manitoba farmer who markets a load of wheat pays something toward supporting this foreign railway corporation. Not content with compelling the people of the Northwest to contribute outrageously high freight rates to keep its own treasury full, and enable it to carry the products of California through to the East at cost. The C.P.R. company also taxes the Northwest settlers for the support of this foreign road. For the privilege of exporting goods, freight charges must be paid to two railway corporations, though shipment is made over but one road. With the average cost of shipping wheat from Manitoba points to Lake Superior at 26 cents per 100 pounds, the shipper pays about 23 cents to the C.P.R. company, and a fraction over three cents to the St. Paul road. Now let us represent by comparison what this costs the province in a year. If the twelve per cent. of the earnings paid the St. Paul road aggregated \$400,000 last year, the increase in the traffic will bring the amount up to fully half a million dollars for the next year. In other words, the C.P.R. company will have extracted in freight rates between Winnipeg and Port Arthur \$500,000 more than it otherwise would have done, in order that no loss might be suffered by the payment of the twelve per cent. to the St. Paul road.

Now, supposing the raising of this sum is unnecessary, and that instead the company had reduced the rates on wheat sufficiently to cover the amount, what would be the result? Manitoba will have this year say 6,000,000 bushels of wheat to export, upon which the average freight rate to Lake Superior will be 26 cents per 100 pounds. But the company has reduced the cost of operating this part of the road by twelve per cent. of its gross earnings, therefore it can afford to reduce freight charges by about that amount, namely, \$500,000. Taking this sum from the freight charges upon the 6,000,000 bushels of wheat for export, and we find the reduction would be nearly 8½ cents per bushel upon present wheat rates. Of course the twelve per cent. paid to the St. Paul road is not all made up upon extra charges on wheat; but is distributed over all freight passing over the road. The idea is, that if other rates were kept the same, and the saving of the twelve per cent. taken off wheat, the reduction in freight rates upon this commodity would be nearly 8½ cents per bushel for the export of the province for the present crop year. The above will show what monopoly costs the country in one direction alone.

THE NORTHERN PACIFIC EXTENSION.

Even if the Red River Valley Railway be not completed this fall, Manitoba will not be without some benefit from the construction of the Duluth and Manitoba road up to our northern boundary. It is not likely that the latter road would have been constructed to the Manitoba boundary had it not been understood that a determined effort would be made by Manitoba to build a connecting link between the boundary and Winnipeg. In this way the action of the provincial authorities has resulted in the construction of the Duluth and Manitoba railway, which latter road it is well known is a branch of the Northern Pacific. Although at the time of writing the immediate outcome of the embroglio over the Red River Valley scheme seems doubtful, yet the completion and equipment of the Northern Pacific system to our southern boundary will alone be a matter for congratulation. The completion of the Red River Valley road is only a matter of time. At present it is impossible to predict any set time for the completion of the undertaking. The combined efforts at obstruction made by the Dominion Government and

the C.P.R. corporation may be the means of holding the work in check for an indefinite time. Manitobans can but do their best to overcome these obstacles, until the desired end is attained. The completion of the connecting link between the Northern Pacific and Winnipeg, together with lines westward, is certainly of the most vital importance to the whole Northwest. Monopoly cannot be entirely overcome until these connections and extensions are accomplished. But in the meantime the value of the Northern Pacific line to the boundary should not be lost sight of, though the benefit accruing to the province therefrom will be unimportant in comparison with what would be accomplished by the completion of the connecting link within the province. The Emerson district will at once receive the benefit of any reduction in rates through the completion of the Northern Pacific branch, and this will be of considerable local importance to that portion of the province. The greatest benefit, however, should accrue through the breaking up of the iniquitous compact between the C.P.R. Co. and the St. Paul, Minneapolis and Manitoba Co. The latter road heretofore being the only railway reaching the Manitoba boundary from the south, the C.P.R. has found it possible to buy off the competition of this road by the payment of a bribe. In return for a cash consideration, amounting to twelve per cent. of the gross earnings of the C.P.R., between Winnipeg and Port Arthur (said to aggregate about \$400,000 last year) paid by the C.P.R. Co. to the St. P., M. and M. Co., the latter road has withheld its competition and allowed the former corporation to exercise its monopolistic privileges to the fullest extent. The advent of another road to the southern boundary should accomplish the downfall of this outrageous monopolistic compact, whereby the people of Manitoba are bled to the extent of hundreds of thousands of dollars annually, and in this direction alone a great service will be done the province.

WHEAT PRICES AND PROTECTION.

The influence of protection on the price of wheat in Manitoba has frequently been a matter for discussion here. Indeed, at the present time several of the local papers are contending over the matter, though viewing the question through the colored spectacles of political party prejudice. Aside, however, from political

bias, there is good reason to believe that protection has, owing to certain circumstances which will be explained later on, influenced the price of wheat in Manitoba, in a direction favorable to the producer. It is claimed that as Canada produces a surplus of wheat, prices must be regulated by British markets. This is true in a sense, but only in a sense. Indeed, although it is a common saying that British and continental receiving markets rule the price of wheat in exporting countries, it is not quite clear that this is an absolute and indisputable fact. These receiving countries must have wheat as well as the exporting countries must sell. It requires both a buyer and a seller to make a bargain. If the exporting countries would not sell at a certain price, the importing countries would be obliged to increase their bids. Instead of Liverpool fixing the prices, a saying which is frequently heard repeated, it has been noted as a fact within late years, that Liverpool markets have frequently been visibly influenced by the Chicago market. The price of wheat is therefore not accurately fixed by any one market, but is regulated by a combination of continuously transpiring events, in both importing and exporting markets. For instance, in a short crop year in other countries than the United States, the markets of the latter country would exert a leading influence over the value of wheat in importing markets.

But to come nearer the point, namely, the influence of protection upon the price of wheat in Manitoba, it can be made to appear tolerably clear that the protective policy of the Dominion has influenced the prices of wheat here to some extent, aside from the ruling features at outside markets. This influence of protection upon wheat prices in Manitoba, however, has been due to special circumstances, which are not likely to continue. It has frequently been asserted, and investigation has shown it to be the case, that at times wheat values have been proportionately higher in Manitoba than in the States of Minnesota and Dakota to the south, taking into consideration the relative cost of carrying the wheat to market. General Traffic Manager Olds, of the C.P.R., said in a recent letter to the press:

"The actual price received for grain is the real test of the advantages and disadvantages of the farmers of Manitoba as compared with those of Minnesota and Dakota. It is a well known fact that the farmers of Manitoba have received more for their wheat than their neighbors at the south—a difference frequently greater than the difference in nominal rates."

Whilst disagreeing with the statement contained in the first sentence of the paragraph quoted above, for reasons not necessary to touch upon here, it is nevertheless true that to some extent the last statement of the paragraph is true. The fact that wheat has sometimes commanded a relatively higher price in Manitoba than in the states to the south, may be attributed to the influence of the protective policy in force in Canada. For instance, in the year 1885, when a portion of the crop of Manitoba was damaged from frost, and the quantity of sound wheat likely to be limited, the price here was relatively higher than in Minnesota and Dakota. The reason for this was, that there was a keen demand from Canadian millers for this sound wheat, and the supply being short, the natural tendency of prices was upward. The wheat was wanted for the domestic trade, and the millers being protected by the duty upon flour, were enabled to pay a higher figure for the wheat than they otherwise could have done. Had there been no duty upon wheat, the keen demand for the Manitoba product would not have existed, as Canadian millers could have obtained their requirements at Duluth. Last year the difference in prices between Manitoba and the states to the south was not so apparent, from the fact that the supply of choice wheat here was larger than for the previous year. Toward the close of the season, however, prices were relatively higher here, due to the same cause as in 1885, namely, a shortage in the supply. This year there is an abundance of choice wheat in Manitoba, but as the crop is 10,000,000 bushels below an average in Eastern Canada, prices may again be abnormally advanced here, in proportion to United States markets, though there is perhaps less likelihood of such being the case than in former years.

