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of Manitoba and British Col-
umbia and the Territories.

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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, AUGUST 13, 1888.

H. H. MILLIE, jeweller, Battleford, N.W.T., has gone out of business.

MCDONALD & BOULTON, blacksmiths, Virden, have dissolved partnership.

CREER & MICKLE, barristers, Birtle Man., have opened a law office at Binscarth.

THE board of trade of Maple Creek, Assa., has placed a show case upon the C. P. R. platform there.

G. L. MASHINTER, of the Portage la Prairie Liberal, has sold out his interest in that paper and will go east.

JANET SHEPPHERD, dry goods, Regina, has added groceries, and admitted R. H. Williams into partnership.

THE Qu'Appelle board of trade has had a building 8x20, erected for the use of the hook and ladder company.

PIPER BROS. have finished their new building at Fort William, and will open up a stock of stoves and hardware.

RAPID CITY Vindicator:—Our merchants' stock of butter was cleaned out by a Winnipeg firm this week. The ruling price was 12½c.

FOURTEEN cars, numbering in all 255 head of Stewart ranch cattle, in magnificent condition, were shipped to Montreal on Thursday last.

JAS. McDONALD and K. A. McLeod, builders and contractors, Edmonton, Alberta, have entered into partnership under the firm name of McDonald & McLeod.

KNIGHT & MALONE, who purchased Charles O'Meara's blacksmithing business at Calgary,

recently, have dissolved partnership. Malone will continue the business.

THE new printing plant for the Winnipeg Morning Call has arrived, and that paper appeared on Monday last in a new and elegant dress, and otherwise improved in form.

GARLAND, of Portage la Prairie, has asked for tenders for the erection of a store at Carberry, Man. It is understood he intends opening up business in the line of gents' furnishings.

AN idea of the extent of the crop on the big plain surrounding Carberry, Man., may be gathered from the fact that the agents there of the different implement firms have sold in the aggregate 104 binders.

LAIMAN & MYRES, the Manitoba Wine Co., of Portage la Prairie and Winnipeg, have sold out their brewing plant to E. L. Drewry, and will confine their operations to the manufacture of aerated waters, &c.

THE Ontario & Rainy River railway company has voted to amalgamate with the Port Arthur, Duluth & Southwestern, to send out a surveying party to locate the line for its connection with the latter road and to try to secure bonuses from the mining towns along the route.

NOTICE is given in the last Manitoba Gazette of the application for letters patent by the Riding Mountain Oil Company. The applicants are:—R. P. Roblin, grain merchant; Charles T. Brown, real estate agent; Wm. L. Harrison, Alex. L. Anderson, insurance agent; Wm. P. Johnston, machinist; C. W. Clark, physician; and Samuel B. Woods, salesman, all of Winnipeg.

THE Icelanders who went into the Red Deer country, north of Calgary, lately, are pleased with their new home. The remainder of this colony, numbering 73 souls, will arrive in the fall after they have disposed of their effects in Dakota. The Alberta Lumber Co. have made no advances in erecting their mill. Lumber is badly needed in the settlement, McKenzie Bros. with their small saw mill being unable to supply the demand.

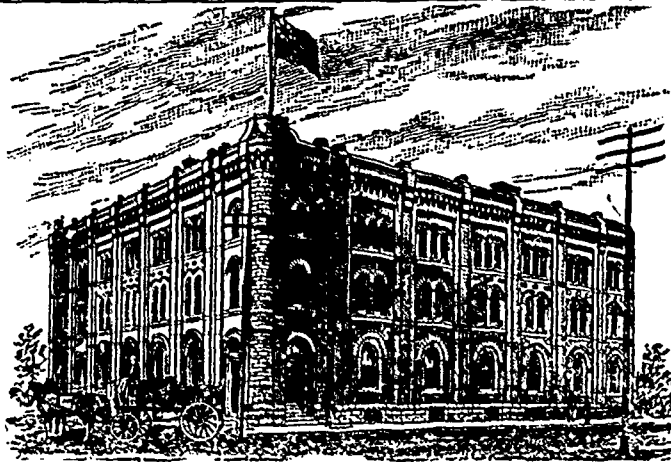
THE Regina board of trade held the first meeting on Wednesday, under incorporation. D. W. Bole was elected president, and J. A. McCaul vice-president. The following were elected a council:—J. W. Smith, M. McNichol, D. Mowat, R. Tinning, A. Martin; P. Lamont, C. J. Atkinson, J. F. Mowat, Alex. Sheppard, Jonas Smith, G. B. Elliott, secretary. A board of arbitration, comprising twelve, were elected. A number of by-laws were introduced and passed, and several new members were elected.

EARLY last spring Hill & Mason, of Sintaluta, Assa., wrote to Mons. Pasteur, of Paris, France, for a small quantity of the poison which he had recommended for the extermination of the rabbits in Australia, hoping it might be successful in destroying "gophers," the pests of this country, and received from him a most courteous reply. He also sent, at his own expense, a bottle containing microbes of chicken cholera, with full instructions for use, which are as follows:—Mix the microbes with soup, allowing the same to lie three or four days to germinate, then mix with meal or shorts. The

experiment has been highly successful, and the gentlemen referred to say that they have gained the upper hand of the gopher, and expect no further trouble from them. Large numbers of them have been found dead, and an examination proved them all to be diseased, whilst a few running around are minus their hair or fur. It is to be hoped that this means of ridding the country of such destructive pests may be taken up by the authorities, seeing Mr. Pasteur has kindly offered to give further supplies of microbes should the experiments prove successful.

EDMONTON Bulletin:—Word was brought in by hunters some weeks ago that the beaver on the Athabasca river and its tributaries had died during the past winter and spring in thousands—that they were in fact almost exterminated. Subsequent reports have partly confirmed these statements, and are to the effect that the destruction extends from the foot-hills of the Rockies to Fort McMurray on the Athabasca. Some say that disease is the cause of the trouble. Others, that owing to dry seasons the streams on which the beavers build their dams have got so low that during last winter the dams in which their food was stored under the ice froze to the bottom and prevented their getting at it, thereby starving them to death. And further, that where this did not occur or was only partly the case, as the spring was remarkably late it is probable the supply of food ran out before the ice broke, and they were thus starved. Whatever may have been the reason the fact remains that throughout a great extent of country that ordinarily turns out thousands of skins in a year, the output this season will be very greatly decreased, and it will be some years before it can be expected to come up to the old figure.

A LARGELY attended meeting of the Portage la Prairie board of trade was held recently and a large amount of business transacted, President McLenaghan in the chair. The by laws were adopted and the regular meeting of the council fixed for the third Thursday in each month. On motion Vice-President Wm. Garland, Robt. Watson, M. P., and Secretary Prest were appointed a general railway committee. Messrs. Robt. Watson, David Johnson and Secretary Prest were appointed a committee to draw up a resolution to the Dominion Government in conformity with the resolution passed by the Winnipeg board of trade, to change the present wheat standards to one which will do justice to our farmers and grain men. A resolution was passed reciting the injury being done to Portage la Prairie and surrounding country by the scarcity of lumber, due, the board is informed, to the lack of transportation facilities on the C. P. R., and urging Superintendent Whyte to give the matter his immediate attention with a view to rectifying the evil. The secretary was instructed to forward a copy of the resolution to Superintendent Whyte. Considerable discussion followed this, devoted to matters affecting the commercial interests of the town. The members of the board have settled down to business, and the board is bound to become a useful and convenient factor in advancing the interests of Portage la Prairie. It comprises, it is said, nearly all the leading merchants and business men of the town.

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

THE sales of land to actual settlers in Manitoba this season are certainly very much larger than in former years. The Winnipeg district has been thoroughly advertised of late, and is attracting a great deal of attention from intending settlers. All over the Province, in the settled districts, lands are also being bought up by actual settlers, who prefer to purchase land convenient to markets, rather than take up Government land at more distant points. The C. P. R. Co's land commissioner recently said to a reporter:—"We have been doing a big business since I returned. Each month's business has exceeded that of the former month, and the last three months have been better than any like period since the boom. The demand is principally for half and quarter sections to individuals, all of whom are to become actual settlers."

THE *Montreal Herald* sees in the railway situation in Manitoba the death warrant of protection in Canada. According to the *Herald* the entrance of the Northern Pacific into Manitoba is the first great blow at the protective tariff in this country. The construction of railways to the south will increase international trade facilities with the United States, and following this will come a desire to be rid of the tariff which imposes such severe restrictions upon this trade. In this line of reasoning the *Herald* is no doubt correct to some extent. The *Herald* concludes that when the West says the tariff must go there will be nothing for the Dominion Government to do but comply. There is no doubt of the fact but that the protective tariff bears more heavily upon the West than any other portion of Canada, but so far there has been little disposition shown here to "kick" vigorously against protection. However, now that the railway difficulty has been settled the time may soon come when the people of this part of Canada shall demand that the tariff be framed with some regard for Western interests, and not entirely in the interests of the East.

FROM reports received from all parts of the

country, it is evident that farmers are preparing to conduct their operations on a much larger scale next season, than ever before. The remarkably fine crop of 1887 has had the effect of encouraging farmers to increase their acreage under crop to the greatest possible extent. From all over the country come reports that breaking is going on very actively this summer. Farmers who have allowed their crop acreage to remain about stationary of late years, are this year breaking from 25 acres upward of new land. This is very gratifying news, and makes it certain that the crop area of 1889 will show a more marked increase than has been made in any year since 1882, and perhaps greater than any single year in the history of the Province. The general desire to increase the crop area, shown this season, has been favorably assisted by natural conditions, the present summer having been a very favorable one for breaking new land. The following paragraph from the *Deloraine Times*, is a sample of many reports from the country concerning this summer's breaking:—"One of the most encouraging signs of this season's farming operations is the large amount of new land that has been broken, and prepared for next season's crop. It is believed that never before in the history of the Province has so much new land been broken in one summer."

It is pretty generally believed that the C. P. R. will not be content to remain at Duluth, now that it has acquired control of the road from Sault Ste. Marie to Duluth. It is almost certain sooner or later to strike out for the wheat fields west of Duluth. Here it is a settled belief that the C.P.R. will not rest until its Duluth connection is extended to Winnipeg. That the same opinion prevails elsewhere, will be seen by the following from the *Mississippi Valley Lumberman*: The purchase by the Canadian Pacific of the Duluth, South Shore & Atlantic gives the great Canadian line another feeder on the American side of the line, and adds another important element in the railroad as well as the lumber situation. It is not at all probable that the western terminus of the Du-

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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 276 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

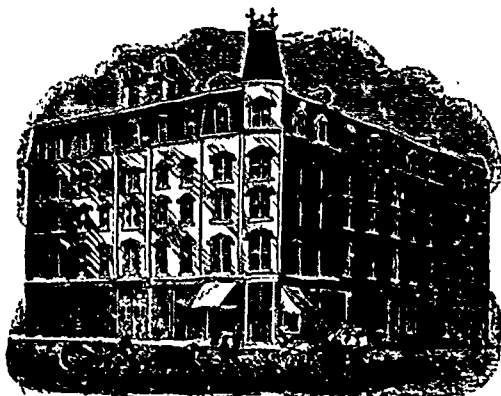
Yours very truly,

THE PORTAGE MILLING CO.
Jas. MacLenaghan, Managing Director.

luth, South Shore & Atlantic will be for any length of time at Duluth. It has long been a favorite scheme of the business men of Duluth that there should be a line built in a northwest direction to Winnipeg. There is much to invite the construction of such a line. The gentlemen interested in the Duluth, South Shore & Atlantic had prepared at one time to give such an enterprise their support, until given to understand by President Hill, of the Manitoba, that any such venture would lead to his paralleling in turn their line. They were not in position to encourage any such struggle for territory and the support was withdrawn. The relations between the Manitoba and the Canadian road are understood to be amicable, but if the Canadian Pacific people want to extend their line from Duluth to a point of connection at Winnipeg, or elsewhere, they can be depended upon to do it without consulting the Manitoba company.

