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# The Commercial

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

Ninth Year of Publication.

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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, DECEMBER 1, 1890.

## Manitoba.

W. R. Ross has opened a general store at Holland.

M. Banks has opened a drug and book store at Carman.

T. W. Gilbert, physician and druggist, Carberry, is dead.

Chas. McQueen has opened a coal yard at Rapid City.

The Merchants' Bank building at Brandon is almost completed.

W. H. Benner, Neepawa, is about to open up in dry goods there.

A new post office has been opened at Nettley Lake, north of Selkirk.

The Bank of Montreal are opening a savings bank branch in Winnipeg.

Martin McDonald lost his threshing machine by fire at Rapid City recently.

A book and music store has been opened at Carman by Mrs. E. L. Moir.

Dick, Banning & Co., are building a large storeroom at Portage la Prairie.

Hemenway & Co., general store, Carman, are advertising their business for sale.

Potatoes were shipped from Southern Manitoba to Washington, D. C., last week.

South Cypress municipality is about to submit a bonus in aid of a grist mill at Glenboro.

W. R. Thomas, physician and druggist, Shoal Lake, is advertising his drug business for sale.

Geo. C. Hall has opened up business in Portage la Prairie as a wholesale dealer in flour and feed.

Messrs. Burchell & Howey, of Brandon, re-

ceived a car load of hogs from Toronto last week.

S. Livingstone, general merchant, Glenboro, will open a hardware store at that place in a short time.

Kayll & Edmundson, general commission merchants, Virden, have dissolved. H. E. Kayll will take charge of the business.

F. D. Stewart, formerly agent for the Massey Manufacturing Company, at Carman, has opened in the furniture business, at Carman.

L. Godbolt, of Winnipeg, has been appointed western representative of J. & T. Bell, wholesale boot and shoe dealers, Montreal.

J. Young, of Souris, hardware merchant, has opened a general store at Hartney, with Mr. W. Hopkins, late of Souris, as manager.

James W. Sparling, general merchant, of High Bluff, has assigned. A meeting of creditors will be held at Winnipeg on Dec. 8th.

Denton & Garrow, hotelkeepers, Winnipeg, have dissolved partnership. James Denton continues the business of the New Douglass House.

R. S. Champion has rented the hotel formerly run by Litton & Rikjaer, at Treherne. He has secured a liquor license and opened a bar in connection.

The Manitoba & Northwestern Railway Company are constructing a telegraph line from Minnedosa to Rapid City, thus connecting that town with their main line system.

The tax sale of the Springfield municipality took place last week with a good attendance, and bidding brisk. There were sixty pieces of land put up for taxes. The taxes against them amounted to \$1,030, but over \$7,000 were realized from the sale of the lands.

The directors of the Winnipeg Industrial Exhibition Association met on Thursday last in the board of trade room. The chairman explained that the object of calling the meeting was to take steps towards getting the voters' lists in shape for submitting the by-law.

The Western Woolen Mills, at St. Boniface, have a large staff at work and running night and day to enable them to meet the demands of their growing trade. The raw material is being drawn from the surrounding district, and shows the development of the woolen business during the last couple of years.

The Shaftesbury Hotel Company have purchased the Whelan Hotel and purpose to open it as a temperance club house and hotel. This company is organized to carry on a first-class hotel on the temperance plan in every large city in Canada, on lines similar to those in England, and have good financial backing.

The Rapid City Reporter gives the following industries wanted in that town: A barber, a soap factory, a shoe factory, a broom factory, a trunk factory, a cornice works, a match factory, a bottling works, a cooperage works, a furniture factory, a cracker and candy factory, a sash, door and blind factory, a wire fence and screen factory. In fact a good location for any sort of business. And it might have added a few more thousand people to stimulate the industries locating.

Interest is again being renewed in the Winnipeg and North Pacific Railway. A. J. Belcher, the engineer of the road, is now making a survey of the first fifty miles. The road is to run from Winnipeg to Port Simpson at the

mouth of the Skeena. The general course of the road is northwesterly, crossing the Saskatchewan river near the forks of the north and south branches, thence to Lac la Biche and Lesser Slave Lake to Dunvegan, in the Peace River district. From Dunvegan the line runs westerly along the Peace River valley to the valley of the Finlay River, thence on a westerly course to the Pacific Ocean.

## Northwestern Ontario.

An electric railway between Port Arthur and Fort William is being agitated.

The Fort William Journal has been sold to Rutledge & McLaren, and its office is being moved from West Fort William to Fort William.

Upon the receipt of an offer from a bona fide company for the erection of a blast furnace, the council of Port Arthur will submit a by-law granting a substantial bonus in aid of same.

As yet Lake Superior shows no signs of freezing up, and it would take over a week of hard frost to seriously impede navigation. A number of steamships have decided to make extra trips this season, owing to the lake remaining so long open. Unfortunately the weather has been anything but favorable for navigation, there having been a succession of gales.

## Alberta.

Tracklaying on the C. & E. Ry. is now completed to Red Deer.

The Mormons are importing 2000 head of sheep to Lees Creek.

E. Quail, furniture dealer, Macleod, has sold out his business to Bright, Farquhar & Co.

Calgary has now railway connection as far on the new line as Red Deer, which will probably be the terminal point this winter.