It will therefore be seen that whilst the protective policy has had some influence in appreciating the value of wheat in Manitoba, it has only been under the circumstances of a limited supply, which had the effect of causing a keen demand from millers for supplies for their domestic trade, millers being prevented from purchasing United States wheat on account of the duty of 15 cents per bushel. With a large surplus of wheat, such as is likely to be the case hereafter, the influence of protection would be lost, and prices would rule upon an export basis.

THE NORTHWEST CENTRAL.

Work on the Northwest Central railway from Brandon appeared to be going

on all right last week, though a good many were somewhat skeptical regarding the announcement that a contract for the construction of a portion of the road had been let. This road has so long held fire that it was but natural that people would view this latest announcement with suspicion, and there were not wanting those who declared their belief that the company was only now making a show of commencing the work in order that the charter might be safely held. If some attempt had not been made at the commencement of the construction of the road this fall, it is likely that another change in the management might have been made when Parliament meets next winter. The fact, however, that the company quietly secured a settlement with the creditors of the old Souris and Rocky Mountain company before announcing that the work of construction would commence, lends an air of confidence to the present move. If the company had gone on with construction first, the creditors would most likely have regained confidence in the undertaking and would have held out for payment in full of their claims. It hardly seems fair that the company should be allowed to make a settlement of these liabilities at 50 cents, for although it received them as a legacy from its predecessor, the Rocky Mountain company, it also received from the same source a very valuable land grant. Indeed, the new company was very anxious to get possession of the charter and land grant of the Rocky Mountain company in return for which it assumed the liabilities of the latter. The new company was therefore virtually bound to have paid in full these claims, just as much as was the original company. The trick of inducing the creditors to compromise their claims, by keeping private the arrangements going on for the commencement of construction, is not at all creditable to the company.

However, as a settlement has been made, it is too late to remedy the matter, and if the company pushes on the construction of the road, its past shortcomings will soon be forgotten. The latest reports from Brandon state that the line is being surveyed to Rapid City and that grading has commenced. The southeastern terminus of the road has not been definitely located so far as is at present known, but it is thought that it will be at Brandon, and that the C.P.R. line and bridge will be used for the present to enter the Assiniboine valley and the town. It is to be hoped that in spite of predictions to the contrary, the construction of the road has now been entered upon in reality, and that it will be pushed forward to completion.

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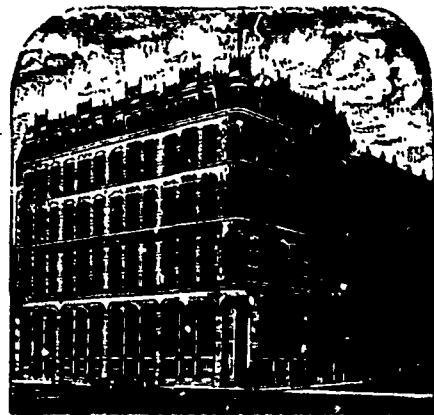
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Scotch Underwear for Gents and Ladies;
Hosiery; Laces; Handkerchiefs, etc.

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

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Wholesale Shelf Hardware,

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Complete Set of Samples with

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SAMPLE ROOMS, 406 MAIN ST. WINNIPEG
W. WILLIAMS, AGENT.

WINNIPEG MONEY MARKET.

The financial situation has varied but little since our last report. There has been no important change in remittance from the country, and if anything the week has been a trifle closer, but it would be difficult to make much distinction between last and preceding weeks in this respect. Being the last week in the month, and a very close month at that, not much was expected from it. Before another month has passed away, however, a decided change is confidently looked for.

WINNIPEG WHOLESALE TRADE.

The feeling in wholesale circles continues to be one of confidence, notwithstanding the backwardness of collections, and the fact that trade has not reached a very active movement. The city retail trade was quiet late last week in most lines, and a moderate business was had from this quarter. A good many people are out of town, the demand for men from the country having reduced the population temporarily. From the country there is only a moderate demand. The weather has not yet been such as to develop any general request for textiles. Building lines, hardware, etc., are enjoying a fairly seasonable business.

DRY GOODS.

The city trade in this branch was quiet last week, with a few jobbing orders from the country, the warm summer weather apparently exerting a quieting influence upon business. In clothing travellers were also on the road, but their trips will not be very profitable, as it is yet too early to pick up much in the direction of sorting orders, fall stocks having hardly yet been marked and placed in the shelves. However, as it is the custom to send out travellers, all houses are obliged to follow the lead, whether there is any money in it or not.

DRUGS AND CHEMICALS.

Business continues steady, with prices unchanged as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; opium, \$6 to \$6.50; morphia, \$2.50 to \$3; iodine, \$4.25 to \$4.50; bromide 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, \$2.25 to \$2.50; soda ash, \$3 to \$3.25; chlorate potash, 25 to 30c; alum, \$3 to \$3.75; copperas, \$3 to \$3.25; sulphur, flour, \$4 to \$4.50; sulphur, roll, \$4 to \$5.25; American blue vitrol, 6 to 8c.

FRUITS—GREEN, VEGETABLES, ETC.

Apples were plentiful, and additional stocks of fall varieties were received during the week. Receipts of these varieties, however, are now about wound up, and winter apples will be in order. A few winter varieties have already arrived. As the fall apples go out of the market firmer prices may be expected for winter sorts. Eastern grapes are still in stock in variety, but plums have about disappeared. Crab apples are also about out. Bananas are out. California plums are out of stock, and California peaches nearly so; Ontario peaches are done, and only a few Ontario pears to be had of winter varieties. Quotations are: Rodi

oranges \$7 per box, 160 count; Messina lemons, \$7.00 to \$8.00 per box; apples, \$3.00 to \$3.50 per barrel; California peaches, \$3.00 per box; California pears, \$4.50 to \$5.00 per box; Ontario grapes, Concord, 7, to 8c per pound; Delaware and Rogers grapes, 10c per pound; and Niagara grapes, 12 to 14c; California muscat grapes, \$2.75 to \$3.00 per crate of 20 lbs.; California Tokay grapes, \$3.50 per crate of 20 pounds; southern onions, \$3.00 per 100 pounds; Egyptian onions, \$7.00 per case of 100 pounds; apple cider, \$7.00 per keg of 15 gallons; cabbages, 30c to 60c per dozen; cauliflower, 60c to \$1.50 per dozen; celery, 35c per dozen bunches; radishes, onions, carrots beets, 20c dozen bunches; turnips, 25c bush; vegetable marrow squash, 50 to 75c per dozen; native onions, \$1.50 to \$1.75 per bush; beets, 40c per bush; green tomatoes, 75c. to \$1 bush; citrons, 3c pound.

FRUITS—DRIED, AND NUTS.