At a meeting of the directors of the Canadian Pacific railway company, held at Montreal on Tuesday last, Sir George Stephen tendered his resignation as president of the company and W. C. Van Horne, the vice-president, was unanimously elected in his stead. Sir George Stephen remains a director of the company and a member of the executive committee. A resolution of thanks was tendered the retiring president, for his past services. The object, it is said, of the change, is to have a practical railway man at the head of the company. In a letter regarding his resignation, Sir George Stephen said: "I cannot refrain from congratulating the shareholders upon the arrangement recently completed, which will have the effect of securing to the C.P.R. the permanent friendship of the two new and important American lines extending from Sault Ste. Marie to Minneapolis and St. Paul, on the one hand, and to Duluth on the other, and reaching a traffic the importance of which it would be difficult to overestimate. It is also a matter for congratulation that arrangements have been practically settled with the Wabash railway for a permanent connection between the Detroit

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river and Chicago and the southwest; and further, that the long pending negotiations with the Imperial Government for the establishment of a first-class steamship line between Vancouver and Japan and China have at last been concluded." The resignation of Levi P. Morton, of New York, Republican candidate for Vice-president of the United States, which was sent in immediately after his nomination by the Chicago convention, was also accepted, and Senator Donald McInnes elected in his stead. It is understood Assistant General Manager T. G. Shaughnessy will be appointed general manager and vice-president.

C. P. R. at Duluth.

The following letter to the *Mississippi Valley Lumberman* shows the feeling at Duluth regarding the purchase by the C. P. R. of the Duluth, South Shore and Atlantic Railway: When it was announced a few weeks ago that the "Soo" road and the Minneapolis & Pacific had fallen into the hands of the big Canadian company,



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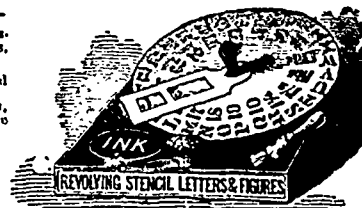
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WINNIPEG REPRESENTATIVE:

JOHN B. MATHER, McDermott Street.

Duluth looked upon the transfer with considerable indifference and a little satisfaction. But when the same men got hold of our South Shore road, to whose advent we have been looking forward to so hopefully and trustingly for over a year now, it had quite a different effect upon the Duluth mind. There is no doubt a feeling of disappointment here. Our people would much rather see the Grand Trunk in control of the South Shore than the Canadian Pacific. The former would have no great interest in any other Northwestern or Lake Superior city than Duluth and would naturally favor this city. We cannot expect that from the latter road. The natural eastern outlet for the Canadian Pacific's Manitoba trade will be by its North shore line, so long as it can take freight that way advantageously, and that controlling as it does the "Soo" line, there can never be any great competition between the route via Minneapolis and Sault St. Marie to the east and that via Duluth and St. Marie. Duluth wants one road, at least, that has no direct interest in St. Paul and Minneapolis, not because she is the enemy of those cities, but because she cannot have the advantages in rail freight rates to which her position entitles her

until there is such a road. If, however, the Canadian Pacific, to protect its new purchase will be compelled to build a direct line from Duluth to Winnipeg, Duluth will welcome the sale. The advantages of such a line to Duluth, were well set forth. In the last three days information has reached Duluth, or rather old information has been confirmed, which points to an early occupation of the undeveloped territory in northern Minnesota by at least one line from Duluth, by the building of the Duluth & Winnipeg road, which was started eight years ago, but has been dead or seemingly so for years. The road will not be in the interests of the Minneapolis & Manitoba, but whether it will represent the Canadian Pacific, or be independent of all other companies is not known.

One of the British Columbia Packing Co.'s boats on Saturday morning caught an immense spring salmon which weighed 64½ lbs. The fisherman had a terrible fight getting it landed as the fish struggled most bravely. When packed it made a little over a case of four dozen cans. This is the largest salmon caught on the Fraser this year, and ranks among the largest ever caught on the river.

The Commercial

WINNIPEG, AUGUST 13, 1888.

COMPETING RAILWAYS.

The great subject of public discussion during the past week has been the proposed railway contract between the Manitoba Government and the Northern Pacific Railway Company, and it is a question whether the bulk of the comment has been favorable or unfavorable to the same. Of course there are the chronic kickers, who will be pleased with no arrangement no matter how favorable to the province, but outside of that irreconcilable circle there are many who look upon the proposed contract with anything but favor.

It would be unwise as well as ungenerous to pass hasty judgment upon what the Government have already done, seeing the contract as published is sufficiently indefinite on several important points to require considerable explanation, and as the actions of Mr. Greenway and his associates since their accession to power entitle them to credit for honesty and having the welfare of the province in their aims, most people will wait until the meeting of the Legislature for these explanations, and hope that they will show business tact as well as honesty and good faith in the interests of the province.

One point open to all to comment upon is the railway construction work to be undertaken at once, and the benefit to be secured in a broad provincial sense therefrom; and in viewing this we see where Mr. Greenway and his colleagues have started out in true politician style, with an eye to their own safety and popularity first. The lines included in the proposed agreement give the much desired competition to Winnipeg, Portage la Prairie, Brandon and Emerson, thus giving favors to the centres of population where representation in the Local House is strong, while the line from Morris to Brandon will traverse a country already pretty well supplied with railway facilities, though not with competing lines. Just at a point where this line will end its western course, the real lack of railway facilities commences, and for the extreme southwestern portion of the province, from which the loudest cry for railways comes, the only hope lies in a future extension of the western line proposed in

the agreement. This cry is all the more urgent because of the flat refusal of the President of the C.P.R. to make any further extension of either of that company's southwestern branches. And the same policy is to be carried out in connection with the southeastern portion of the province, which has still only the Emerson branch of the C.P.R., which, by the way, may be torn up at any time, if we are to place any reliance upon the muttered threats of Mr. Van Horne. From the banks of the Red River east to the Lake of the Woods there is not a mile of railway, and with the Northern Pacific as the only competitor to the C.P.R. in the province, there would be strong influence used against the construction of lines in the southeast. Taken altogether the proposed contract provides for competition in a great measure, but it promises nothing for the southwestern and southeastern settler, who would consider himself blessed with railway facilities without competition.

What the province is to pay for this new arrangement is another matter which is agitating the public mind, and some commentators, who look upon every move of the Northern Pacific now as a scheme to entrap the province, condemn the financial arrangements in toto. Such an ultra view is supreme folly, for it is safe to assume that a railway company will honor its obligations when there is sufficient inducement to make it do so, and with the advantages it would gain by a subsidised entrance into the Canadian Northwest, the Northern Pacific Company would find it a good policy to honor obligations to Manitoba. The weakest feature in the financial arrangements undoubtedly is that everything given by the province is in direct payment or obligations for the future, which once undertaken can never be recalled, while the railway company has its obligations all in covenants to be filled in the future. In case of any unpleasantness over the fulfilment of the company's obligations, the province would undoubtedly be at a disadvantage and the contract furnishes no penalty on the Company for non-fulfilment of its obligations, or any means by which the province could compel their fulfilment.

But calculating upon good faith being kept on both sides, the province is to pay well for all it will receive. With the province guaranteeing \$6,400 a mile at 5 per cent. and building the two Assini-

boine bridges, the company's additional outlay will be light indeed, and it does seem that with such advantages granted the security to the Government from the Company should be above question instead of being as it really is practically the Government's accepting its own guarantee when it can get it, and the promises of the Company where nothing better can be had.

We suspend judgment on the contract as a whole until the matter is laid before the Legislature with all its attendant explanations, and in so doing we commend the action of the Government in taking the earliest opportunity possible of laying the whole matter before the representatives of the people, and keeping the public informed as to their interests instead of keeping up a system of secrecy about matters, which are the business of every tax payer. The Manitoba public have been too long kept under the "shut your eyes, open your mouth and swallow" treatment by her politicians, and the Government display wisdom as well as justice in taking them into their confidence in connection with matters of great interest to the province.

INTERNATIONAL TRAFFIC.

Canadian railways and Canadian canals are again receiving special attention at Washington. It is claimed that the former operate to defeat the harmonious working of the interstate commerce act, whilst in the case of the canals, the Dominion discriminates against United States and in favor of Canadian shipping. Ever since the adoption by congress of the retaliatory bill, arising from the fishery dispute (which bill has so far remained a dead letter) the Canadian railway question has every now and again been up for ventilation at Washington. The recent move on the part of the C.P.R. Co., in obtaining control over the Minneapolis and Sault Ste. Marie railway, and still more recently in purchasing a controlling interest in the Duluth, South Shore and Atlantic railway, has no doubt again aroused the ardor of certain politicians at Washington, who have all along shown hostility to Canadian railways. The interstate commerce committee has lately been instructed to investigate the matter, with a view to ascertaining whether any legislation be necessary to "protect the diversion of commerce from legitimate and natural sources, and to prevent the monopolizing of traffic by a foreign corporation."

There is no doubt but that Canadian railways offer some hinderance to the complete enforcement of the interstate commerce law. Whilst the United States railways are hampered by this law, the Canadian roads are free from such restrictions. On this account, the C.P.R. Co., for instance, will have an advantage over United States roads in handling traffic for through shipment from United States Pacific coast ports, or from its Sault Ste. Marie connections. This is the matter which the interstate commerce committee will investigate and report upon. What the outcome may be, it is difficult to say, but it is not improbable that some effort will be made to place an embargo upon Canadian railways, in handling United States traffic. Still the question is a very difficult one to handle, and any movement to cut off the competition of the Canadian roads, would meet with intense opposition in some parts of the United States. Minnesota and Dakota would certainly fight against the cutting off of the Canadian roads, and they would be seconded by Pacific coast ports, and by strong influences in some of the northeastern states, gainers by the competition from the Canadian roads. On the other hand some United States interests would gladly see the Canadian roads cut off. Indeed, it is hinted that the politicians most active in their hostility to the Canadian railways, are working in the interests of certain United States roads. Chicago, it is said, is alarmed at the diversion of northwestern traffic via Sault Ste. Marie, and is working to place a stopper upon that route.