Barker & Donovan, ranchmen of Lees Creek, Alberta, have dissolved partnership. H. A. Donovan continues the business.

The town of Calgary has sent out posters offering sites and exemption from taxation for ten years for flouring mills, oatmeal mills, tanneries and factories.

## Assiniboia.

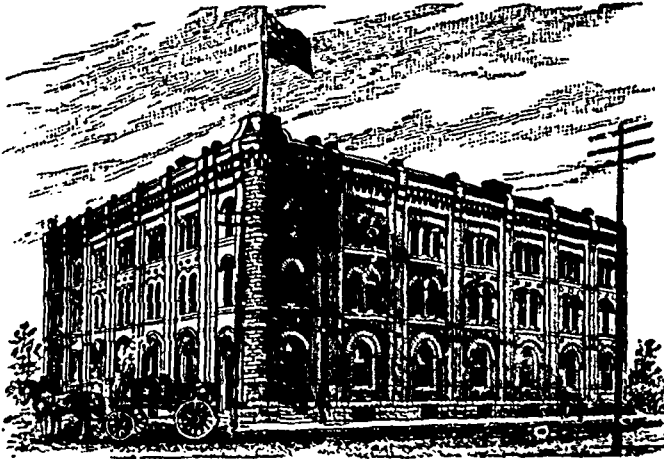
G. M. Annable has purchased the butcher business of H. Ferguson at Moosejaw.

There is a good opening for a general store, hotel and blacksmith shop at Lumsden.

The building being erected for Le Jeune, Smith & Co., bankers at Regina, is nearly completed.

George McCuaig & Co., dry goods merchants, Medicine Hat, have assigned. It is expected the estate will be able to meet liabilities. A meeting of creditors is called for Dec. 9th.

A very large seizure of whiskey and gin was made on the Lower St. Lawrence last week. The schooner Waterly was captured with the entire cargo, valued at \$25,000. Other cargoes are expected and the authorities have the key to the combination. A system of smuggling has been carried on there for years, and this heavy seizure will probably be the means of breaking the illicit traffic.

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In our issue of November 17th was published the correspondence with the Hon. the Minister of Agriculture, by which the hog quarantine in Manitoba has been abolished. Inquiries have since been coming in as to the duty on live hogs, and where to procure a supply of the same. The first answer is, two cents a pound live weight, a duty which is practically prohibitory in connection with heavy fat hogs, but which comes in very appropriate in connection with growing pigs and small half-fed porkers, such as our farmers require at present. Animals of 50 to 75 pounds weight are the kind, and the duty on such would be only \$1 to \$1.50. As to where they can be procured, we may say anywhere in Southern Minnesota and Iowa, states easily reached from this province. Here is an extract from a private letter of a well-to-do farmer in Traer, Central Iowa, to the publisher of this journal, and it shows the state of affairs south there:—

"I got THE COMMERCIAL yesterday, and read your letter to the Minister of Agriculture. Now I think it was just to the point and had the desired effect. I hope the farmers of Manitoba will take the advantage of it, for there are thousands of pigs shipped from here that are not half fatted. Farmers here have too many pigs this year. The last two years have been big corn crops, and people thought they were always going to have such crops, but this year the corn throughout the country here is not half the yield it was last year. Mine will yield 40 bushels to the acre, what I put in myself, but there is plenty of corn that will not yield 20 bushels to the acre, so there are more pigs here than there is corn to feed them with."

Such is the hog and corn situation in Central Iowa, and the advantages there and elsewhere in the States for new settlers, the writer in the same letter refers to as follows:—

"Lyman —, has rented his farm for five years, at \$600 a year, or \$3 an acre, county roads and creek bottoms included in the 200 acres. A. —, has rented his 200 acres for \$550, and there are ten acres of county roads taken off it. Now, how these poor people are going to live and pay their rents, I don't know. I don't know that there is much government land in the United States now, that is worth

anything. Lots that has been settled, is not fit for settlement. But they might cross the line up into your country. I don't know about North Dakota, but there is South Dakota not fit for anything but Indians and buffalo. There is not enough rain fall any year to raise crops. They are moving away from it this fall, all that can. There has been more grain sent to them for charity these years past, than they have raised."

This last extract should, we think, make every Manitoban feel satisfied with the country he is living in.

THE rapidity with which American stocks and American grain declined in price from the opening of November up to the 20th, finds few parallels since the famous crash of Jay Cooke & Co., in 1873, but fortunately the crash has not been anything near so paralysing on general trade as might have been expected. In fact there seems to have been but little rottenness in general trade or the financial crash would have laid it bare. South American stocks seem to have commenced the trouble in London, resulting in the suspension of Baring Bros., and had much to do with the trouble in New York. Other stocks suffered a big decline in the whirl of excitement, and grain got a knock down along with other affairs. The rapid recovery from the crash during the past week goes to prove that in connection with those other stocks, with the exception of a few that were well known to be boomed, there was no unnatural inflation at the time the financial whirlwind swept down, and as a result but little was swept away, for the blast was such, that anything hanging loosely had to go. In grain prices this was notably the case, and the drop therein was not the result of any speculative inflation thereof. It is well that such was the state of affairs when the crash came, for had it struck an inflated fabric of trade and finance, such as existed in 1873 before the panic of that year, the contemplation of probable results would give reason for a shudder. The financial cyclone of 1890 will be long remembered on account of the suddenness with which it swept down, and it now looks as if it was likely to be equally

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well remembered on account of the rapidity of recovery from its effects.