New foreign dried fruits are now commencing to arrive, raisins having commenced to come to hand at Montreal and New York; 8 to 8½c for new Valencias is quoted at Montreal in quantities. Quotations here are now as follows: Figs, Turkey, in boxes, 10 to 11c, new Elms, figs, in layers, 15c per lb., or \$2 per dozen in 1 lb. boxes; golden dates 10c; Valencia raisins, \$2.25; London layers, \$3.50; evaporated apples, 16 to 17c; dried apples, 8 to 8½c; new Turkey prunes, 6½ to 7c. Nuts are quoted: Peanuts, roasted, 17 to 18c; peanuts, raw, 15c; walnuts 18c; almonds, 20c; filberts, 12½c; Texas pecans, 17c; cocconut, \$12.50 per 100; maple syrup, \$15 per dozen cans of 1-gallon; maple sugar, 13c per pound, in cakes, new.

FISH

Oysters are already declining in price. Selects are quoted at 60 to 65c per can. Fresh white fish and trout are scarce, and will be hard to get in the course of a week or so. Fresh fish are quoted: B.C. salmon, 12c; Lake Superior trout, 7½c; Lake Winnipeg white, 6½c.

GROCERIES.

Sugars hold firm. Teas appear to be quiet and steady, but with an improved tone at outside markets and black teas slightly higher. Quotations are: Dark yellow sugar, 6½c; medium to bright, 6½ to 7½c; granulated, 8c to 8½c; lump sugar, 8½ to 9c. Coffees—Rios, 25 to 29c; Government Java, 3) to 35c; other Javas, 25 to 30c; Mochas, 31 to 35c. New season's teas are now quoted as follows: Japan season 1896-7, 20 to 45c; Congous, 1896-7, 20 to 60c; Indian teas, 35 to 50c. Old range Moyune gunpowder, 25 to 70c; panfired Japan, 23 to 45c; basket-fired, 25 to 40c; Pingsuy young hyson, 25 to 35c; Moyune young hyson, 25 to 50c; Season's congous, 1885-6, 20 to 55c. Syrups, corn, \$2.25 to \$2.60; sugar cane, \$2.10 to \$2.35; T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 55c; Laurel Bright Navy, 3s, 57c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c.

CANNED GOODS.

Tomatoes are strong, and later contracts at factories show advanced prices. Prices are: Salmon, \$7.00; mackerel, \$6.00; lobsters, \$6.50 to \$7; sardines (French), ½ tins, 14c; ¼ tins, 24c; cove oysters, \$5.25; corn, \$3.25, peas \$4, toma-

toes \$3.75, baked beans \$2.75 per dozen, corned beef \$3, lunch tongues, 2 lbs. \$6.50 to \$7.00; 1 lb, \$3.25. Fruit in 2 lb. tins, per doz: pears, \$2.50 to \$2.75, strawberries, \$2.50 to \$2.75; plums, \$2.25 to \$2.50, peaches, \$3.75, raspberries, \$2.50 to \$2.75.

HARDWARE AND METALS.

Business is steady, with a fair movement. Quotations are as follows: Cut nails, 10d and larger, \$3.75 to \$4.00; I. C. tin plates, \$5.50 to \$5.75; I. C. tin plates, double, \$11 to \$11.50; Canada plates, \$3.75 to \$3.90; sheet iron, \$3.50 to \$5.00, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 28 to 30c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6 to 6½c per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs.; barbed wire, 6½ to 7c.

HIDES.

Are stronger and quotations ½c higher, as follows: Winnipeg inspection, No. 1, 6½c; No. 2, 5½c; bulls, 4½c; calf, fine-haired real veal, 7 to 13 pound skins, No. 1, 8c; No. 2, 6c; sheep pelts, 30 to 65c; tallow, 3½ to 4c.

LEATHER AND FINDINGS.

Prices are: Spanish sole, 28 to 31c; slaughter sole, 33 to 35c; French calf, first choice \$1.25 to \$1.50; Canadian calf, 90c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 75c; slaughter kip, 55 to 65c; No 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 31 to 34c for plump stock. American oak sole, 45 to 60c; buffe, 17 to 22c a foot; cordovan, 23 to 25c; pebble, 21 to 23c; colored linings, 12c.

PAINTS, OILS AND COLORS.

Prices are as follows: Turpentine, 80c in five-gallon cans, or 75c in barrels; harness oil \$1.25; neatsfoot oil, \$1.50; linseed oil, raw, 75c per gallon; boiled, 78c 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; headlight, 28c; water white, 30c. American oils, Eocene, 34c; water white, 31c; sunlight, 27c. 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.

WINES AND SPIRITS.

Prices do not give any sign of change. Quotations are: Gooderham & Wort's five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debouche & Co., \$4.50; Martell, vintage 1885, \$6.50, vintage 1880, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1885 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$14 per case of 12 bottles; v. o., \$19; v. s. o. p., \$22.

WOOL.

Prices are: Cotswold and Leicester, washed and in merchantable condition, 12 to 15c; do. un- buality. Pure Southdown and Shropshire, washed and in good condition, 15 to 18c; do. unwashed, 10 to 12c. Montana and Oregon

fine wools, unwashed, 13 to 15c, when in good condition.

THE MARKETS.

WINNIPEG.

GENERAL WHEAT REVIEW.

Wheat opened strong on Monday last at Chicago, and advanced about 1c during the day. At the close on Monday prices showed a gain of about 2½c over one week previous. Although there has not been a well maintained advance during the past week, there has evidently been a stronger undertone to prices in United States wheat centres, and the great dullness which has so long ruled has given place to a more active speculative interest. Indeed, it would seem that wheat is once more calling forth something like the attention which it should receive as a speculative commodity. The cause of the sharp advance at the commencement of last week was largely due to a decline of 908,000 in the visible supply, as announced on Monday, whereas it had been expected that a small increase would be shown. The visible supply now stands at 39,163,330 bushels, against 49,600,078 bushels one year ago, or in round numbers 19,500,000 bushels less than one year ago. Receipts of wheat at the four principal spring wheat markets of Minneapolis, Milwaukee, Duluth and Chicago, since the beginning of the crop year on July 1st last to date amount to 11,430,136 bushels against 16,441,011 bushels up to this date last year. At the four principal winter wheat markets of Toledo, St. Louis, Detroit and Kansas City the total receipts since the commencement of the crop year, on August 1st last, to date, amount to 18,892,604 bushels against 22,034,884 bushels up to the same date last year. It will therefore be observed that receipts of new wheat for this crop year aggregate over 9,500,000 bushels less than last year to the same date. Last week a year ago the visible increased 2,060,000 bushels. Exports from Atlantic ports announced on Monday were 260,500 barrels of flour and 803,100 bushels of wheat, against 172,258 barrels of flour and 1,345,117 bushels of wheat for the corresponding week last year.

LOCAL WHEAT.

There is little to report in the local situation, beyond a gradually increasing movement in deliveries at provincial points. Still the movement had not become general last week, and at a number of the provincial markets only a few loads were coming in. The principal points for delivery continue to be Morden and Gretna, with a fair quantity marketed at Portage la Prairie. Western points are quiet yet. The weather has been most favorable for threshing for the past two weeks. Farmers are pushing plowing with all possible speed, in preference to hastening their wheat to market. There is no particular change to note in prices, No. 1 hard being quoted at 60c at Winnipeg, and at 52 to 55 cents at provincial points, according to freight rates. No. 2 hard and No. 1 northern quoted 3 cents under No. 1 hard. No. 2 northern quoted 3 cents under No. 1 northern.

FLOUR.