The interstate commerce law is itself meeting with strong opposition in many parts of the United States, particularly throughout the West, and the abolition of the law is frequently demanded. It has been urged in some quarters, that if the interstate act prevents United States roads from competing advantageously with Canadian railways, the law should be abolished, instead of restrictions being placed upon Canadian roads. The people in certain sections of the United States will themselves be the greatest sufferers from the shutting out of the Canadian roads, and any movement to that end, will certainly produce no end of strife in that country. Canadian railway interests may suffer to some extent, but otherwise the matter is not of nearly as much importance to the people of this country as to certain portions of the United States,

which are largely depending upon Canadian roads. Sault Ste. Marie, for instance, is the natural outlet for northern Wisconsin, Minnesota and Dakota, and to place such restrictions upon the Canadian railways as would compel the traffic of this region to reach the seaboard via Chicago, would be to do an injustice which congress is hardly likely to undertake. Still, it must be admitted that there is a very strong feeling in some quarters against the C.P.R. Co., which is looked upon as a subsidized British institution, working directly in the interests of the Dominion and Imperial governments.

In discussing this question of international traffic, reference has frequently been made to the bonding system, and in some instances the abrogation of the system has been demanded. The transportation of goods through the United States in bond was made allowable by an act passed in 1866. This bonding system was stipulated for in the treaty of Washington, and it cannot therefore be withdrawn unless through the abrogation of the treaty.

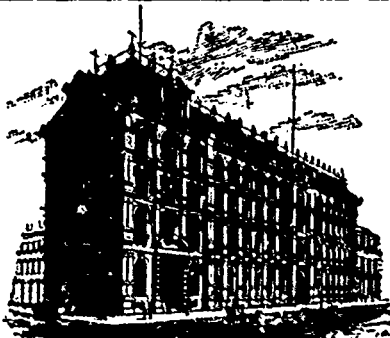
THE CANAL DUES.

Another grievance has been discovered at Washington, against this country, in which there is some show of reason. This time it is charged that the Canadian government is discriminating against United States ports, in its arrangement of the canal tolls. According to the Washington treaty, the Canadian canals were secured to United States shipping on equal terms with Canadian shipping. It appears however, that the spirit if not the letter of the treaty has been overlooked in respect to some of the features connected with the management of the canals. The toll on breadstuffs passing through the Welland canal is 20 cents per ton, but a rebate of 18 cents per ton is allowed on shipments which go forward to Montreal. This rebate is not allowed upon traffic through the canal and thence to United States ports. The discrimination is therefore not against United States shipping, but against United States ports, Canadian vessels, bound for say Oswego, would be obliged to pay the 20 cents per ton, without the rebate, whilst United States vessels bound for Montreal, would get the rebate of 18 cents per ton. This is looked upon at Washington as a violation of the spirit of the Washington treaty, and it has been proposed to retaliate by placing discriminating tolls upon Canadian traffic

through the Sault Ste. Marie canal. The United States government could adopt a similar course to that the Canadian authorities have followed, and place a discriminating toll upon traffic to and from Port Arthur, and in favor of Duluth. Should such a plan be adopted, Canada would not have very good ground for complaint, in view of the policy now followed regarding the Welland canal. It is to be hoped, however, that the irritating features will be removed before any retaliatory action is undertaken on the part of the United States. Canadian shipping on the upper lakes is now entirely dependent upon the United States canal at the Sault, and such discriminating tolls could be levied there as would seriously injure our shipping interests on Lake Superior. Should a heavy discriminating toll be levied on traffic from Port Arthur through the Sault canal it would probably have the effect of driving Manitoba exports of wheat, etc., to Duluth, to the detriment of Canadian Lake Superior ports and the C.P.R.

A bill has already been introduced at Washington, intended to rectify this alleged violation of the treaty by Canada. It provides that the President may "when in his opinion the Canadian Government imposes tolls on vessels of the United States passing through the Welland and St. Lawrence canals which are not imposed upon Canadian vessels, to issue a proclamation declaring that all foreign vessels passing through the St. Mary's or St. Clair Flats canals shall be subjected to a toll of twenty cents a ton." The President is further authorized to suspend the proclamation, when it shall appear to him that the Canadian Government is no longer discriminating against vessels and ports of the United States.

An examination of the clause of the treaty of Washington, relating to the canals, will show that Canada was not bound thereby to give United States citizens the same canal facilities as accorded to Canadian shipping. Great Britain merely agreed in the treaty to urge upon Canada to secure to the United States the use of the Dominion canals on equal terms with citizens of this country. The United States Government agreed to allow British subjects the use of the St. Clair flats canal, and further agreed to urge upon the several state governments to allow the use of the state canals to British subjects on terms of equality with citizens of the United States. The state governments, as in the case of the Erie canal, have persistently refused to the present day, to allow the use of the canals to Canadian shipping. It may therefore be said that the Canadian Government has good reason for discriminating to the extent it has done, in the matter of the Welland canal.



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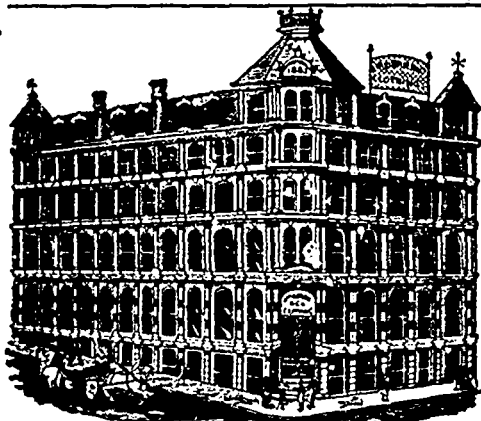
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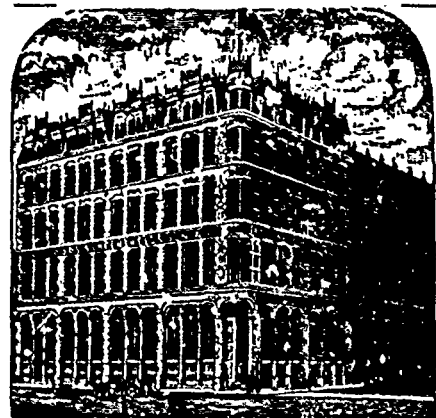
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WINNIPEG MONEY MARKET.

Monetary affairs in the city seem to move along much in the same manner as business generally. The feeling has been during the past week decidedly dull, but as in other spheres of business it has been and still is quite hopeful. During the early days, when weather was cold and dull there was a slightly nervous symptom among bankers, but with the return of light warm days hopes rose rapidly. The crop prospect at the close of the week was most brilliant, and should the harvest come out in keeping with the present promises, there will be a wide field for the employment of funds during the coming fall and winter, but until the crop movement commences there is no hope of any return of activity at the banks. Quite a little bunch of mercantile paper fell due during the first week of the month, and while there was considerable part renewing and other patching up, payments have exceeded the discount demand, and the aggregate of paper at the banks has been still further reduced, and the pile of reserved funds correspondingly increased. Any change in discount rates is not so much spoken of, and 8 per cent. is the usual figure, with 7 for gilt edge paper. In mortgage loan business all is now dependent upon the results of the coming harvest, and should they be satisfactory there will be no lack of new business in farm loans. At present the feeling is one of inactivity and high hope. Payments are few and light now, and will remain so until after harvest. The interest rate for farm loans is nominal at 8 per cent.

WINNIPEG WHOLESALE TRADE.

The unseasonable weather during the early part of last week, and the previous week, had a marked effect upon business in some branches. With the crops already in a backward condition, a spell of rainy weather followed by an unusually cold period lasting several days, was anything but reassuring. Grave fears were entertained for the safety of the crops, and this feeling was so general that business of a future nature was practically suspended. The effect of the unfavorable turn in the weather even penetrated to retail branches of trade. In some branches of trade, more intimately dependent upon future prosperity, business activity was brought to a very sudden halt. The unfavorable weather conditions have passed away for the present without doing any damage, but the season is now so backward that little encouragement will be found to undertake anything but actually necessary business moves in the meantime. Trade may therefore be expected to rule more or less stagnant until the harvest is assured.

DRUGS.

Quotations are unchanged and as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.50 to \$3; iodide of potassium, \$1.25 to \$1.75; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerino, 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; copperas, \$3 to \$3.25; sulphur

flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5.25; American blue vitrol, 7½ to 8½c.

DRY GOODS.

In dry goods sorting trade is now very light, and the same may be said of clothing, in which latter branch trade is at a low ebb. Any additional ordering for fall and winter stocks will be postponed until after the result of the harvest is made known.

FRUITS—GREEN, VEGETABLES, ETC.

Apples are plentiful and improving in quality. Oranges are scarce and not in large demand. Shippers stopped forwarding blueberries to this market, prices having gone below 5c per pound, and this produced an advance to 5c. Shippers refused to forward at a less price. Lemons were quoted lower. Quotations are as follows: Messina lemons, \$7.50 to \$8; apples, per barrel, as to quality, \$5 to \$6.00; bananas, \$3 to \$4 per bunch; cucumbers, 60c per doz.; tomatoes, ½ bushel boxes, \$1.50; do bushel boxes \$3.50; watermelons, \$5.50 to \$7.50 per doz; California fruit:—Peaches, \$3 per box; pears, \$5.50 per box; plums, \$3.00 per box; blueberries, 5c per pound; Rhodi oranges, \$8 to \$8.50 box; Southern onions, \$8.00 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, \$14.00; in ½ barrels, \$7.50.

GROCERIES.

Sugars hold steady at quotations. The market is now fairly well supplied with new Japan teas, which are of good average quality. Prices of new Japans are if anything somewhat easier. Direct shipment of China teas are on the way to this market. Prices are: Sugars, yellows, 7½ to 7¾c as to color, granulated, firm at 9c; lumps, to 9½c. 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; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c. Special brands of cigars are quoted. Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

CANNED GOODS.

Quotations are unchanged and as follows. Tomatoes, \$3.25; peas, \$3.50 to \$3.75; beans, \$2.75 to \$3.00; corn, \$3.25 to \$3.40; peaches, (Canadian) 3lbs., \$8.25; apples, \$3.25 to \$3.50; pears, \$3.25 to \$3.50; plums, \$4.50 to \$5.00; strawberries \$5.25; raspberries, \$4.75 to \$5.25; peaches (California) \$9.75; pears, \$8.75; Plums, \$7.50; apricots, \$7.75.

FRUITS—DRIED, AND NUTS.

Prices are unchanged 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 16c per lb.; in 50-lb. boxes; Valencia raisins, \$2.30 to \$2.50 per box; Morand's Valencias, \$2.40 to 2.50 per box; Malagas, London layers, \$3.50; Elemo 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.

HIDES.

Prices are unchanged as follows: Winnipeg inspection, No. 1, 4c; No. 2, 3c; bulls, 2c; calf, fine haired real veal, 6 to 11 pound skins, No. 1, 6c; No. 2, 4c; sheep pelts, 25 to 60c. Tallow, rendered, 4c per lb; rough, 2c per pound.

HARDWARE AND METALS.

Quotations are unchanged and as follows: Cut nails, 10d and larger \$3.75; I. C. tin plates, \$6 to \$6.25; I. C. tin plates, double, \$12. to \$12.50; Canada plates, \$3.75 to \$4.; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 35 to 37c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6¼ to 6¾; per lb.; tarred felt, \$2.60 to \$2.75 per 100 lbs. barbed wire, 6¼ to 7c

LEATHER AND FINDINGS.