### Trade Conditions.

R. G. Dunn & Co.'s weekly review of trade says: Those who have long expected a severe reaction in the stock market have now seen the average of prices thrown back to a lower price than has been touched at any other time for more than four years. It remains the fact that the legitimate business throughout the country is the largest ever known, not much inflated or endangered by speculation, and so far sound that complaints in regard to collections have been much fewer than usual. The check now sustained may not improbably produce some shrinkage in transactions and diminution of profits, but the industrial and commercial conditions have been so far favorable that speculative disturbances are the less likely to affect general business seriously. Reports from other cities show that at most points the events in Wall Street have had little or no effect as yet. It is not to be forgotten that the demand for money is largely due to the unprecedented volume of business thus far.—*Market Record.*

### Frog Catching.

The following amusing paragraph we clip from the *Monetary Times* of Nov. 21st.—"A new handicraft is to be noted of late days. Not altogether new elsewhere, of course, but newly brought into play and prominence in central Ontario. This trade, or profession, call it which you will—in view of the context it cannot be called sport—is that of frog catching. The Campbellford  *Herald* is disposed to confer upon H. Pollock, of Trent Bridge, the title of the most successful frog catcher in this province. His latest catch was in Lake Scugog. Beginning on the 27th of September and continued until the 21st October—about three weeks—he took from the water 2,023 pounds, which when sold netted him \$500. The only assistance he had was one man one week, and two men another week. How he catches them we are not told. Mr. Pollock is also an expert in skinning frogs. He says that he recently took the pelts of 5,754 in four hours, 24 minutes. Five hundred dollars in three weeks! For rapid accumulation of wealth this may be said to beat the plumbing business."

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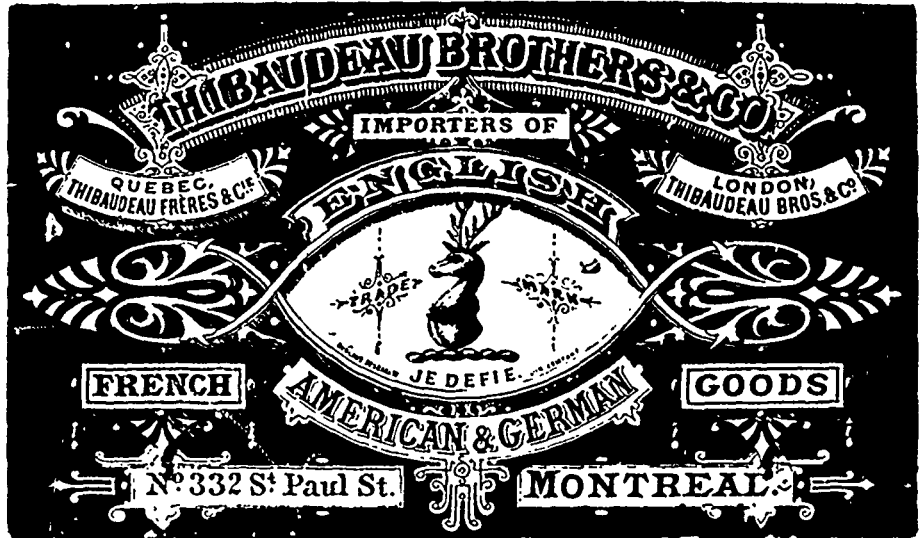
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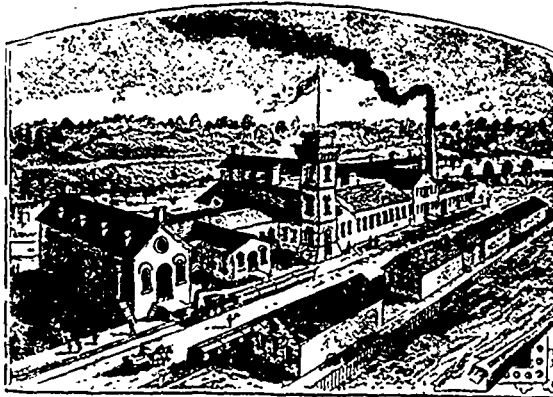
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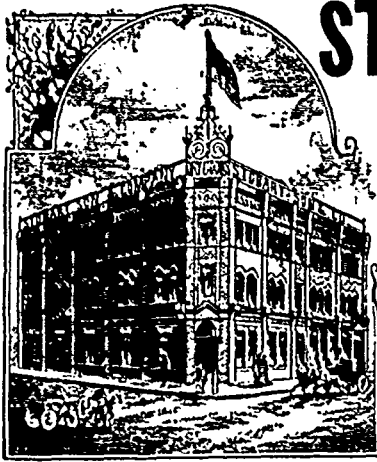
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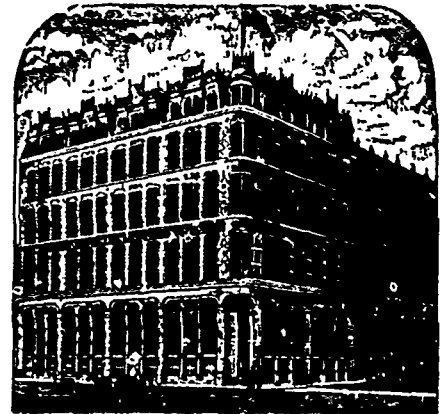
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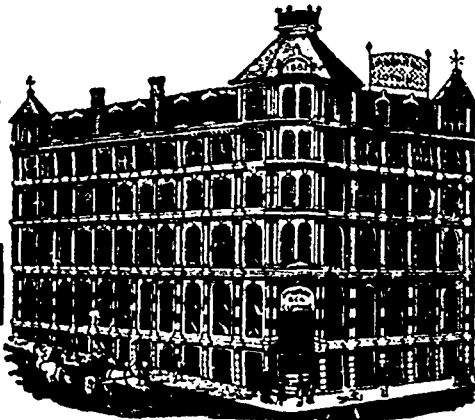
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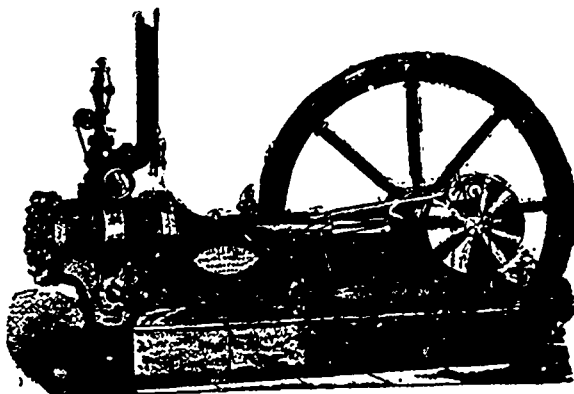
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# The Commercial