There is no change in this market. Prices in the east are favorable to sellers, but local prices show no improvement. New flour is moving eastward in considerable quantities. Prices to the local trade are as follows: P. tents, \$2.15; strong bakers', \$1.80 to \$1.90; XX. X, \$1.35 to \$1.40; superfine, scarce at \$1.15 to \$1.25.

MILLSTUFFS

Steady, at \$10 for bran and \$12 for shorts, per ton; Ground feed, \$25 to \$30 per ton.

OATS.

Very little is doing in oats, and prices were not greatly changed, but the feeling seemed to be easier, with a belief that present values would not hold up. Indeed, some dealers are already talking 20c; though sales have not been made as low as that figure yet. A close quotation cannot be given, and though 25c is the nominal figure, a car arriving this week might not bring over 20c.

OATMEAL.

Prices remain at \$2.55 for granulated and \$2.40 for standard.

BARLEY

Dealers are talking of buying barley for export, and are offering about 28 to 30c, f.o.b. at provincial points, which would mean 25 to 27c to farmers.

POTATOES.

The feeling was easier toward the close of last week owing to unfavorable advices from Ontario, where shipments have been going freely. About 25 to 26c appeared to be the usual price paid by shippers for export. Some holders were asking 30c, but 25c is probably the highest that could now be paid.

EGGS.

The old price of 15c in case lots was the usual figure to the local trade, but at the close of the week some sales were made a cent or two higher, and dealers were talking of raising to 17c, which may be the figure this week.

BUTTER.

Receipts are still light, but there is a sufficient for local requirements and shipments are going westward. Prices are now too high for shipments eastward. It is thought that there must be plenty of butter in the country yet judging from the large number of empty tubs which were distributed over the country, and which have not yet come in. Sales of some small lots of choice have been made as high as 18c to the city trade, but 15 to 17c appears to be about the usual figure asked by dealers.

CHEESE.

There appears to be a wide range in prices, factorymen holding from 12 to 13c, the usual figure which holders ask being about 11½ to 12c. Small lots to the retail trade have been sold by dealers at 12½ to 13c, and some sales were made at 12c, by dealers. It is thought that there will be a considerable quantity of cheese marketed yet this season.

LARD.

Unchanged at \$2 25 to \$2.30 per 20-pound pail.

PROVISIONS.

Quotations are almost nominal for home-cured, as packers are about cleaned out of stocks. The lowest quotations for the home-cured product are as follows: Long clear ; smoked breakfast bacon, 14c; rolls, 12½c; hams, 15c. Prices for the plain product, and canvassed subject to an advance of ½c. Eastern Canada provisions are quoted in this market at 15 to 15½c for hams; plain roll, 12½c; long clear, 11c. Chicago hams, 15½ to 16½c etc.

DRESSED MEAT.

There is no change in beef, and supplies are abundant, at 4 to 5½c for sides; pork still scarce at 9 to 9½c; mutton 10c; veal 7c.

LIVE STOCK.

Cattle are coming to hand freely, and 2½c is the best price for good steers, and from 2 to 2½c as the range of prices. Hogs are still very scarce, and only a few small lots have arrived, for which there has been a keen competition prices being bid up to 57 to 6c. If receipts came forward in any quantity, these prices would not be maintained. There is a considerable difference of opinion as to the supply of hogs which will be available this fall and winter. Some dealers think that there will be

plenty of hogs later on, whilst others are of the opinion that there will not be much increase in receipts, and they expect high prices all the season.

Personal.

G. F. Stephens, of G. F. Stephens & Co., wholesale paints, oils, etc., returned last week from a month's absence in the east.

Mr. W. W. Watson, manager at Winnipeg for the Watson Manufacturing Co., has returned from a business trip east, having made arrangements for an extended business next season.

Mr. S. W. Cornell, of Hyslop, Cornell & Co., wholesale men's furnishings, smallwares, etc., Toronto, was in the city last week, and returned pleased with the prospects for the future of the Northwest.

General Notes.

The Ogilvie Milling Co., of Winnipeg, will shortly make another shipment of Manitoba flour to Chicago.

The factory of the Montreal Furniture Company was destroyed by fire last week. Insurance \$25,000; loss considerably in excess of insurance.

The value of cattle shipped from Montreal from May 1st to August 31 was \$3,193,392, and of sheep, \$37,029. Last year the values were \$2,832,260 and \$252,047 respectively.

A New England paper published the case of a dealer in shoes and cheap articles, which contained the following ambiguous clause: "N.B. Ladies who wish cheap shoes will do well to call soon, as they will not last long."

Mrs. Van Coover (to caller)—I have such a splendid cook, and she is such an early riser. The ice man leaves the ice at 5 o'clock and she is always there to bring it in. She is a perfect treasure. I don't know what I should do without her.

Splendid Cook (opening the door)—Plaze, mum, it's a wake's notice oim given yez. Oim to marry Dennis, the ice man, in a month come Thoorsday.

Old lady (to grocer's boy)—Don't you know, boy, that it is very rude to whistle when dealing with a lady? Boy—That's what the boss told me to do, mum. Old lady—Told you to whistle? Boy—Yes'm. He said if we ever sold you anything we'd have to whistle for the money.

The somewhat celebrated case of Carsley vs. Bradstreets, in which Carsley, a Montreal dry goods merchant, sued the Bradstreet Mercantile Agency for injury done to his credit by improper reports from the agency, has been settled by the defendants paying both judgments in full with interest and cost.

British cables last week were: No. 1 California wheat, off coast, 30s 9d. Liverpool standard California wheat, including Club White, 5s 10½d to 6s 1½d. Liverpool Red American Spring wheat, 6s 1½d. Minnesota first bakers' flour, 23s 6d. No. 2 Club Calcutta wheat, ex-ship, 28s 6d; present and following month, 28s. Minneapolis straight flour, 23s. Australian wheat, off coast, 31s; present and following months, 31s 4d.

EASTERN MARKETS.

CHICAGO

September wheat opened at 70c on Monday, or ½c above Saturday's close. This was the lowest point of the day, and prices advanced 1c. October ranged from 70½ to 71½c. Domestic and foreign markets were strong. The large unexpected decrease in the visible supply had a firm influence. Corn opened higher, and advanced ½c to 42c for September, with large trading. Short ribs opened 20c under Saturday's close, and sold down 40c more, closing 37½c under Saturday. The drop was forced by operators, to shake out the tailers, and it is believed a corner is under way. Lard opened ½c lower, and advanced 2½c. Pork unchanged. Closing prices were:

	Oct.	Dec.
Wheat	71½	74
Corn	41½	41½
Oats	25½	—
Pork	—	—
Lard	6.42½	6.37½
Short Ribs	7.85	—

Pork—Year, \$12.00; January, \$12.50.

On Tuesday October wheat opened ½c lower, and ranged from 71 to 71½c. May advanced and closed ½c higher, at 79½c. Trading was less active, but fair. Closing prices were:

	Oct.	Dec.
Wheat	71½	74½
Corn	41½	41½
Oats	25½	—
Pork	—	—
Lard	6.42½	6.40
Short Ribs	7.72½	—

Pork—Year, \$12.00; January, \$12.50.

The advanced movement in wheat received a check on Wednesday, though cables were firm. May declined to 78½c, about ½c, and other options about the same, the close was at the bottom. Corn advanced strongly, on export demand and lower crop estimates. Cash was still at a premium of ½c. Closing prices were:

	Oct.	Dec.
Wheat	70½	73½
Corn	42½	42½
Oats	25½	—
Pork	—	—
Lard	6.47½	6.47½
Short Ribs	7.77½	—

Pork—Year, \$12.75; January, \$12.52½.