Prices are unchanged as follows: 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, 76c; 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.

LUMBER.

The following are the quotations as per the latest revised list, f.o.b. at Lake of the Woods mills: Dimension—2x4 to 12x12, 12 to 16 ft long, \$15; do 10, 18, 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, \$29; 2nd, do, \$25; 3rd, do, \$21; 4th, do, \$18 1st, 5 inch, \$29; 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; Par og Strips, do, 50 cts; ¼ 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, \$1.00; 4th do, \$1. Dealers are requested to order by number. No delivered prices.

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, silv star, 26c; water white, 29c. American oils, Eocene, 34c; water white, 31c; sunlight, 28c. 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.

WINES AND SPIRITS.

Prices are: Canadian rye whiskey, 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, \$14.00 per case of 12 bottles; v. o., \$19. v. s. o. p., \$22.

WOOL.

Quotations are unchanged and as follows: 7 to 8c for unwashed fleece, and 12 to 15c for washed. Western ranch sheep, 11 to 14c.

THE MARKETS.

WINNIPEG.

WHEAT.

The present is a very precarious time for the wheat crop. The crop is decidedly on the late side, and at least from ten days to two weeks of warm, dry weather is required to make harvesting at all general. The very cold weather which prevailed for the first four days of last week, preceded by frequent rains during the previous week, was therefore anything but desirable. Beyond retarding the ripening of the grain, however, no important damage has been done, and if the more favorable weather prevailing during the latter part of last week continues, for a few weeks, the crops will yet come through all right. Barley harvesting has commenced in some parts of the province, and reports have come in of a few fields of wheat and oats being cut. These fields are considerably in advance of the general crop, but they indicate that only a brief period of favorable weather is required to make harvesting general. If no further setback is experienced, the heaviest crop in the history of the Canadian West will soon be gathered in.

OATS.

Prices are somewhat irregular, and quoted at 31 to 33c. on truck.

OATMEAL.

Prices to the trade in broken lots are: Standard, \$2.65; granulated, \$2.80; rolled oats, \$3.20.

EGGS.

hold firm and steady, case lots being quoted at from 15 to 16c.

BUTTER.

The same feeling prevails in this market. Only choice qualities are usually wanted for the local trade, and about 14c may be quoted as the usual price for best samples.

FLOUR.

Holds steady at the at the advance. Quotations in broken lots to the local trade were: Patents, \$2.30; strong bakers, \$2.10; XXXX, \$1.55 to \$1.60; superfine, \$1.40.

MILLSTUFFS.

Steady at the last advance. Quotations are: Bran \$12; shorts, \$15; ground feed, oats and barley \$24 per ton.

CHEESE.

Jobbing in small lots at about 11c. The future is somewhat uncertain, and dealers do not seem inclined to purchase freely.

LARD.

Quoted at about \$2.45 in 20 lb pails.

CURED MEATS.

Provisions hold firm with further advances talked of. Prices are: Long clear, scarce at 12c; smoked, 13½ to 13¾; breakfast bacon, 15½c; rolls, 15c; hams, 16½c; Armour's star hams, 18c; do. breakfast bacon, 16c. Some home cured hams, uncanvased, are offered at 15½c, and breakfast bacon at 15c.

LIVE STOCK.

Cattle are now offering fairly freely and are quoted at 3 to 3½c. Sales are reported at 3c. here. In hogs the feeling is easier. Several car lots are offered for shipment, but packers do not feel disposed to offer over 5½c delivered here, or about 5½c on track outside. Small lots are arriving frequently and have been brought from 5½ to 6c., but are now easier. Butchers are fairly well stocked, and disposed to hold out for 5½c.

DRESSED MEATS.

Quotations are:—Beef, 6½ to 7c.; pork, 8c.; mutton, 10 to 11c.

VEGETABLES.

New potatoes offered freely, at 40 to 50c; cabbage, 40 to 60c. per dozen; cauliflower, 50c to \$1 per doz. as to quality; peas in pod, 75c. to \$1 per bushel; green beans, 75c. per bushel; celery, 40c per dozen; onions, radishes, carrots, turnips, beets, etc., 15 to 20c per dozen bunches.

The C. P. R. Gardens.

The Medicine Hat Times gives the following account of the C. P. Ry. garden at that place: To prove conclusively that the land will produce anything that the land in any other portion of the continent of America will produce, the Canadian Pacific railway has established vegetable and grain gardens at seventeen different points on their line between Rush Lake and Strathmore. The gardens consist of a little over two acres at each point, and are neatly enclosed within painted wire fences. All kinds of grain have been sown and vegetables planted. The grounds have been artistically laid out, and the whole finished off with flowers, which as everybody in the Northwest knows, flourish as they do not in any other portion of the Dominion. These gardens will certainly be of great attraction to the travelling public and be undeniable evidence of the advantages this vast tract of country is offering, not only to the crowded inhabitants of the old world, but to the Ontario farmer who is eking out an existence on a worn-out hundred acre farm.

Early in the spring the site was staked out

just north of the depot, and now we see a plot of ground 100x450, heretofore a commons, enclosed by a fence consisting of dressed posts four feet high and sixteen feet apart. On these are strung four wire, and a neatly dressed top rail. The posts are painted white and the top rail an olive green. There are five twin or pivot gates which are always open and yet always closed. The garden is laid out with walks bedded with gravel and cinders four feet wide along either side of which is a border of flowers. In the centre just opposite the depot, is a twelve foot flower bed filled with rarest flowers from Winnipeg and Calgary. The garden in general is most artistically laid out with beds and plots. Grains, vegetables and roots to the number of seventy different varieties have been sown and plaited, and over two hundred trees of different kinds have been set out, the whole making an attraction which one would not expect to see in this Northwest, and which has probably not a parallel in the Dominion. Besides this garden of an acre and a quarter the company has fitted up flower gardens at each side of the depot. These are artistically laid out, and in the one on the west side is a fountain throwing its sprays of Saskatchewan water high in the air and in which is a pyramid of beautiful colored stones and crystals from the mountains, also specimens of fish from the Saskatchewan river. The manner in which the present employes of the C. P. Ry. at this point have assisted in beautifying the depot grounds cannot but meet with the highest commendation of the officials and encomiums of the travelling public. They have earned the deepest gratitude and obligation of the citizens of Medicine Hat for making their depot grounds the most attractive on the line between the two oceans, besides placing on exhibition to the travelling public, for one hour daily, the great resources of this immediate vicinity.

The Wheat Grades.

Information was received from Ottawa on Saturday that the Department of Inland Revenue has finally decided upon the grain standards. An Order-in-Council has been passed fixing grades of Manitoba wheat in accordance with the wishes of the Western boards of trade, as follows:—

Extra Manitoba hard wheat shall be sound and well cleaned; weighing not less than 62 pounds to the bushel, and shall be composed of at least 85 per cent. of hard Red Fyfe wheat grown in Manitoba or the Northwest Territories.

No. 1 Manitoba hard wheat shall be sound and well cleaned; weighing not less than 60 pounds to the bushel, and shall be composed of at least two-thirds of hard Red Fyfe wheat, grown in Manitoba or the Northwest Territories.

No. 2 Manitoba hard wheat shall be sound and reasonably cleaned, weighing not less than 58 pounds, composed of at least two-thirds of hard Red Fyfe wheat, grown in Manitoba or the Northwest Territories.

No. 1 hard white Fyfe wheat shall be sound and well cleaned, weighing not less than 60 pounds to the bushel and shall be composed of not less than 60 per cent. of hard white Fyfe wheat, grown in Manitoba or the Northwest

Territories and shall not contain more than 25 per cent. of soft wheat.

No. 1 Manitoba Northern wheat shall be sound and well cleaned, weighing not less than 60 pounds to the bushel and shall be composed of at least 50 per cent. of hard Red Fyfe wheat, grown in Manitoba or the Northwest Territories.

No. 2 Manitoba Northern wheat shall be sound and reasonably cleaned; of good milling qualities and fit for warehousing; weighing not less than 58 pounds to the bushel and shall be composed of at least 50 per cent. of hard Red Fyfe wheat grown in Manitoba or the Northwest Territories.

No. 3 oats is graded as follows: Sound, but not clean enough to be graded No. 2.

Barley is unchanged, but in future inspectors must distinctly class all barley grown in Manitoba or the Territories as Manitoba barley.

New provisions in regard to all grain that has been subject to scouring or treatment by the use of lime or sulphur shall be graded higher than No. 3. The sample furnished to inspectors shall be made to conform, as strictly as possible to the conditions and terms specified in the foregoing classification.

GILSON & GILSON, grocers, Winnipeg, have dissolved partnership.

The Edie House, Brandon, has been rented to John McLaren, of Winnipeg.

J. McLAREN and James Donahue, Lisgar House, Selkirk, Man., have dissolved partnership. Donahue is now sole manager of the hotel.

JOHNSON BROS. have purchased the business of the Norfolk house, at Winnipeg, from J. E. Eines.

KEE & HAGUE, grocers, Winnipeg, have dissolved partnership, Kee retiring. Geo. Hague will continue the business.

A SPECIAL meeting of the council of the Regina board of trade was held Friday. A joint committee was appointed to receive the former excursionists on Sunday and extend hospitalities.

THE Brandon board of trade sent Jas. A. Johnston, immigration agent, east to meet the excursion train which left Toronto on Tuesday. It is thought that a good many farmers are on the train for Brandon.

AN Ontario farmers excursion, 500 strong, arrived in Winnipeg early Saturday morning. They go as far west as Regina, and will inspect the crops and land along the road, with a view to settling on the prairie.

VIRDEN Advance: Arrangements are being made for enlarging the Virden Mill before fall by building another storey to it, Mr. Squair being in the east now for the purpose of purchasing the required machinery. It is the intention to also build an elevator in connection with the mill.

PRICES at Brandon last week were: -Wheat, very little offering, ranging from 60 to 65 cents; oats 28c; cattle, 27 to 3c, live weight; hogs, 5c., live weight; sheep, \$6 to \$8 each; eggs, 12 1/2c. per doz.; butter, 15c. per lb.

THE Winnipeg clerks have been successful in

their canvass, for asking the city council to pass a by-law compelling the merchants to close their stores at a certain hour. More than sufficient signatures have been secured and the petitions will be presented to the city council this evening.

THE standing committee on grain matters of the Winnipeg board of trade, met Thursday, afternoon. S. Spink was elected permanent chairman and C. N. Bell secretary. Arrangements were completed for the collection of samples of grain from all districts in Manitoba, from which will be chosen the standards to govern inspectors for the Dominion in their grading of this year's crop.

THE Canadian Cotton Association held its annual meeting at Balmoral, Montreal, on Thursday, and was in session all day. Among those in attendance were J. H. Parks, of St. John, N. B.; W. Birkett, W. J. Findlay, Jas. Young and John Harvey, Hamilton; W. Currie, Windsor; Jas. McInnes, Kingston. D. A. Morrise, who usually takes a prominent and important part in all the discussions of the body, is now in England. A. F. Galt presided. Gibson Mill, St. John, N. B., announced by letter, an intention to join the association, but the Chambly mill still keeps out. After a long discussion it was decided to continue the association and the following officers were elected: A. F. Galt, Montreal, president; J. H. Parks, St. John, N. B., vice-president; W. J. Findlay, Hamilton, inspector; A. H. Plimmon, Montreal, secretary. This evening the gray cottons section held a meeting at which it was decided there would be no advance in prices.