WINNIPEG, DECEMBER 1, 1890.

## EXPORTING EGGS.

Under date of November 10th the Department of Finance at Ottawa has issued a commercial bulletin on egg and poultry export business, which is well worthy of a careful perusal by parties engaged in that trade, and is altogether a piece of valuable information, which the Department have acted wisely in collecting, compiling and disseminating.

The operation of the McKinley bill in placing a serious barrier in the way of exporting eggs from the Dominion to the United States has prompted the issuing of the bulletin, and it commences with a table showing the rapid growth in the export of Canadian eggs, mainly to the United States, since 1868. The following is the table:—

YEAR.	DOZENS.	VALUE.
1868 . . . . .	1,893,872	\$205,971
1874 . . . . .	4,407,331	587,599
1878 . . . . .	5,262,920	646,574
1882 . . . . .	10,493,082	1,643,709
1886 . . . . .	12,758,532	1,728,089
1887 . . . . .	12,955,288	1,827,143
1888 . . . . .	14,170,859	2,122,283
1889 . . . . .	14,028,893	2,159,910
1890 . . . . .	12,311,610	1,795,913

The bulletin admits that the production of eggs in the United States is gradually creeping up towards the home demand, so that even with a free market there the demand for Canadian imports must steadily fall off.

In search of another market the bulletin fixes upon Great Britain, and in support of the selection furnishes an official table showing the imports of eggs in that country to have been in 1889 the immense number of 94,325,630 dozen, at a customs valuation of \$15,220,938, which supply was collected from Russia, Sweden, Denmark, Germany, Holland, Belgium, France, Portugal, Spain and other foreign countries. Against this it places a United States official table showing the egg imports of that country in 1889 to have been 15,918,809 dozen, at a customs value of \$3,418,976, and these were collected from every continent of the globe except Australia.

Taking these figures as a basis of comparison, the British market last year called for about six times as many imported eggs as did the United States market, and to this must be added the fact that the British demand is steadily on the increase, while that of the United States is steadily falling off. Thus an incontrovertible argument in favor of catering for the British market is supplied by the actual official figures of that country and the United States, which is strengthened by the fact of an increasing market in the former and a decreasing one in the latter, and is further strengthened by the fact that the valuation of eggs in Great Britain is one cent a dozen higher than in the United States.

On the question of shipping and delivering in Great Britain in good condition, the bulletin very logically reasons, that if eggs can be brought to that country from Russian Black Sea ports, through hot latitudes of the

Mediterranean, and from Spain and Portugal across the Bay of Biscay; and that eggs are brought from Northern and Southern Europe, Hong Kong and China to the United States, a voyage across the Atlantic through the northern latitudes and cool waters traversed by Canadian trans-Atlantic shipping, is but a simple means of transit in comparison, and should enable Canadian shippers to secure for their goods what they have always secured in the United States, namely, a high grade price for their eggs. Not stopping with this piece of convincing logic, the bulletin contains the results of shipments already made from Montreal and Halifax since the enforcement of the McKinley bill, from which we quote the following:—

1. Eggs may be sent across the Atlantic with perfect safety during the entire season without cold storage of any kind. The testimony of both shippers and carriers unites on this point and seems to place it entirely beyond doubt. The eggs are carefully stowed in the cool portion of the vessels below the water line, or between decks, where an equable temperature of about 50 degrees is maintained, and they arrive on the other side in good condition. Some of the steamers are provided with huge ventilators, which maintain a constant volume of fresh cool air.