On Thursday wheat opened quiet and unchanged but sold up sharply in the afternoon. There was good buying on the decline, which denoted a firm undertone. Corn was again strong. Closing prices were:

	Oct.	Dec.
Wheat	71½	74½
Corn	43	42½
Oats	26	—
Pork	—	—
Lard	6.50	6.45
Short Ribs	7.75	—

Pork—Year, \$12.10; January, \$12.77½.

Wheat opened steady on Friday, and under fair buying prices became strong, though the advance brought out free offerings, which checked the upward movement for a time. December reached 74½c as the top price. Weakness developed toward the close. Corn fluctuated considerably. Provisions were over all around. Closing prices were:

	Oct.	Dec.
Wheat	71½	74
Corn	42½	42½
Oats	25½	—
Pork	—	—
Lard	6.40	6.37½
Short Ribs	7.80	—

Pork—Year, \$12.00; January, \$12.07½.

On Saturday wheat was dull and steady. At noon October was quoted at 71½, November at 72½ and May at 70½c.

MINNEAPOLIS.

Receipts of wheat were lighter, 317 car arriving on Wednesday, and only 271 cars on Thursday. The market closed easier on Thursday, when prices were:

	Cash.	Oct.	On track
No. 1 hard	71½	71½	73
No. 1 northern	69	69	70-71
No. 2 "	64	64	63-67

The *Northwestern Miller* of Wednesday says of the flour market: Foreign buyers are beginning to show more desire to take flour and are constantly bidding higher, so that millers have begun to feel more independent than for a long period, and are in some instances declining to sell ahead as freely as they might with a better water power insured. All grades are moving well and the general feeling is one of confidence and satisfaction.

Flour quotations were: Patent sacks to local dealers, \$4.10 to \$4.25 patent, to ship sacks, car lots, \$4.05 to \$4.15 in barrels, \$4.25 to \$4.30; bakers', \$3.35 to \$3.60; superfine, \$1.85 to \$2.45; red dog, sacks, \$1.50 to \$1.60; red dog, barrels, \$1.75 to \$1.85.

DULUTH WHEAT MARKET.

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

	Cash	Dec.	May.
Monday	73½	74½	80½
Tuesday	73½	74½	80½
Wednesday	72½	73½	79½
Thursday	73½	74½	80½
Friday	73½	74½	80

On Saturday the market opened at 73½c for cash, 73c bid for October, 74½c bid for December, and 80c for May. At noon December was quoted at 74½c bid, and May at 80½c. Closing prices to hear.

MONTREAL MARKETS.

GRAIN.

Quotations were given for grain as follows: Manitoba No. 1 hard, 87c; Manitoba 2 hard, 85c; Manitoba 1 northern, 85c; Canada red winter wheat, 83c to 85c; white winter, 83c to 85c; Canada spring, 83c to 85c; peas, 71c to 73c per 66 lbs.; oats, 31 to 32c per 32 lbs.; rye, 50c; barley, 48 to 55c.

FLOUR.

The flour market held firm, with stocks light. Manitoba strong bakers' usually sold at \$4.50.

BUTTER.

There has been no change in the values. Prices are as follows: Creamery, 21 to 23½c; townships, 17 to 21c; western, 15 to 17½c; low grades, 8 to 12c.

CHEESE.

Quotations were unchanged, as follows: Finest July, 11½c to 12c; fine, 11½ to

11½c; medium, 10½ to 10½c; finest August, 12½ to 12½.

LIVE STOCK.

Cattle stronger at 1½ to 4½c for export. Butchers' cattle, 2c to 4½c. Hogs, 5c to 5½c.

Regina Journal: There has been scarcely any wheat placed on the market yet. It is worth 50 cents. Oats are selling at 25 cents. Barley is nominally placed at 40 cents a bushel. Potatoes bring 40, and butter and eggs are worth 20 cents a pound and dozen respectively.

The number of failures during the quarter just closed, as reported by the Dun Wiman Mercantile Agency at Winnipeg, is nine. This embraces the district from Port Arthur to Donald. The aggregate liabilities are \$101,600, with apparent assets of \$120,900. This shows a very satisfactory record.

The drug clerks of Winnipeg met on Friday evening and formed a drug assistants' association. The committee reported failure in the matter of getting the stores closed early on account of the refusal of one of the proprietors. It was decided to make an appeal to the medical men for assistance, the clerks still hope to get a few evenings to themselves.

A telegram from Toronto on Saturday reads: The *Globe* says: "Norquay, it seems to be generally admitted, did not get the money he wanted. Among the strange rumors afloat as to his proceedings here is one for which there is excellent authority, that negotiations were entered upon and are still to be carried on looking to the transfer of the new road to two wealthy Torontonians. The possible purchaser have good means for ascertaining the true value of the road, and if they bought it would do so with their eyes open."

Macleod Gazette: The quarantine on the border is in full force. Dr. Allen is at present quarantine inspector. The regulations are as follows: Horses, mules, sheep and hogs are to be inspected on the frontier, and if found healthy, can be admitted at once. Cattle are inspected, and if found sound, are put in quarantine for 90 days. If they are unsound, they are not allowed even to come to quarantine, but must be kept out of the country. A quarantine office will be at the line, where arrangements are being made to keep a party permanently.

The following elevating and storage rates at the Port Arthur and Fort William elevators have come into force. Summer storage—Elevating (including 20 days' storage) per bushels, 1½ cents; storage for each succeeding 15 days, or part thereof, per bushel, ½ cent; cleaning and blowing, per bushel, ½ cent; scouring, per bushel, 1 cent. Winter storage begins 15th November, and expires 1st June. Between these dates, when charges at regular rates accrue to 4 cents per bushel, no further charge will be made. Winter stored grain remaining in elevators after 1st June, will be charged ½ cent per bushel for each succeeding 15 days, or part thereof, in addition to accrued charges. Orders for shipment must be given in writing, and accompanied by original railway shipping receipt or warehouse receipts, covering quantity of grain so ordered out.

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 A Full Assortment of Drugs, Patent Medicines and Sundries at Lowest Prices.
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Northwest Trade and General News.

Work was commenced on Monday last, on the Port Arthur and Duluth railway.

The Morris Agricultural Association fall show is fixed for October 6th at St. Jean Baptiste.

The Winnipeg grocers and butchers association has presented the children's home with \$45.70.

A dye house will be erected at once, in connection with the new woolen mill at Rapid City, Man.

The stock books of the Calgary Electric Lighting Company, (limited) have been opened at Calgary.

Geo. Brownell, general merchant, Neepawa, Man., purposes building a large brick store next spring.

The sale of 70,000 railway ties at Brandon, seized by the crown, has been postponed until October 22nd.

H. G. Henderson, general merchant, Langenburg, Man., is erecting a permanent store building at that place.

The Dominion lands office at Medicine Hat will shortly be opened, due to the activity of the local board of trade.

The hardware store of Graham & Gordon, Crystal City, was burglarized one night last week, and \$100 in cash taken.

Four carloads of furs were shipped last week from East Selkirk, Man., by the Hudson's Bay Company to London, England.

The first annual exhibition of the North Norfolk Agricultural Society will be held at Carberry on Oct. 10th and 11th.

Another story will be added to the Queen's hotel at Rapid City, to provide accommodation for the large increase of business.