MILLERS, ATTENTION!!

ESTABLISHED 1825.



The J. A. Converse Manufacturing Company

A. W. MORRIS & BRO., Proprietors, MONTREAL.

Our new bag works are now in full operation and are undoubtedly the finest equipped on the American continent.

The sewing, printing and uniformity of size are particularly noticeable and we are confident you will find the goods superior to anything offered in the Canadian market.

We would kindly ask you to favor us with at least a portion of your valued orders. A trial will convince you that our statements are not exaggerated.

Jute and Cotton BAGS GRAIN SACKS, FINISHED OR ROUND THREAD.

Manitoba and Northwest Agents:

MERRICK, ANDERSON & Co., Winnipeg

EASTERN MARKETS.

CHICAGO

Wheat opened strong on Monday, Aug. 6, on poor European crop reports. Later heavy selling caused a decline of 7 to 1c. The visible supply statement, showing an increase of 811,000 bushels of wheat, caused further weakness. September wheat opened at 85c, and the extreme range of prices was from 83½c to 85c. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat	84	84	85½	87
Corn	46	45½	45	—
Oats	25	24½	24½	—
Pork	14.25	14.30	14.30	—
Lard	8.92½	8.97½	8.92½	—
Short Ribs	8.37½	8.40	8.37½	—

Wheat prices ranged lower on Tuesday, notwithstanding unfavorable crop reports and cold weather in the Northwest. September wheat opened at 83½c, and ranged from 83½ to 84½c. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat	83½	83½	84½	86½
Corn	40½	45½	45	—
Oats	25	24½	24½	—
Pork	14.35	14.42½	14.37½	—
Lard	8.92½	8.95	8.90	—
Short Ribs	8.40	8.45	8.42½	—

Prices continued easy on Wednesday. The decline in domestic markets, with the firmer feeling in importing markets, has made an export movement possible. It was stated that 1,000,000 bushels of wheat were taken for shipment to-day. September wheat opened at 83½c, and the extreme range of prices was from 82½ to 83½c. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat	82½	83½	83½	85½
Corn	40½	45½	44½	—
Oats	25½	24½	24½	—
Pork	14.15	14.17½	14.15	—
Lard	8.82½	8.85	8.82½	—
Short Ribs	8.17½	8.17½	8.17½	—

European advices were unfavorable to high prices on Thursday, but cold in the northwest had the effect of advancing prices for a time. September wheat opened at 82½c, and ranged 82½ to 83½c. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat	82½	83	83½	—
Corn	45½	45½	44½	—
Oats	25½	24½	24½	—
Pork	13.99	13.92½	13.87½	—
Lard	8.75	8.77½	8.75	—
Short Ribs	8.20	8.20	8.20	—

On Friday September wheat opened at 82½c, and ranged from 82½ to 83c. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat	82½	82½	83½	—
Corn	45½	45	44½	—
Oats	25½	24½	24½	—
Pork	13.55	13.55	13.55	—
Lard	8.65	8.67½	8.65	—
Short Ribs	7.97½	7.97½	7.97½	—

Closing prices on Saturday were:

	Aug.	Sept.	Oct.	Dec.
Wheat	82½	82½	83½	84½
Corn	—	—	—	—
Oats	—	—	—	—
Pork	—	—	—	—
Lard	—	—	—	—

MINNEAPOLIS.

Closing quotations on Thursday for wheat were as follows:—

	Cash.	Sept.	On track
1 hard	82½	83½	80½-7
1 northern	82½	83½	85-3
2 "	80½	80½	81½-32

Closing quotations for flour were: Patents, sacks, car lots, \$4.70; Patents to ship, sacks, car lots, \$4.30 to \$4.40; in barrels, \$4.50 to \$4.60; bakers, hero, \$3.30 to \$3.70; superfine, \$2.00 to \$3.00; red dog, sack, \$1.50 to \$1.60; red dog, barrel, \$1.65 to \$1.75.

The *Northwestern Miller* of August 10 will say of the crops: During the past week evidences of damage have been abundant, mainly the result of unfavorable weather, producing rust, blight and injury from numerous local storms. In the southeast of Minnesota, that entire section shows a practical failure. The remaining three-fourths of the state will yield a fair crop. The crop for the rest of this state and all of Dakota has been damaged from 10 to 30 per cent. This week's correspondence, estimates the yield at 19 bus. to 20 bus. in all the different localities, excepting the southeast corner of this state. Cutting is well along up to a line running west from this city, and some even north of it. In the north the crop is backward enough to be yet greatly affected for good or evil by the weather. The whole may equal in bushels the previous crop, or may fall considerably below it, to be determined by the weather between now and Aug. 20. The good quality of the last crop will not be equalled.

DULUTH WHEAT MARKET.

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

	Cash.	Sept.	Oct.	Dec.
Monday	83½	84½	85½	86½
Tuesday	87½	84½	85½	85½
Wednesday	—	84½	85½	85½
Thursday	87	84½	84½	84½
Friday	86½	84½	84½	84½

Closing prices on Saturday were:—August, 86½c; Sept., 84½c; Oct., 84c; December, 84½c.

S FERLAND, sr., general merchant, Calgary, is dead. He has been one of the leading merchants of the place for some years.

ACCORDING to the United States Government crop report, issued on August 10th, spring wheat has fallen considerably. The chinch bug stands at the head of disasters, existing more or less in Wisconsin, Iowa, Minnesota, and Nebraska, and in places doing serious damage. High temperature, excessive rains, blights, rusts, and the army worm are locally reported, without seriously reducing the general condition. Dakota stands highest with an average of 91, a loss of 7 per cent. Reported yields run from a few bushels to 40 per acre. The reduction of the percentage in Minnesota is from 95 to 85; in Wisconsin, from 91 to 83; in Iowa, from 97 to 84; in Nebraska, from 95 to 84. The general condition has been reduced from 95.9 to 87.3 during July.

A MONTREAL telegram on Friday says:—Sir John Lister Kayes' Northwest Colonization and Mining scheme is now reduced to working shape. Sir John is now on his way to the Northwest to supervise and commence work. He stated to a reporter that the stock had been taken up in London with remarkable readiness; £200,000 have already been subscribed, and a debit of £205,000 more has been taken up. One hundred men from the midland counties of England are on the way out as a first batch of hundreds of agricultural laborers who will subsequently be brought out. Horses, cows, sheep

and hogs have been purchased, and large numbers of stables, hoggeries, graineries, etc., are being built. "The scheme," Sir John said, "is now under way, and I leave at once to take charge. It will be managed under regulations which govern large English estates. Laborers will have comfortable houses, which are already in course of erection."

It is with the utmost confidence in the result that the manufacturers of the "Myrtle Navy" tobacco ask all who have not tried it to do so. The thousands who have already done so are living witnesses of its excellence, and are unanimous in the verdict which they give in its favor.

Eocene. WATER WHITE. SUNLIGHT
STANDARD OIL COMPANY,
 (CLEVELAND, OHIO)
 Manitoba & Northwest Department, Winnipeg.
ILLUMINATING OILS LUBRICATING
 GASOLINE, AXLE GREASE, CANDLES and all
 PRODUCTS OF AMERICAN PETROLEUM.
 Our stock here embraces all the Manufactures of the
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Warnock's and Rixford's AXES. Dixon's and Shurley & Doltrich's SAWS. Yale and Peterboro LOCKS. Black Diamond and Nichol-on FILES. Heller Bros' HORSE RASPS.

Full lines of Rodgers', Butlers', Wostenholm's, Ash-lym's, Cook's and other makers TABLE AND POCKET CUTLERY.

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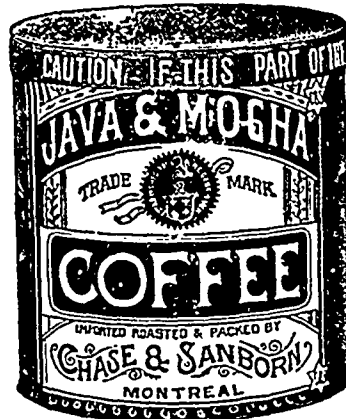
JOSEPH CARMAN,
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Commission Merchant,
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Dealer in Pickled, Dried and Smoked Fish, Eggs, Butter, Cheese, Meats, Lard, Green and Dried Fruits, Poultry, etc.

Orders, Assignments and Correspondence Solicited. Reference: Commercial Bank of Manitoba, Winnipeg.

THE BEST

A Brand of Coffee which represents a perfect blending of strength and flavor. Always packed in 2 lbs. air tight cans; no charge for cans; 15 cans in a case.



A perfect blend of Private Plantation Java and Pure Arabia Mocha. Imported, Roasted, and packed by **Chase & Sanborn, MONTREAL.**

COFFEE.

DOLL
W. F.
WHOLESALE JEWELER.

Watches, Diamonds, Clocks, Spectacles, Gold-headed Canes, Silver-plate, Watch Material, Tools, etc., etc.

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



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Every Attention paid to
Guests.
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RAT PORTAGE.

The Palace Hotel of the Northwest, Ontario. Newly and elegantly furnished throughout. The only Commercial House in the district. First class Sample Room. Terms Reasonable.
LOUIS HILLIARD, PROPRIETOR.

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

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Headquarters for commercial travellers and tourists. Good sample rooms and clean and comfortable sleeping apartments.
HUGH DEMPSEY, Proprietor.

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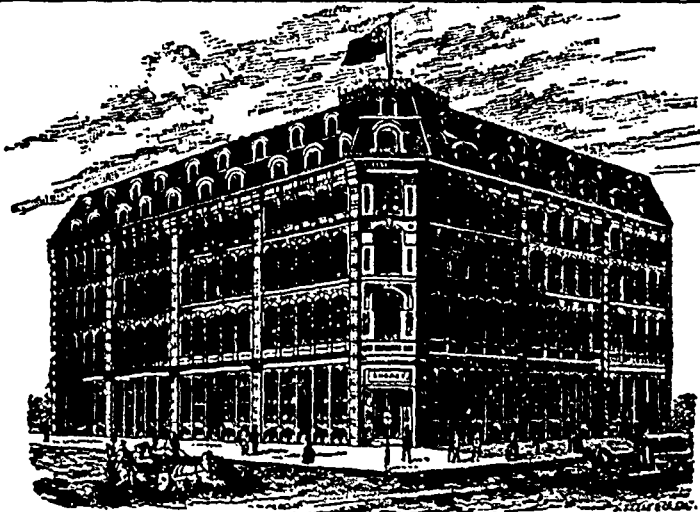
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BRANDON, MANITOBA
Brewers of the Celebrated Export India Pale Ale, Imperial Stout, Noted XX Porter in Casks or Bottles.

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MEN'S, BOYS 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., CLOTHIERS,

1866, 1868 and 1870 Notre Dame and 36, 38, 40 and 42 St. Henry St., MONTREAL.

HY. ARKELL,

WHOLESALE

PRODUCE AND COMMISSION.