2. The eggs are packed either in compartment boxes, or in cases with hulls, saw-dust, or fine chopped straw, and if then carefully handled, the percentage of breakage is almost nil. The cases contain from 30 to 120 dozens each, and are stowed away compactly and freights charged upon the ton measurement of 10 cubic feet space. One company instances a carriage in which the breakage was found to be only 6 eggs in 180 dozens. A movement is now on foot to have all egg cases made uniform, in which case the rates of freight could be more satisfactorily arranged. These cases are not returned by the carriers and have to be disposed of in Great Britain. It is quite probable either that a means of disposing of them can be arranged whereby the total cost need not be charged against the eggs carried, or that a much cheaper form of case can be made sufficiently strong to carry for one trip. In fact a firm of case makers in Ontario has offered to produce cases at a cost of 17 cents each, instead of 50 or 60 cents paid for cases used in the United States trade.

3. The freights at present rate at 15 shillings sterling per ton measurement, or, counting 13 cases to the ton and 30 dozens to the case, less than one cent per dozen. This is probably the lowest rate that can be quoted. The cost of placing eggs upon the Boston and New York markets would not on an average be much less than this.

4. Shipments already made have, so far as reported to the Department, netted a return quite as favorable as could have been obtained in the United States in years before the McKinley tariff became operative, and have demonstrated the fact that a profitable trade can be carried on in eggs to Great Britain and to an extent which is practically unlimited. An examination of the price lists shows that, for similar qualities, eggs in Great Britain have rated higher than in the United States. From enquiries made it is ascertained that to command the best prices in Great Britain the size and quality should be particularly attended to. Large and well assorted eggs are displacing the smaller kinds in the English market, and France and Denmark owe the strength of their egg exports to Great Britain largely to this cause. Two and one half pounds to the score is the lowest weight that can be relied upon, to secure a superior position in the English market, and if a greater weight than this can be attained, still better results will follow."

Lack of space forbids our quoting more fully from the bulletin, but we have given enough to

show that the Finance Department have made out a clear case in favor of catering for the British market for eggs, and while we have not touched upon the poultry question, we are safe in assuring our readers that in that field the arguments of the bulletin are equally convincing in favor of a similar course.

As yet the question of exporting eggs has not seriously troubled the people of the Northwest, as the small surplus available after filling the home demand has found a ready and even a greedy market on the Pacific coast. But the day is not far distant when we will have to seek a foreign market for our surplus eggs, as we now have to for our surplus grain. It would be well therefore for parties in that trade to carefully note the arguments contained in the bulletin, and be ready to act upon them as soon as the surplus production warrants so doing.

This bulletin must impress many people with the dwarfed ideas Canadians have had of their country in a commercial sense. For a century the highest aim of our people was to produce enough to feed themselves, and have enough of their products left to trade to their nearest neighbor for a few other necessities. It is only within the past seven years that hopes of taking any place as an importing country have been entertained, and it seems as if a tithe of the capabilities of the Dominion in that respect cannot be learned until force of circumstances such as have been produced by the McKinley bill compel attention to export trade. It may sound incredible to many Canadians to hear the statement that the Dominion could in a very few years become the greatest exporter of food products among the countries on this globe. Yet one million more settlers in the Northwest, with its great agricultural possibilities, would inside of five years place Canada in that position. Legislation for the past twelve years has tended to encourage this dwarfing of opinions; for the bolstering of manufacturing industries, while it has placed crushing burdens in some ways on the producer of natural products, whose efforts are accomplishing great things in the way of increasing exports, it has nurtured these same manufacturing industries into a collection of imbeciles, that are powerless to compete even in a free foreign market. In fact the energy and enterprise of Canadian tariff bolstered industries seem to furnish a parallel for that of the seven lazy lousy farmer's sons, who loafed shiftlessly around their old home, until poverty drove them and their helpless old parents to a poor house, while at the same time the sons of neighboring farmers, who started out with push and energy into new fields, had all reached prosperity and some affluence. This whining over the closing of the United States as a near market for eggs and poultry is only another proof of the shiftlessness which the tariff bolstering policy has developed even among our farmers. It has been the aim of the tariff advocating politician to try and make the farmer believe that he like the manufacturer is protected by tariff, and does not require to compete with the outside world. Every now and again the deluded farmer gets a rude waking up from this delusive dream, and the trouble he is experiencing over the working of the McKinley bill is only one of those rude awakenings.



## SELECTING SETTLERS.

There is a prevailing belief in Great Britain that the colonies, and especially such colonies as the Canadian Northwest, are anxious to secure settlers from the Mother Country, no matter from what class these settlers are drawn. And an article headed as the above one is, will no doubt seem to the average resident of Great Britain, a most singular one in a Manitoba journal, a place where only feelings of gratitude should be expressed for any additions to population that might be secured. But past experience has shown that many of the settlers or intending settlers, who have arrived in this province during the past ten years, have contributed little to the progress or good of the country, and quite a large proportion of them would have fared better themselves besides contributing much more to the good of society around them, had they never left their native lands.