F. & J. Skelding, Neepawa, Man., have completed the shelving of their new store, and will open a stock of general hardware at once.

Sir Alex. Galt has gone to England to float the Port Arthur & Duluth bonds. He says the Canadian Pacific is favorable to the line.

It is reported that the railway from Medicine Hat to the coal mine will be commenced shortly, and that a shaft will be put down at the mine.

Three thousand sheep have been imported from Montana by W. L. Nicol and Thynne & Hole, for their ranches near Medicine Hat, Assa.

A large shipment of Manitoba exhibits was made last week to Charlottetown, P. E. I., for exhibition there and at other points along the sea coast.

Jas. White, hardware dealer, Rapid City, Man., has moved into his new store, which will provide better accommodation for his increasing business.

The prize list for East Minnedosa Agricultural exhibition has been issued. The exhibition will be held in Minnedosa on Wednesday, the 12th October.

The Winnipeg board of trade is urging upon the attention of the Postmaster General the desirability of improved mail facilities of the Manitoba Southwestern.

Eight and a quarter mills on the dollar will be the tax rate for Birtle municipality for 1887.

This is exclusive of the special school rate which varies from two to seven mills.

Wm. Cleaver, of Portage la Prairie, went to Port Arthur last week with two carloads of beef cattle. These will make nine carloads he has shipped to Port Arthur within the past seven weeks.

Prices to farmers at Brandon, Man., last week, were: Wheat, 47 to 52c bushel; oats, 20 to 24c bushel; potatoes, 25c bushel; butter, 14 to 16c lb; eggs, 13 to 15c doz. Live Hogs, 4½ to 5c per lb.

The Bell Telephone company has purchased at sheriff's sale the plant consisting of poles, etc., of the defunct Manitoba Telephone company, of Winnipeg, which was organized in 1885 in opposition to the Bell company.

Mr. Boyd, of Pine river ranche, Carberry, Man., has made a sale of seventy-five head of sheep to the Indian Department, to be distributed amongst the Indians at Moose Mountain, File Hills, Qu'Appelle and Battleford.

The second exhibition under the auspices of the Central Saskatchewan agricultural society was held at Saskatoon lately. The display of roots, grain and cattle was remarkably fine. Some particularly good Jersey and grade cattle were shown.

H. T. McPhillips, of Prince Albert, is preparing a general directory of the district of Saskatchewan. It will contain a sketch of the history of the different settlements on the Saskatchewan, also of leading men and business establishments.

Todd & Heap have purchased the Mulvey brewery at Fort Rouge, Winnipeg, and are now busily engaged overhauling the premises. Heap has gone to the states to purchase new machinery. The firm expects to start operations in a few weeks hence.

Bulletin: A month ago old oats were selling at \$1 a bushel at Edmonton. They are now being purchased by the police at 75 to 85c. New oats are being contracted for at 60c, but none have been delivered yet. Delivering on the new police contract will commence on Oct. 1st.

The first meeting of the commissioners to deal with the indebtedness of Portage la Prairie, was held in Winnipeg on Tuesday night. The commissioners present were His Honor Judge Ryan, and Mr. Adamson. It was decided to give the required thirty days notice, and to commence regular sessions on the first Tuesday in November.

The fishing business of Port Arthur is becoming quite an important branch of industry. Over two thousand dollars' worth of fresh fish are brought in every week from the grounds in the bay, and along the coast from Silver islet to Nepigon, by the Northern Fish company and the firm of A. Booth & Sons. The greater portion of the cargo is shipped to the United States, principally to St. Paul. The shipments include pike averaging twelve pounds, white-fish from eleven to twelve pounds, sturgeon from seventy-five to eighty pounds and red salmon trout.

Three dollars is a pretty heavy charge for carrying a barrel of eggs by ordinary freight from Moosomin to Medicine Hat, yet this is

the amount charged by the C.P.R. for such service, as shown by the freight notice forwarded THE COMMERCIAL, accompanied by the following note: Inclosed find C.P.R. expense bill for barrel of eggs shipped from Moosomin to Medicine Hat—distance four hundred and forty-one miles—rate \$1.67 per cwt; time on road, twelve days. Compare this with work of any road having opposition and let us know if you think we in the West are as strongly opposed to interfering with the C.P.R. monopoly as some people would like to make out. Yours truly—Kicker from the West.

Birtle Observer: We learn that W. C. Paynter, agent of the Miniota Farmers' Mutual Fire Insurance Co., has during the past four or five weeks effected insurance on the property of more than eighty of the best farmers of Rock Lake county, Southern Manitoba, and that he has received the promise of about one hundred additional risks upon making a second canvas after the hurry of harvesting is over.

At the last regular quarterly meeting of the council of the Pharmaceutical Association it was decided that the semi-annual examinations be held on the third Wednesday and Thursday of October. Candidates for this examination require to give two weeks notice to the registrar of their intention to present themselves. The education committee were asked to make all necessary preparations for the second term of lectures, which opens on December 1st next.

Mr. Tilden, chief engineer of the Northern Pacific Railway, was in Emerson recently, having driven north from the point reached by tracklayers on the line into Pembina. Mr. Tilden says the rails were laid within 20 miles of Pembina, and the track will be completed into the latter place this week. It is the intention to at once put rolling stock on the road. A tariff of freight rates is already in force. It is probable that as soon as the new line reaches the boundary, a side track will be laid parallel with the boundary, for the delivery and receipt of freight, during the interval before the completion of the R. R. V. Ry. to a connection at the line. Application has been made to the company on behalf of Emerson for this traffic convenience, and it is altogether likely to be granted, and will in that event, give us rates out for grain, and in for coal, etc. In other words, Emerson will at once have all the benefits of competition in freights.

The Port Arthur, Duluth & Western railway was originally incorporated by the Ontario Government as the Thunder Bay Colonization railway. The route is from Port Arthur south-westerly through the townships of McIntyre and Oliver, crossing the Canadian Pacific about two miles east of Murillo, thence to the Kaministiquia, crossing that near the junction of the White Fish, following the valley of that stream, and by way of the Beaver, Rabbit, Porcupine and Silver Mountain mines to the north of White Fish lake, thence north of the Arrow lake chain to the international boundary at Gunflint lake on the Pigeon river system of water stretches. The present portion of the line which it is intended to build from Port to the boundary is about 86 miles in length. It is subsidized by the Dominion to the extent of \$3,200 per mile, or in all \$275,000. The work

for the first 40 miles has been let to the firm of Grant & Ross, who are to complete it ready for traffic by July 15th next, and they are also to build the remainder as soon as this section is well under way. The present contract has been made with Messrs. Thomson & Co., a firm of English financiers, who have floated the undertaking. The line passes through a magnificent belt of agricultural lands estimated at several million acres. Besides this it will serve all the silver mines in the new Port Arthur silver district which is rapidly becoming famous and at the boundary it taps on both sides the finest kinds of iron ore lands, 1,700 acres of which have been purchased from the Ontario Government within the last month. The Government are also selling freely, principally to Americans, several thousand acres of the silver lands along the route. The board is composed of Thomas Marks, president; D. F. Burke, vice president; Mayor Macdonnell, Dr. Smellie, George T. Marks, Michael Dwyer, W. G. Smith and Allan R. Macdonnell, directors.

Senator Sanford of the well known wholesale clothing house of Hamilton, Ont., is in the city.

Oswold Bowie, of Morden, is to the front with the biggest cabbage yet. He has shown a big head of cabbage which turned the scale at 22 pounds.