MERCHANT,

Vancouver, B.C.

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 39, 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
AND MANUFACTURERS AGENTS,
Dealers in—

Fruits and all kinds Produce

YATES ST., VICTORIA, B.C.

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

Lumber Cuttings.

M. Wilson, lumber dealer, Newdale, Man., reports lumber business booming. A very large amount of building is being done in the district this season.

It is said that H. A. Harrison, of the Cheminus Lumber Co., B.C., whose death occurred at Vancouver recently, carried \$12,000 insurance upon his life.

Manitou Mercury: Complaints are made at different points along the railway on account of the delays experienced in receiving shipment of lumber from dealers in Winnipeg and elsewhere.

The Rainy Lake Co's mill at Rat Portage continues to be hindered in its operations by high water on the lake. Last week the fires could not be started in the furnace, as the water had entered the boiler house.

The only saw mill in operation on the Bird Tail is that of Manwaring & Wright. The Birtle Observer says: This mill is an excellent one, most conveniently situated as the vast timber districts from which logs are procured begins a short distance north, while a well settled country lies to the south, east and west. The mill is kept going constantly.

The board of trade of Portage la Prairie, has taken action on the lumber question. The board says great injury has been done that district owing to the scarcity of lumber, which has been caused by the inability or refusal of the C.P.R. Co., to furnish manufacturers with cars as rapidly as they are required. The board has drawn the attention of C.P.R. Superintendent White to the matter.

General Notes.

Monetary Times: White, Joselip, & Co., wholesale dealers in lace goods of Toronto, are in financial difficulties. Severe losses during recent years, and the depreciation of stock are amongst the causes assigned for their embarrassment, which has doubtless, been precipitated by the sudden death of their principal English creditor. The direct liabilities are in the neighborhood of \$100,000, two-thirds of which is due to the above creditor. We are told that this indebtedness is wholly in England and on the Continent. Mr. White is at present abroad for the purpose of consulting with creditors. The friends of the firm in this country hope to hear that he has been successful in arranging matters.

The position of borax is daily strengthening. The bulk of the supply is under strong control of one house, and prices in consequence are hardening.

A Candid Drummer.

"Now, then," said a Galveston merchant to one of his traveling salesmen who was packing for his journey, "let us see that you sell more goods than you did before. Our firm is more generally known now."

"In that case," said the drummer, looking dubiously up from his sample case, "I'm a little afraid it will be up-hill work."—Texas Siftings.

A. D. SUTHERLAND, of A. D. Sutherland & Co., merchants, Fort William, was in the city last week, and visited THE COMMERCIAL office.

AGENCY

DU PONT GUN POWDER.

COMPLETE STOCK

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

LOW PRICES ON APPLICATION

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.

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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

British Columbia Trade.

W. H. S. Perkins has embarked in the dry goods business at Nanaimo.

Samuel Clay is erecting a store at Victoria, which will be used as a grocery and saloon.

The firm of Grant & Dawson, the lessees of the Gold House, Vancouver, have dissolved partnership. Grant has formed a partnership with Johnson, formerly of the Retreat saloon, and Grant & Johnson will in future carry on the hotel business.

The Vancouver Real Estate Company, Limited, was registered in London, England, on the 28th June with a capital of £20,000 in £1 shares, the object being to acquire real estate in the city of Vancouver or in any part of the province, or certain other named districts in Canada and the United States.

C. N. Westwood & Co., dealers in furniture, glassware, crockery, etc., Nanaimo, have disposed of their furniture business, together with their entire stock in trade, to Jacob Sehl, of Victoria. Sehl is the proprietor of an extensive furniture manufactory in Victoria. J. Sehl, jr. will have charge of the business.

The anthracite coal mine on Queen Charlotte Island, the property of the Queen Charlotte Coal Co., has been bonded by an English company with a view to purchase. The party under Mr. Fawcett it is reported has struck a larger vein and the prospects have greatly improved. The mine is undoubtedly one of the most valuable on the coast.

Columbian: M. Ross, of Westminster, has received a consignment of apples, pears and peach-plums grown at Chilliwack, all of which are ripe and in prime condition for table use. The pears are not a large variety but are well flavored and very juicy. The peach-plums are beauties and compare favorably with the California product now on the market. Reports from Chilliwack say that hay, grain and root crops are the best ever known; the fruit crop is also very promising, and unless something unexpected happens the amount for export will be large.

Westminster Columbian: The run of sock-eye salmon is gradually growing less and packers on the Fraser river have given up all hope of a fair pack for this season. This is known as an "off year," and though a few packers expected a big run the majority were exceedingly doubtful of any such luck. The run of cohoes may help the canners out if it is as good as last year, but experienced fishermen say that when the sockeye is bad the coho run is likewise. Others say there is no particular rule governing the coho run and they are quite liable to be numerous this year.

A meeting of the Bank of British Columbia was held in London, England, recently. The chairman said they had been able to conduct the six months business without any loss whatever. A half-yearly dividend at the rate of 6 per cent. per annum, with a bonus of one per cent., for the half-year, was declared. The chairman said: "We shall be able to place £5,000 to the reserve fund, raising that to £105,000, and, so far as we can judge, I believe we shall be able to carry forward a larger balance than we did last year. It would probably

be something like £7,000. There is no doubt that British Columbia is rapidly progressing. It is steadily developing its resources, and I may tell you that we constantly and carefully watch its progress so as to avail ourselves of new ground whenever we have a fair and reasonable opportunity of business."

Customs collections at Victoria for July were:

Duties	\$69,695 45
Miscellaneous	938 99
Chinese Immigration Act	458 50

July, 1887. \$71,092 94
Collections, July, 1887. 54,693 97

Increase..... \$16,398 97

The following are the inland revenue collections for July at Victoria were:

License	\$1,705 00
Tobacco.....	2,612 70
Cigars	837 00
Spirits	5,315 07
Malt.....	1,052 14

\$11,521 91

Vancouver Customs collections for the month of July were:

Duties, Imports.....	\$6,287 13
Bonded Warehouse Fees.....	20 00
Export Duties.....	32 00
Chinese Revenue	6,533 00
Sick Mariner's Fund.....	313 98

Total revenue..... \$13,186 11

Total tonnage of foreign vessels cleared..... 31,385 tons.
Do do entered..... 34,626 "

Inland revenue collections for the same period amounted to.....\$908 46

Official returns of the Nanaimo customs house for the month ending July 31st were:—

Import duty.....	\$2,599 58
Sick Mariner's dues.....	110 78
Petroleum inspection	7 80

Total.....\$2,718 16

Dakota Crops.

The territorial crop report of Aug. 1 is full and complete. June and the first half of July were very favorable to the growing crops and the indications were of an unusually large crop, but from the 15th to the 23rd were hot days and very drying. Some parts of the territory have had sufficient rainfall, while other parts have been very dry. The Red River country will have more than an average yield. The James river valley will show good crops as far south as Spink county. South Dakota will fall short from 15 to 25 per cent for an average yield. Take the territory as a whole it will fall short 15 to 20 per cent of what was expected from conditions of the report of July 1. Since July 15th there has been no general rains, all showers being local. Early sown grain will be fit to cut about Aug. 1, while late sown grain will be about ten days later. Nearly all correspondents report blight to some extent, and in many places it is very bad. Oats and barley will yield well. The hay crop is generally of good quality and a large crop has been secured. Grasshoppers are reported as doing some damage in Tutsman and Griggs counties. Gophers are reported as doing considerable damage in various parts of the territory. Cut worms have also done much damage in different counties.—Market Record.

British Columbia.

Thos. Spicer, grocer, Victoria, is dead.

A fruit and general store has been opened at Vancouver by James Peake.

P. F. Richardson, commission agent, Victoria, has admitted J. E. Church into partnership.

R. Atwood & Co., druggists, Victoria, have dissolved partnership. R. Atwood retires and John Vague, jr. will continue the business.

W. E. Slater, manager of Dun, Wiman & Co.'s agency at Victoria, has been transferred to Seattle. He will be succeeded by E. W. Mathews.

The partnership between A. McDonald and Geo. Rankin, blacksmiths, Kamloops, has been dissolved. McDonald will continue the business.

Victoria has a branch of the Imperial Federation League, which holds occasional meetings, in the interest of the federation of the Empire. The *Guardian* wants a branch established at Westminster.

A. B. Diplock & Co., Vancouver, enter the retail field as importers of English underwear, etc., and on this account have given up the agency of the Citizen's Assurance Company, which has been taken over by Robt. Baker.

The schooner *Sapphire*, Capt. Cox, has arrived at Victoria with 700 seal skins. The *Sapphire* is owned by E. B. Marvin and Capt. Cox. Seals are very scarce, and the captain states none of the schooners outside of Behring Sea will make a good catch this season.

Fader Bros., will open a wholesale grocery business in the Angus block, Vancouver. Although only residents of Vancouver for a few months, these gentlemen have already put in operation a sawmill on False Creek and commenced the building of a steamer for the coasting trade.

The two bonus by-laws of \$75,000 each, to the Westminster and Southern Railway, have been carried at Westminster. One by-law provides for the operation of a railway ferry across the river at Westminster, and the other for the establishment of the railway workshops in Westminster.

The machinery for the Government quartz test works, to be established in Cariboo, has been purchased at San Francisco, and will be forwarded at once, and put in operation this season. The capacity of the works will be about five or six tons per day. This will allow of miners testing the value of ores at a minimum cost.

Shipments of coal for July from the Nanimo district, were the largest yet attained in the history of coal mining in B. C. Total shipments amounted to 40,158 tons, loaded into 26 vessels. This does not include supplies to the local steamers and home consumption. The value of the exports of coal for the month is placed at \$140,553. In consequence of the activity in mining, the coal towns are going ahead.

Eight by-laws were recently voted upon at Victoria, to raise sums of money, as follows: For sewerage purposes, \$30,000; for water works purposes, \$20,000; for library, (annual charge) \$1,200; for stone retaining wall, James

Bay, \$30,000; for fire department, \$15,000; for park purposes, \$13,000; for cemetery purposes, \$9,000; for additions to city hall, \$8,000. By-laws providing for the first three items named, were carried, and the remaining five were defeated.

A gentleman named Prontiss, from Wisconsin, arrived at Westminster recently, after completing a tour of Oregon, Washington Territory and Vancouver Island for the purpose of finding a suitable location on which to erect a saw mill. It is understood that he favored Westminster, provided he could obtain timber limits in the province.

Donald Truth:—Miners who have just returned from the McMurdo district, 30 miles southeast of Donald, report it the richest and biggest thing in British Columbia. The ledges are well defined between walls of granite and slate, the ore going high in both gold and silver, and is free milling. The district is above the timber line, being about six thousand feet above the sea level, and is in the glacier belt. Snow falls to a considerable depth, and, in fact, a little falls every month in the year.