A report has recently been presented to the United States Secretary of the Treasury by Surgeon General Hamilton, who, looking at this subject through the eyes of a physician and surgeon, recommends, that emigrants before leaving Europe be compelled to procure from United States consuls there certificates to the effect that they have not been convicted of crime, that they have not been public charges, and that they are not suffering from contagious or chronic diseases or disabilities, likely to make them public charges, and that no immigrant be allowed to land in the United States, unless possessed of such a certificate. Such moral and sanitary safeguards, although enforced through different officials, are necessary in Canada also, and such discrimination should be carefully exercised. As yet Canada has not had a large influx of criminal population from Europe, for the reason that the United States, as easily reached as Canada, furnishes a far wider field for the operation of criminals, and it may safely be assumed that such people are not troubled with patriotic sentiments, as to the flag under which they pursue their questionable callings.

But there are classes in Europe and Great Britain in particular, not actually criminals, which are not wanted in Canada, namely, loose characters, who are ready for any life but one of industry. Regarding females of that class, a Canadian agent of the Government, at a prominent port, used to say, that the bulk of the female exports of British Christian philanthropy arrived in Canada after a month's training on gospel and soup, and in nine cases out of ten, it took them about a month to get back to the pad they had trodden for years, while the male exports in the same proportion formed in the land they were assisted to adopt, a class who will neither work nor starve.

General Booth, of the Salvation Army, that most energetic and successful of all modern evangelists, in his work entitled "Darkest England" proposes, among other details of his wonderful and admirable scheme for evangelizing the sunken masses of Great Britain, that a large share of those reclaimed should be formed into settlements in the colonies. We have no desire to detract from the value or practicability of the general's scheme, nor do

we question the ability of Divine power to christianize and elevate those sunken masses, but we do hope if the general's great scheme materializes, that there will be in connection with those sent to Canada, some test applied which will better gauge the genuineness of change of heart, actions and intentions, than has been applied in connection with former imports of such reformed settlers. The general should keep in mind that the man, who can only be a covering, sneaking criminal in an old country where the organization for enforcing law and order is perfect, may become a defiant desperado in a new country where such organization is slender, weak, and scattered in its power.

But outside of the dangerous classes, the work of selecting immigrants becomes a work requiring some delicacy. A few years ago the "leading daily journal of the Northwest" asserted that no settlers were wanted here except those of the agricultural class, possessed of sufficient means to commence farming operations at once, whereas each year, and this year in particular, has shown that agricultural laborers are much more wanted than farmers. When such laborers had to be hired at \$15 a month and found, as they were this fall, it is beyond dispute that the supply was short of the demand; besides many who came to Manitoba, possessed of liberal means, only became shiftless loafers, none of them any use, unless the few who from time to time drift into the ranks of the mounted police force.

After fixing the moral and sanitary safeguards, there are in reality no other fixed rules that can be adhered to. Wealth may be an advantage, and in the hands of some a drawback. Poverty is no crime here, no matter what it may be elsewhere, if it is only associated with industry, and the latter qualification is after all the one most desirable in a settler. In this new country it is not found long in company with poverty. It is the foundation of worldly success here, and ingenuity will rear the superstructure.

## THE LATE WHEAT TUMBLE.

The reason for the late tumble in wheat, unlike many such tumbles, was comparatively easy to trace to its source, although that source was a little out of the ordinary track, and did not seem to have the slightest relation to the world's supply of and demand for that cereal, but was purely sympathetic, and consequent upon the financial cyclone, which struck New York, London and other great money centres. Coming as it did from an unusual source, and baffling, or rather tripping up the most conservative foresight, its effects were naturally more disastrous, than usual when it brought disaster, and more disappointing than usual where it brought only disappointment. Its effects and consequences in the outside grain world we shall not at present discuss, as they have been freely handled by almost every American journal of prominence in connection with commercial affairs, but shall confine ourselves to its action in the northwest.

Although to many it may seem that our farmers have been the heaviest sufferers by the late wheat drop, such is not the case, although

in a great many instances they were the least able to stand the loss it brought to them. Our local grain men were the greatest sufferers by far, as the drop came at a time in the season when they were least able to prepare for it. They had struggled through with the poor quality of receipts, which usually come in with the opening of a grain season here, and which were this year poorer in quality, and worse damaged than in almost any previous year. They had just got well started into receipts of a much better average of grain receipts, coming from that class of farmers, who take proper care in stacking and other details, and who seldom market grain before November opens. Scarcely a dealer of their number but had commenced to load up a little, not with a speculative load, but with the load which every grain man in this country finds it necessary to carry to a greater or less extent during the greater part of the winter. In this condition drop after drop struck them like a succession of volcanic shocks, until before the close of the week before last, the last spark of hope and courage had oozed out of them.

While grain men were in the state above described, it could not be expected that the farmer would be faring well at their hands. At the close of the week before last it was almost impossible to get a bid of any kind from either an Eastern Canadian or a British buyer, and it must be remembered, that there can be no doubt now, with the McKinley bill in operation, that the United States is to our people a closed market, if indeed it has not always been such. Quotations received from the east, low as they were, were purely nominal, and nobody wanted any wheat, until the storm in financial affairs subsided, and it could be clearly seen where the purchasing power was to come from. To the farmer, who had no such outside trouble to contend with, the actions of such men or their agents on a local market might very naturally look incomprehensible at times, and no doubt tantalizing. But such was the position of the grain buyers during the week before last, and that his buying should have given dissatisfaction to many farmers is only what might be expected.