A train of fifty-four cars of wheat pulled out from Portage la Prairie station on Wednesday. Two engines were required to pull the load to Winnipeg.

J. Giles, a Portage la Prairie butcher, has reduced the price of meat to the following scale: Boiling cuts, 3 to 5 cents; steaks, 6 to 8 cents; roasts, 5 to 8 cents.

Though late in the season, the banana has reached Macleod, Alberta. The *Gazette* of that place reports that the first bananas ever taken to Macleod, arrived there lately.

A correspondent writes: The end of the Russell branch of the Manitoba Northwestern would be a good point for some enterprising company to build a grain warehouse. Your correspondent would think there will be about 60,000 bushels of wheat marketed at that point this year.

Scaled tenders will be received at Regina, up to the 15th of October for furnishing Oats and Potatoes, to be delivered at the Mounted Police Barracks in the following places: Regina, 10,000 bushels of oats, also 800 bushels of potatoes. Maple Creek: 5,000 bushels of oats. Medicine Hat: 2,000 bushels of oats.

The C.P.R. land department sent out a special train on Friday, with fifteen teams of horses and a farming outfit, which will be employed on the experimental farms between Moose Jaw and Calgary. The area for crop next year will be extended. George H. Strevel has received the contract for the execution of the work.

Emanuel Ohlen, of the Dominion Government immigration office, Winnipeg, has gone to St. Paul, where he will engage help and purchase a plant with which to begin the publication of a Scandinavian monthly journal in this city, to be known as *The Canadian Scandinavian*. The first number will make its appearance in about two weeks.

The fall round-up is now going on at the western cattle ranches.

All this season's chesos of the Virden factory has been disposed of at good prices,

Prices at Portage la Prairie last week were: Wheat 54c; oats 20c; potatoes 25c per bushel; butter 17 to 20c per lb; eggs 15c.

The Crops.

C. N. Bell, secretary of the Winnipeg board of trade, has presented an estimate of the present season's crops, which is summarized as follows: In June last the crop reporters of the Department of Agriculture made returns of 432,134 acres under wheat crop. It was estimated before harvest, that the average yield would be about 24 bushels per acre, but on threshing it has been found that the actual yield has been fully 20 per cent. greater than that estimate. Grain buyers are practically a unit in declaring that thirty bushels is a sufficiently low estimate of the average yield of wheat for the province, the only difference being in the acreage under crop, some estimates being ten per cent under the amount returned by the crop reporters. But the test of the amount of binding twine sold to farmers this year proves conclusively that the Government reports underestimate, rather than over-estimate, the area of the wheat fields cropped. I have averaged the yield at 28 bushels, which, on the returned acreage of 432,134, give as a total, 12,099,864 bushels. Allowance must be made for a home consumption, for seed and breadstuffs, of 2,000,000 bushels, which makes in round numbers 10,000,000 bushels available for export.

The yield of barley for the province is estimated at 2,000,000 bushels, and oats at 5,000,000 bushels. Of flax the report says 12,000 acres will be harvested, with an average of 15 bushels per acre, giving a yield of 180,000 bushels. The acreage of potatoes reported reached 11,000 and a safe estimate of 250 bushels per acre may be used. This represents a total crop of 2,750,000 bushels.

Regarding binding twine the secretary says: By actual returns obtained from all dealers in binding twine in Manitoba, I find that 1,816,130 pounds weight of that article were sold to farmers this season. Now, allowing 3½ pounds of twine to an acre of wheat, and 2 pounds to one of oats (though, as a matter of fact four-fifths of the oats, nearly all the barley, and a fair percentage of the wheat was bound by hand with straw bands or raked, owing to the shortage of twine in the market) we find the following result:

Wheat, 432,134 acres at 3½ lbs.....	1,512,460
Oats, 100,000 acres at 2 lbs.....	200,000
	1,712,460

This conclusively proves that the acreage harvested was over rather than under the area returns sent in to the department of Agriculture of Manitoba last June, and on which the average yields are based.

The elevator capacity in the province is placed at 1,600,000 bushels. With 10,000,000 bushels to handle, the farmers may be prepared to meet with delay in getting their grain taken off their hands.

The value of the year's crop which will be available for export is estimated as follows:

Wheat, 10,000,000 bushels at 55c.....	\$5,500,000
Barley, 1,000,000 bushels at 30c.....	300,000
Oats, 2,500,000 bushels at 18c.....	450,000
Flax, 150,000 bushels at 75c.....	112,500
Potato, 1,000,000 bushels at 25c.....	250,000
	14,650,000
It is safe to add for the value of dairy products, stock, vegetables, wool, hides, etc., available for export, not required in Manitoba.....	500,000
	\$7,112,500

An Ottawa despatch says: The C.P.R. has decided to adopt Esquimaux as the winter port on the Pacific for ocean steamers.

An Ottawa dispatch on Saturday says: Senator Clemow said to-day that work on the Northwest Central will be pushed until 50 miles are constructed this year.

Senator Clemow announces that fifty miles of the Northwest Central will be built this fall, and one hundred next year and that work will not stop till they reach Edmonton. The road will then be extended to the Pacific coast.

A meeting of the council of the Winnipeg board of trade was held Friday evening, Hespeller in the chair. The principal business transacted was the submission of a reply to Sir George Stephen's letter.

The stock of the late J. L. Coltart, of Winnipeg, will be offered for sale by tender up to Monday, October 10th. It consists of \$10,200 worth of clothing, \$1,000 furs, \$700 hats and caps and \$3,000 furnishings.

Jos. TEES & Co., music dealers, etc., Winnipeg, have moved into new quarters at 431 Main street, where they will occupy the handsome new store in the Bird block. The building has been fitted up in fine style, making one of the most elegant stores in the city.

According to the blue books just issued, the population of Manitoba on July 31st, 1886, by the census taken at that time was 108,640, of whom 59,594 were males and 49,046, females, and 20,238 resided in Winnipeg. Presbyterians were the most numerous of religious denominations, numbering 28,406, the Church of England ranking next with 23,206 adherents, then the Methodists with 18,617, and then the Roman Catholics with 14,651. More than one-half the population are returned as of British extraction, namely, 25,949 English, 25,676 Scotch and 21,180 Irish. There are 11,082 Germans, 6,821 French, 7,985 half-breeds, mostly French, 5,575 Indians and 2,468 Icelanders in the province. Manitoba can, indeed, claim to have the most mixed population in proportion to its number of any community in the world, for in addition to the nationalities enumerated there are Africans, Chinese, Dutch, Italians, Jews, Russians, Scandinavians, Spaniards, Swiss and Welsh within its borders. Nearly three-fourths of the population, however, were born in Canada, namely, 76,968. The agricultural class is, of course, the most numerous, 22,882, the industrial class embracing 3,715, the commercial 3,319, the domestic 2,224 and the professional 1,858. There are no fewer than 96 lawyers in Winnipeg, or one for every 200 of the population.

Young Bostonian, who has married a country wife—"My dear, I am going down to M. Arbesque's tonsorial parlors for a few minutes." "Oh, Charlie, dear! there isn't anything the matter with your tonsils, is there?"

WHAT ARE WE DRINKING?

IT IS A FACT that there is an enormous quantity of **something** being sold at the present time under the name of **Coffee** which is an insult to the name and an imposition upon the public. In view of this fact it is the **duty** of every dealer to purchase his **Coffee** of a reliable house and to protect his own interests by giving his customers **pure Goods**. We have established a reputation for **Pure Coffee** which is equalled by no firm in the Dominion, and we intend to hold fast to a reputation so justly earned.