Westminster will vote on the bonus by-laws to the Westminster Southern railway on Aug. 7th. Two by-laws have been prepared. One by-law provides for borrowing \$75,000 as a bonus for the establishment in the city of a foundry and other works for the manufacturing and repairing of the rolling stock to be used on the road. The other by-law calls for \$75,000 for bonusing an adequate ferry service between the city and the terminus of the railway on the south side of the river, suitable for transferring rolling stock, passengers, freight, etc., the said ferry to be operated adequately for the requirements of the public service. Both by-laws provide for borrowing the money required at 6 per cent., the debentures to be payable in fifty years, and provision being made for the repurchase from time to time by the city of its own debentures. The by-laws state the rateable property of the city, according to the last revised assessment, to be \$862,511. A total annual interest and sinking fund of \$12,000, covering both by-laws is required, and will be raised by a special rate of 14 mills—a little less than 1½ cents—on the dollar. It is expected \$100,000 bonus will be given in the course of a few years, for the construction of a bridge to replace the ferry service.

Grain and Milling.

Rogers & Mitchell have commenced the erection of a large elevator at Clearwater, Man.

Chalmers Bros. & Bethune intend building an elevator at Pilot Mound, Man., says the *Manitou Mercury*.

Deloraine Times: We learn on good authority that application has been made to the C. P. R. for a site on which to build a \$40,000 flouring mill. There can be no question that no better point at which to erect a flouring mill exists in the province than Deloraine.

R. Ironside has let the contract for the erection of his new elevator at Manitou, Man. It is the intention to put in rolls for chopping. The elevator will have a capacity of 40,000

bushels, and will cost about six thousand dollars.

Ground has been laid off at Deloraine, Man., for three elevators proposed to be erected by McMillan, C. A. Young and the Lake of the Woods Milling Company in time to handle this season's crop. There are already two elevators at Deloraine, and these proposed additions speak highly for the importance of the town as a grain centre.

Two new elevators are expected to be built at Cypress River, Man., this season. Evans, of Brandon, and Riley, of Carberry, are asking for the location. As soon as it is ascertained that a station house will be built, Decosse intends starting a general store.

An Indian Head, Assa., report of Aug. 6th says: Mackay, of the experimental farm, began cutting the different varieties of barley to-day. It is well ripened and magnificent samples of that grain are obtained. Several farmers in the near vicinity also started this morning.

Leitch Bros., of Oak Lake, have their new roller flour mill, to replace the one burned last winter completed, and they are again ready for business. The new mill is much larger than the one burned, and is also superior in the excellence of its arrangement and the high class of machinery used.

A Toronto telegram says: At a meeting of the Canadian Oatmeal Millers Association here a resolution was passed to wind up the affairs of the association on August 31st. The reasons given for the association being allowed to collapse were that the number of mills is so large in proportion to the business that it is impossible to hold together any longer. Many members expressed themselves as anxious to have the United States market thrown open to them. A large business could be done with Canadian oatmeal. Millers, as a whole, were anxious to see the half-cent per pound removed from the oatmeal imported into the United States. The failure in the combine will, in all probability, result in a drop of \$1.50 per barrel as soon as the new crop comes in.

Most people suppose that the manufacture of tobacco consists of taking the leaf and pressing it into plugs. The fact is, however, that the process is a very delicate one, and the least false step will injure the flavor. The leaf must be carefully attended to for months after it leaves the planter's hands. It must neither dry too quick nor too slowly. Even after it has reached the factory the utmost delicacy of manipulation is required. The weather must be carefully studied, for if there is too much moisture in the air when it is pressed it will mould, and the same will happen if too much moisture is sprinkled upon it for the purpose of opening the leaf. Again, if it is overdried in the oven it will turn crisp, and nip the tongue in smoking. It is by careful attention to all these points that the "Myrtle Navy" has been brought to such perfection. The firm who manufacture it have their own storehouses in Virginia, and from the time the leaf leaves the planter's hands until it is turned out of the factory months afterwards, in plugs, it is under the care of their skilled and trusted employees.

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 of FARM PRODUCE. Consignments and orders solicited. 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 market prices.

E. A. SMALL & CO.,
 WHOLESALE.

CLOTHING

NEW FIRM, NEW GOODS.

203 and 210
 MCGILL STREET, **MONTREAL**
W. J. TAFFE.
 Agent for Manitoba and the Northwest,
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, Lincen, Ivorine 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.,
 WHOLESALE IMPORTERS OF

MEN'S FURNISHING GOODS,

Smallwares, etc.

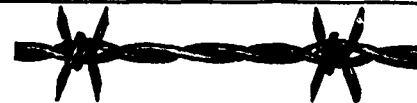
MANUFACTURERS OF

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.

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 27 PORTAGE AVENUE EAST,
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JAMES WHITHAM. A. A. AEYR, Special Partner
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,
 625 MAIN ST., WINNIPE



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 Alexander Streets, Winnipeg.

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, Otas, Barley.

Wheat buyers at all C.P.R. Shipping Stations

LIVINGSTON, JOHNSTON & CO.,
 WHOLESALE
Manufacturers of Clothing
 44 BAY STREET,
TORONTO.

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.

The Kootenay Country.

A gentleman named Mr. Hammond, writing about the Kootenay district, British Columbia, says: The actual settlers in this district, not counting the prospectors who are continually wandering through the mountains looking for "Bonanzas" are very few and very scattered, and a correct estimate of their number is consequently hard to obtain. Their employment is principally ranching and mining, the latter of which has the greatest share of attention owing to the facilities the district offers for such industry.

The principal mines are those of Wild Horse Creek, Findlay Creek, Perry Creek, Palmer's Bar, Moigea River, Bull River, Weaver Creek, Illecillewact, and Kicking Horse, and the Kootenay Lakes, the latter of which are the latest and give promise of proving by far the richest.

The Kootenay Lake mines have some of the largest deposits of galena and grey copper in the district. At the mouth of the Kootenay River a mine has recently been discovered consisting of grey copper, which brings from £100 to £180 to the ton. At the big bend there are alluvial or placer diggings, and upon French Creek, Forty-Nine Creek and along the Columbia there have been several bars found that pay pretty well.

The timber of this district consists principally of pine, both white and yellow, cedar, fir, and tamarac, and spruce, which for mountain timber is very good. The grass is principally "bunch," and the soil sandy and sandy loam. Such vegetables as have been tried by the settlers have turned out a very fair success, and I have no doubt that with proper irrigation, crops could be grown with a fair result in almost any part of the district.

The Indians here are divided into five bands, each having its own chief. Four of the bands belong to the Kootenay tribe and one to the Shuswap. The Upper Kootenay Indians are mostly canoe Indians; the Lower are horse Indians.

It is the custom of these people to hold a great meeting once a year, when all the delinquents of the past twelve months receive punishment for misdemeanors, by being stripped, tied

to a post and flogged. As many as three hundred lashes have been known to have been given by a long strip of "Schaganappio" or hide.

The greater portion of their time is spent in hunting and fishing, the mountains and rivers affording an inexhaustible source of fish, flesh and fowl.

The principal fur giving animals are the grizzly, brown and black bear, beaver, martin, fisher, lynx, otter, wolverine, fox, mink and muskrat. These furs the Indians dress by a process peculiar to themselves, and then trade them to the whites for such supplies as they may require, viz, ammunition, traps, knives, etc.

The skins of the Rocky Mountain sheep and goats, the black and the white tailed deer, are also, when dressed, a source of income to them, as it is from these, especially the deer skins, that the buckskin shirts and pants are made that are invariably used before the progress of civilization brings in the use of civilized garments. The squaws of the tribe are very handy at beading these shirts, moccasins, legging, etc., and turn out some very pretty handwork, although their style of beading does not come to that of either the Cree or Sioux Indians of the Northwest Territories.

Fish are very plentiful in nearly all the rivers and lakes of the district especially salmon and trout, but many other varieties are to be found there also, giving great sport to all disciples of Isaac Walton.

The Indians have a mode of spearing fish by going out in a canoe at night. They pick upon a very dark night so that the canoe is invisible to the fish below, then on reaching a place where the water is shallow, wave a lighted torch over the water, when all sorts and conditions of fish are seen flashing in the clear water beneath, and every dive of the spear, which is shaped like Neptune's trident, brings up one or more upon its prongs.

The two modes of travelling here are either on horseback by the mountain park trails or by the rivers. It is hard to say which is preferable, for in the former it is necessary to mount rocky and precipitous places where it is hard for a horse to get a foot-hold, and in the latter the rapids on some of the rivers tend to break the monotony of quietly paddling up or down.

The scenery, either by pack trail or river is undoubtedly grand, the commanding look of the mountains which rise range behind range, first the Rockies, then the Selkirks, and further on the Gold Range with the rugged wooded country, and the winding rivers and placid lakes, all tend to lend a charm to the true lover of nature.

—Kamloops Sentinel,

GRANT AND HORN,

PRODUCE and
COMMISSION

•• MERCHANTS. ••

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—AND—

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Manufacturers Wall Papers, Toronto.

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WARWICK & SONS, TORONTO, ONT.

Have removed to their large and commodious
NEW WAREHOUSE, 68 & 70 Front St. West,
where, with their improved facilities and increased accom-
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to execute with diligence and despatch, all orders with
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PRINTING IN EVERY GRADE AND DETAIL,
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SAMPLES AND ESTIMATES ON APPLICATION.

BROWN BROS.,

Wholesale and Manufacturing

STATIONERS,

64 to 68 KING STREET EAST,

TORONTO.

SPECIALTIES.

Account Books Paper—all kinds
Office Supplies Stationery
Wallets. Pocket Books
Ladies Hand Satchels
Pocket and Office Dairies
Leather Goods Binders Materials
Printers Supplies

Business East.

ONTARIO.

J. D. Murray, hotel, Picton, has assigned.
 E. Falconer, grocer, Toronto, has assigned.
 Alex. Nelson, vinegar etc., Union, has failed.
 J. Cummings, grocer, Harrison, has assigned.
 E. Y. Crown, grocer, Toronto, is burned out.
 H. Ross, dry goods, Port Hope, has assigned.
 John Boyle, hotel keeper, Hamilton, is dead.
 J. Love, dealer in fish, etc., Toronto, burned out.

Wm. Keith, general store, Comber, has sold out.

R. J. Frampton, baker, Parkdale, is burned out.

J. Cummiugs, grocer, Harriston, has assigned.

T. C. Harrigan, plasterer, Toronto, has assigned.

Chas. W. Testzel, jeweler, London, has assigned.

A. O. Baker, general store, Woodlawns, has assigned.

William Payment, trader, Cornwall, has assigned.

John G. Stewart, general store, Fletcher, has assigned.

H. Rounding, wagois, etc., Mono Road, has assigned.

Lewis Kelly, cigars, London, has gone out of business.

Mark H. Irish, hotel keeper, Toronto, has sold out.

The Dominion Baby Carriage Co., London, is confined by Hourd & Keenleyside, McKay alone retiring.

A. H. Fuller, jobbing cigars, Washington, has sold out.

J. Ferguson, millinery, Welland, has made an assignment.

A. Bourdon, crockery and fancy goods, Morrisburg, sold out.

Samuel Parke, tins, &c., London, is asking for compromise.

Thos. Clark, dry goods, etc., Pembroke, is offering compromise.

Sidney Brooks, stationery, etc., Toronto, has gone out of business.