It is amusing to read the grumbling in the country press about wheat prices since the late drop set in. One farmer correspondent of a country journal, after abusing the buyers of his local market, suggests, that if they would chew less in samples from his load, and pay better prices, farmers would get more justice. Numbers of other such correspondents endeavor to show how the buyers of one town pay five, ten and even fifteen cents a bushel higher than those of another, all of which is clear to the grumbler, but to no one else, unless it be that there was ten days of a lapse between the dates of quotations. Country journalists too join in the growl, although they are in a better position as a rule to understand the real state of affairs than are farmers, and one exchange waggishly suggests the advisability of getting Messrs. Crossley and Hunter, the renowned evangelists, who are now in the province, to try their christianizing efforts upon the poor grain buyers.

It is well that financial matters are getting rapidly down to a safer, though a depressed

state, and that in sympathy with them grain markets are recovering somewhat, otherwise it would soon be impossible to find men possessed of the necessary importurbability to stand the abuse a Northwestern grain buyer would have to stand. This year is one which tries the best posted men in buying, so varied are the samples of wheat which come under his hand. A remark was recently made among local grain men that this year a successful buyer would require to possess all the judgment of Solomon, the meekness of Moses, the patience of Job, and the eyes of Argus. Possessed of all these he might under ordinary circumstances get along smoothly with his farmer customers and their friends, or rather pretended friends, but with a few market breaks like the one recently passed through, all these qualifications would utterly fail to keep him out of a continual state of wrangle and torment.

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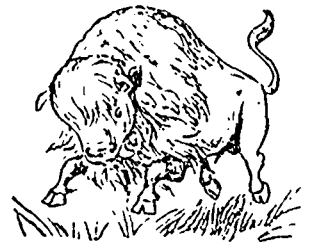
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**ALL KINDS OF UNDERTAKERS' SUPPLIES.**

THE LARGEST AND OLDEST HOUSE IN THE DOMINION.

100 AND 102 FRONT STREET WEST,

**TORONTO.**

**WINNIPEG MONEY MARKET.**

Although financial affairs in the city have been moving along smoothly, banks are to some extent feeling quite a strain, and the stringency down east in a sympathetic way has doubtless something to do with the same. The demands for the past week for grain handling have been very light compared with those of the preceding one, as the drop in prices of grain made a serious check up on receipts from the farmers, which has again tightened up the money circulation through the country, and checked also the rapid decrease in the aggregate of renewed mercantile paper going to discount. Even the partial recovery in grain prices in the latter part of the week did not bring out the grain receipts, and did not relieve in any way the scarcity of money in circulation. As yet banks have not curtailed any regular lines of trade discounts, and as the present little check up in the crop movement is only of a temporary character, there is not much probability of any curtailment or any change of discount rates, which hold steady at 7 or 8 per cent. for choice to good mercantile paper. In mortgage loans there is not much doing. Agents are not anxious to push business under the present financial pressure in the east, and farmers are too busy threshing and doing other finishing up work, to have much time to send in applications for loan. The interest rate on farm loans is still 8 per cent, the instances being rare where a lower rate is secured.

**WINNIPEG WHOLESALE TRADE.**

Every drift of circumstances seems to have combined to bring about a quieter feeling in wholesale circles during the past week, and some people are much disappointed with the course things have followed. For instance the continued mild and bright weather has wiped out every vestige of a demand for winter sorts in season lines, while the slowness with which the goods move from the shelves of retailers, owing to mild weather also, makes them very unwilling to order from samples for spring delivery. In short, too good weather for this month has had a very depressing effect in season lines, while it has not brought any marked improvement in lines dependant upon building and outdoor operations, as no new undertakings will be started at this time of the season. There is some movement in goods for the holiday trade, but the volume does not add greatly to that of general trade, and is even more slender than usual at this time of the year. In staple lines of every day consumption, the movement has been slightly below normal, and has been lacking in that stocking up demand, which is usual in view of deep winter settling down. The slowness of retail trade generally, and the unusually mild weather combine to delay this demand, which should be at its best just about this time. But the truest barometer of business is to be found in connection with collections. The marked falling off in grain receipts all over the country, has produced a corresponding falling off in cash returns from outside points, and a feeling of disappointment has succeeded the one of hope in that respect noted in our last report. This, however, can only be of short duration as grain prices are on the rise again, and better prices will assuredly bring out heavy receipts. While therefore, on the whole, the report of the past week is much less encouraging than that of the

previous one, the dark points can only be taken as evidence of a temporary lull, and as threshing is being pushed with all speed during the fine weather, deliveries are likely to be abnormally heavy as soon as a little better prices are reached. Indeed it is questionable if the rush to get threshing done during the fine weather, has not much to do with the short receipts and that with a bluster of rough weather to bring a stop in the threshing operations would not bring in greatly increased receipts even at present prices.