Ask for and **INSIST** upon having **Coffee** that is prepared by

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J. W. DRINGCOLL, Manager

Fall Fairs.

The following dates have been fixed for fall
fairs:—At Grenfell, N.W.T., Oct. 3; Dominion
City, Oct. 3 and 4; Wolseley, N.W.T., Oct. 4;
Oak Lake, Oct. 4; Indian Head, Oct. 5; Neep-
awa, Oct. 5; Brandon, Oct. 5, 6 and 7; Fort
Qu'Appelle, Oct. 6; Yorkton, Oct. 6; Qu'Ap-
pelle, Oct. 7; Shoal Lake, Oct. 11; Birtle, Oct.
4; Menota, Oct. 5; Virden, Oct. 6; Clearwater
Oct. 7; Glenboro, Oct. 11; Alameda, N.W.T.,
Oct. 6; Qu'Appelle Station, Oct. 7; Moosejaw;
Oct. 8; Minnedosa, Oct. 12; St. Jean Baptiste,
Oct. 6; and Carnduff, N.W.T., Oct. 6.

Tenders are asked for the erection of a regis-
try-office and court house at Morden, Man.
At present these buildings are located at Nel-
son, for that district.

British Columbia.

A new hotel, called the Driard, has been opened at Nicola.

McEdwards & Trouson have sold out the Victoria hotel, Priest Valley, to Jas. Christian, of Okanagan Mission.

The Vancouver Gas Company is calling for tenders for laying its mains. The company evidently means business.

The schooner Kate, the last of the sealing fleet, owned in Victoria, arrived from Behring's sea on Wednesday, with 1,800 skins.

At Yale last week the fruit was being gathered in. Plums were a failure but other fruits, especially apples and pears, were quite up to the average yield although somewhat deficient in quality, owing to the dry weather.

Prices at Vancouver last week were: Manitoba patent, \$5 to \$5.50 bbl; bakers, \$5; oatmeal, \$5 per 100 lbs.; hams, 18 to 20c; bacon, 16 to 18c; potatoes, \$1 to \$1.40 per 100 lbs.; eggs, 30 to 35c doz.; butter, 25 to 35c pound; cheese, 20 to 25c.

The entrance fee of the new board of trade at Vancouver will be \$25, and the annual subscription \$12. The annual expenditure is estimated at \$1,000, and \$375 will be the amount required to start the institution. John Devine has been appointed secretary.

The successful floating of the New Westminster Electric Lightning Company is an assured fact, 350 lights having been subscribed for. The capital stock of the company is placed at \$30,000, in shares of \$50 each. The operations of the company will commence without delay.

Vancouver News: Mr. McKelvie, who is one of the promoters of the new iron foundry and machine shops in Vancouver, left for the east yesterday to buy machinery and plant for the establishment. It is the intention to erect works costing in the neighborhood of \$15,000 at first, and add to them as required.

Kanloops Sentinel: Geo. Loney has returned to town from a prospecting trip to his mines, about 40 miles up the North Thompson. He has brought with him some very fine samples of the coal, which is found to be highly combustible, and a first-class article in every respect. It is easily mined, and it is hoped will prove the bonanza it appears to be.

The following vessels are on their way to load lumber for foreign parts at the Hastings Saw Mill: Barque Rollo, 900 tons; barque Dilbuhr, 1,300 tons; barque Pak Wan, 850 tons. The German barque Cerastes has sailed for Valparaiso for orders, with 85,000 feet t. and g. flooring and 325,000 feet rough lumber from Hastings Saw Mill Company.

The following motion was handed in at a late meeting of the Victoria city council: Resolved that the city barrister be asked as to the powers of the council to increase the license now paid by commercial travellers; also whether the keepers of licenced houses have the power to order the collector to leave their public-room while the said collector is seeking information as to travellers who are endeavoring to evade the tax.

R. P. Cooke, C.E., of Brockville, Ont., in conjunction with another gentleman from the

east, has concluded the preliminary arrangements for establishing a foundry and ironworks on a considerable scale in Vancouver. The firm who are about to engage in this enterprise have applied to the city council for exemption from taxation for a term of years on these works, and it will come before the financial committee of the council for consideration at the next meeting. In the event of the exemption being granted, the firm will agree to have the works in operation within three months.

The Vancouver council has passed a by-law to exempt the property of the proposed foundry from taxation for ten years. Cook & McKelvie are the promoters of the scheme. It is their intention to form a joint stock company, with a capital of \$25,000, erect a foundry building 50x34 feet, blacksmith shop 30x35 feet, and machine shop 80x35 feet. The necessary wharves and sidings will be built. The frontage is about 400 feet, both on the railway and on the Inlet. Work is to be commenced immediately, and the works will be in running order in about four months.

Minneapolis and St. Louis Railway.

The committee on transportation has selected the Minneapolis & St. Louis Railway, commonly known as the "Albert Lea Route," for the transportation of the comrades of the G. A. R. of this department to the National Encampment at St. Louis. The train will leave St. Paul on Sept. 25th, at 3 o'clock p. m., and Minneapolis at 3:30 p. m. It will be a "special" for the use of the comrades and their friends, will be suitably decorated and have ample sleeping and dining room cars for the accommodation of all. It is expected that a good band will accompany this train. The fare will be \$15.85 from St. Paul or Minneapolis to St. Louis and return. Comrades can join the train at any point on the route, and obtain tickets elsewhere in the state to St. Paul or Minneapolis on payment of one full fare one way. The same rates apply to all other routes leading to St. Louis. The headquarters of this department will go over the Albert Lea Route, and be established at rooms 50 and 52 in the Southern Hotel on Sept. 26th. All comrades are requested to report there immediately on their arrival. Tents will be pitched in all parks for such as may desire to occupy them—comrades furnishing their own blankets. The grand parade will occur on the 27th, and will, without doubt, be a most imposing and magnificent pageant. Comrades will, as far as possible, appear in Grand Army uniform. It is especially desirable that all those who intend going by this train should notify the Assistant Adjt.-Gen. at St. Paul, or Comrade Robert Stratton at Minneapolis, in order that suitable accommodations may be provided for them.

2. Comrade John B. Sanborn is hereby appointed chief marshal, and will have charge of all arrangements connected with the grand parade by the Department of Minnesota.

3. Comrades F. Seibold, of St. Paul, Edwin Dunn, of Eyota, and ———, of Minneapolis, are detailed as color guard, and will have charge of the department colors. By command L. L. Wheelock, Department Commander, W. W. Braden, Assistant Adjutant General.

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	Lev St. Paul.	Lev Minneapolis
Chicago, Burlington, Kansas City and Des Moines Ex.....	a 8 20 a.m.	a 9.05 a.m.
St. Louis Fast Ex.....	b 6 30 p.m.	b 7.15 p.m.
Chicago Fast Ex.....	d 6 30 p.m.	d 7.15 p.m.
Des Moines Passenger.....	a 6 30 p.m.	a 7.15 p.m.
Excelsior and Watertown.....	a 8.10 a.m.	a 8.45 a.m.
Arlington and Excelsior.....	a 15 p.m.	a 4 50 p.m.
Mankato Express Accom.....	a 15 p.m.	a 3.50 p.m.
a Ex. Sunday. b Ex. Saturday. d Daily.		

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