T. & J. Doak, groceries and crockery, Woodstock, have sold out.

C. A. Crawford & Co., wholesale millinery, London, has assigned.

C. & J. Wilson, tanners, Woodstock, have dissolved partnership.

E. W. Edwards & Co., tailors' trimmings, Toronto, has assigned.

R. C. Miller, general store, Pembroke, is offering to compromise.

Kennedy & Moir, liquors, St. Mary's, is succeeded by Moir & Fleming.

L. H. Gillard, confectioner, Wallaceburg, has sold out to Elijah Dickison.

Banks & Coulter, groceries and liquors, Toronto, have sold out their liquor branch.

C. Richardson & Co., manufactures of pickles, Toronto, have called a meeting of their creditors.

John Kidd & Son, general store and lumber dealers, Warton, have sold out the store business.

QUEBEC.

J. J. Duffy & Co., spice mills, Montreal, have dissolved.

Nathan Kennedy, dealer in cattle, Montreal, has assigned.

O. Thibaudeau & Co., shoe manufacturers, have dissolved.

J. B. Desautels & Gagne, grocers, St. Henri, have dissolved.

Arthur Renaud & Co., dealer in dry goods, Lachine, have dissolved.

Clement & Co., restaurant, Montreal, have had a meeting of creditors.

R. Moat & Co., brokers, Montreal, have admitted John H. Wallace into partnership.

P. H. Norton, manufacturer of extracts, Montreal, has admitted Chas. S. Reynaud under style of P. H. Norton & Co.

NOVA SCOTIA.

Richard Richardson, planing mill, Bedford, burned out.

J. H. Freeman, stationery, etc., Liverpool, has sold out.

C. & G. Wilson, dealer in dry goods, Windsor, have assigned.

Burns & Corning, painters, etc., Yarmouth, have dissolved.

Smith & Canavan, farriers, etc., Halifax, have dissolved.

R. L. Todd & Co., general storekeepers, St. Margarets Bay, are giving up business.

NEW BRUNSWICK.

E. J. Smith, general storekeeper, Shediac, is dead.

Chesley Estey, carriages, Grafton, house burned.

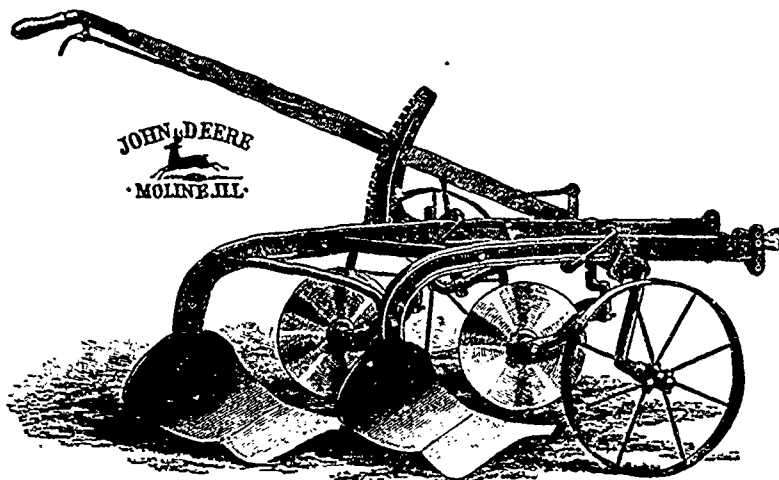
An elevator will be built at Kemnay, by T. Thompson, of Brandon.

F. A. FAIRCHILD & CO.

—WHOLESALE DEALERS IN—

**AGRICULTURAL IMPLEMENTS,
 CARRIAGES, SLEIGHS, &c**

PLOWS,
 SULKY PLOWS,
 GANG PLOWS,
 HARROWS,
 SEEDERS,
 FEED CUTTERS,
 CRUSHERS,
 WAGONS,



BUGGIES,
 BUCKBOARDS,
 PHAETONS,
 SURREYS,
 ROAD CARTS,
 RUNABOUT WAGONS,
 CUTTERS,
 SLEIGHS,

CLOSE PRICES TO DEALERS. SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.

WINNIPEG.

British Columbia.

The enterprising press of British Columbia has one feature in common, and that is praise of the province. It cannot be said of the B. C. press (as is sometimes remarked of a portion of the Canadian press), that it does not appreciate the advantages of its own country. The following from the Westminster *Columbian* will bear witness:—

British Columbia is a country of many resources—as numerous and varied as are the physical features of its geography. A country of "magnificent distances," its natural wealth is best described by the same adjective. In the very number and variety of its resources, as in the extent and possibilities of each, it occupies a most favorable, not to say unique, position among the garland of provinces which make up this fair Dominion. The tiller of the soil has learned from experience that the single crop plan in farming is not unattended with danger, as a bad year or some untoward circumstance may cause the labor of a year to be lost, whereas a varied system of crops, the failure of one would be counterbalanced by the success of the others. Similarly, a country that depends almost solely on agriculture, for instance, has not equal advantages with another that adds to this industry, manufacturing and mining. British Columbia, though, besides farming, manufacturing and mining, can boast of unexampled resources in lumbering, river fisheries, and fur-bearing animals. Under the heads of agriculture and mining we have the same principal of diversity exemplified. Besides hay and grain—the principal crops of strictly agricultural countries—the soil, climate, and other circumstances are admirably adapted for all sorts of stock raising, and the various root crops and other vegetables, together with every variety of large and small fruits common to the temperate zone, are grown here to perfection. Sheep raising and fruit growing, we might say in passing, admit of an almost indefinite development. The latter is yet in its infancy, and on the lower Fraser sheep raising has been practically overlooked. Our up-country wool has already earned the name of being cheaper and better than the eastern article, and our mutton cannot be excelled. With the present woolen mill, and others which are sure to arise throughout the country, furnishing a home market for the wool, and a ready market at all times for mutton, sheep raising ought to pay, and we have no doubt that this fact will soon be appreciated by farmers in this district. Of the extent and variety of our mineral wealth, embracing all the precious metals and most of the useful ones, it will not be necessary to enlarge here. Our immense timber resources have been partially developed, and several industries have already grown from these. When anything like a full development shall have been attained, besides rough and dressed lumber, spars, piles, sash and doors, and furniture, the latter principally for home use, all these will be more extensively produced for the home market, a vast export trade built up, and ship building and other industries growing out of our unlimited forest wealth, established. The river fisheries, with proper protection, will continue to yield their finny wealth, the sea fisheries have not yet been opened up, but promise a rich harvest in the future, and with the constantly increasing railway facilities, and other nineteenth-century civilizers and developers, the progress which this province must make in the next few years will astonish the most sanguine. If any province has a more hopeful outlook than British Columbia, we should like to hear of it, and of all the cities and districts in this favored land—Westminster first,



Northern Pacific Railway.

Pemona, Grand Forks, Helena, Butte and all Prominent Montana points.

POPULAR TRANS-CONTINENTAL

DINING CAR ROUTE
To Spokane Falls, Portland, Seattle, Victoria, B.C., All Puget Sound Points and Alaska.

Express Trains Daily

To which are attached Pullman Palace Sleepers and Free Colonist Sleeping Cars.

The only rail line to the Yellowstone National Park. For full information, address,

CHAS S. FEE,
Gen. Passenger and Ticket Agent,
ST. PAUL, MINN

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, April 17th, 1887

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Fridays
LEAVE 13 00		Portage la Prairie ...	ARRIVE 14 50
A14 25	85	... Gladstone ...	13 25D
D14 45	61	... Neepawa ...	13 05A
15 45	79	... Minnedosa ...	11 58
A16 35		... Rapid City ...	11 15D
D16 45	94	... Snoal Lake ...	11 05A
17 50	115	... Birtle ...	9 45
18 30	133	... Binscarth ...	9 20
19 30	155	... Russell ...	18 20
21 40		... Langenburg ...	6 20
23 00	166		5 00
23 15	180		4 45
ARRIVE			LEAVE

Meals.
No. 1, Mondays and Thursdays. No. 2, Wednesdays and Saturdays. No. 3, Tuesdays and Fridays. No. 4, Tuesdays and Fridays.
Trains for Binscarth leave Birtle Tuesdays and Thursdays only at 20.30. For Russell leave Birtle Tuesdays only at 20.30; returning leave Russell Wednesdays only. For Langenburg leave Birtle 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.
Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.
For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent Portage la Prairie, or to
W. R. BAKER, General Superintendent

THESE VESTIBULED TRAINS
go in service May 15th.

Chicago, St. Paul, Minneapolis & Omaha Ry
THE NORTHWESTERN LINE,

The best equipped line to CHICAGO, OMAHA AND KANSAS CITY.

The ONLY line to Chicago running Pullman and Wagner Vestibuled Trains.

These Vestibuled Trains are limited as to time but not limited as to number of passengers. All classes of Passengers carried, with separate apartments for each class, and NO EXTRA FARE.

Trains Eastward will run as follows: Leave Minneapolis 6 50 p.m.; St. Paul 7 30 p.m. Arrive Milwaukee 7 40 a.m.; Chicago 9 30 a.m.

The sleeping Cars on these trains have been prepared especially for this service, and together with the Vestibuled Dining Cars, Coaches and Baggage Cars are the finest equipped trains of their class in the world.

Tickets at Lowest Rates, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 159 East Third Street; Minneapolis, 13 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

NOTE—The above advertised time is the actual running time, and the motto of the Northwestern Line is "ALWAYS ON TIME."

E. W. WINTER, General Manager. F. B. CLARKE, General Traffic Manager. T. W. TAYLOR, General Passenger Agent.



Owens and operates 5,650 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

For maps, time tables, rates of passage and freight, etc. apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

ROSWELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt. J. F. TUCKER, GEO. H. HEAFFORD, Ass't Gen'l Manager. Ass't Gen'l Pass. and Tkt. Agt. MILWAUKEE, WISCONSIN.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAUGAN, Land Commissioner, Milwaukee, Wisconsin.

TRAVEL VIA THE
Minneapolis and St. Louis Railway
AND THE FAMOUS
Albert Lea Route

Chicago, Burlington, Kansas City and Des Moines Ex.	Leave St. Paul.	Leave Minneapolis
St. Louis Fast Ex.	a8.45 a.m.	a 9.25 a.m.
Chicago Fast Ex.	b8.25 p.m.	b7.05 p.m.
Des Moines Passenger	d6.25 p.m.	d7.05 p.m.
Excelsior and Watertown	a6.25 p.m.	a7.05 p.m.
Arlington and Excelsior	a3.00 a.m.	a4.45 a.m.
Yankton Express Accom.	a4.15 p.m.	a4.50 p.m.
a Ex. Sunday b Ex. Saturday. d Daily.		

THROUGH COACHES and PULLMAN PALACE SLEEPERS to Chicago, St. Louis and Des Moines

DIRECT LINE TO WATERTOWN, D. T. PALACE DINING CARS ON CHICAGO TRAINS.

2—THROUGH TRAINS DAILY—2 to KANSAS CITY, LEAVENWORTH, ATCHISON or ST. JOSEPH, making connections in Union Depots for all points west.

Fast and frequent trains between St. Paul, Minneapolis and Lake Minnetonka points.

For maps, sleeping car berths, or other information call upon any agent in the Northwest or write to

S. F. BOYD, General Ticket and Passenger Agent, Minneapolis