**DRY GOODS, CLOTHING, ETC.**

Business has been so quiet in these branches that some houses have commenced stock taking instead of waiting until December to commence. Continued mild weather has knocked all sorting trade completely out, while retailers, unless in the most westerly parts of the Territories, are unwilling to buy from samples for spring delivery. There has been increased effort put forth in this respect by travellers, but only a few retailers take hold with any degree of willingness.

**DRUGS.**

Business has been about normal, with no change to report in prices. Quotations are: Howard's quinine, 55 to 65c; German quinine, 45 to 55c; morphia, \$2.25 to \$2.50; iodide of potassium, \$4.25 to \$4.75; bromide potassium, 60 to 70; English camphor, 80 to 90c; glycerine, 30 to 40c; tartaric acid, 65 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$6 to \$8; bicarb soda, \$3.75 to \$4.50; sal soda, \$2.50 to \$3; chlorate of potash, 25 to 30c; alum, \$1 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5; American blue vitrol, 10 to 12c.

**DRIED FRUITS.**

There has been no changes in quotations since those noted in last report. Dried apples are getting very scarce, and are likely soon to be out of the market. All other dried fruits are firm in price. Prices are: California London layer raisins, \$3.00 per box, do. ½ boxes, \$1.00; Valencia raisins, \$2.20 to \$2.40 per box; London layer raisins, \$3.75 per box; currants, 7 cents per pound.; dried apples, 9c per lb., evaporated apples, 15c; choice new Eleme figs in 10 lb. boxes, 16c per lb.; choice figs, 13c per lb.; fancy Eleme layer figs, 20 lb boxes, 18c per lb.; figs in 1 lb cartons, per doz., \$1.75; golden dates, in 50 lb. boxes, 9c per lb.; California evaporated fruit—apricots, 22 to 24c per lb.; peeled peaches, 27 to 30c per lb.; pitted plums, 18c; raspberries, 35c; prunes, 9 to 11c per lb. as to quality, the higher quotation for choice of best varieties; nectarines, 21 to 23c.

**FISH AND OYSTERS.**

White fish are quoted at 7c; B. C. fresh halibut 20c; Finnan haddock 11½c in boxes. Fresh herring and new Labrador salt herrings in barrels have been on the market but not in sufficient quantities to admit of wholesale quotations. Oysters \$2.40 to \$2.60 per gallon.

**FUEL.**

Continued mild weather has brought the movement to a very low ebb. Prices hold steady. Quotations here are as follows:—Anthracite coal delivered, \$9.25; bituminous, \$8; Galt at \$7.50. Tamarac wood in car lots on track, \$4.50 to \$4.75; poplar \$2.90 to \$3.10; oak, \$6; maple, \$6.50.

**GREEN FRUITS.**

California grapes are out of the market, except a few in barrels. Apples are tending up-

ward. Quotations are: Apples, \$4 per barrel for poor stock to \$5.50 for fancy; oranges in barrels \$6 to \$6.50; in boxes \$6.50 to \$7; California grapes in kegs \$9; California pears in boxes \$1.50; cranberries in barrels, Bell and Cherry, \$11; Bell and Bugle, \$12.

**GROCERIES.**

The feeling has been decidedly quiet all week, and the unsatisfactory state of country collections has made wholesalers averse to pushing sales. Coffees still hold their high figures, while sugars are steady and unchanged. Prices are: Sugars—Yellow, 6½ to 6¾; granulated, 7½c; Coffees, green,—Rios, from 24 to 25c; Java, 27 to 29c; Old Government, 29 to 32c; Mochas, 33 to 35c. Teas: Japan, 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. T. & B. tobacco, 56c per pound; Lilly, 7s, 52c; diamond solace, 12s, 48c; P. of W., butts 47c; P. of W., caddies, 47½c; Honey-suckle, 7s, 55c; Briar, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d thick Solace, 6s, 48c; Brunnetto Solace, 12s, 48c. McAlpine Tobacco Co's plug tobacco: Old Crow, 46c; Woodcock, 52c; Beaver, 63c; Jubilee, 60c; Anchor, 59c; cut tobacco: Silver Ash, 65c; Cut Cavendish, 70c; Senator, 80c; Standard Kentucky, light, 85; do dark, 80c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000. Mauricio, \$42.50; Soudaa Whips, \$40.00; Turkish Caps, \$35.00; Commercial Traveller, \$25. Special selects, \$55; Selects, \$45; Columbia, \$45; Cauncks, \$40; Derby, \$35; Sports, \$30. Lion "L" brand mixed pickles in kegs, are quoted: Three gallons, \$2.50; do five gallons, \$3.50; do 10 gallon kegs, \$6.50.

**HARDWARE.**

The movement in heavies has fallen off considerably during the past week, while shelf goods have not shown the activity noted in our last report. Collections are reported very slow. With the exception of a trifling advance on bar tin, prices are unchanged. Quotations are:—Cut nails 10d, and upwards, \$3.25; I. C. tin plates \$6.00 to \$6.25 as to grade; I. C. tin plates double, \$12.00 to \$12.50; Canada plates, \$4.10 to \$4.25; sheet iron, \$4.00 to \$5.50, according to grade; iron pipe, net prices, 1 inch, 10½c; 1½ inch, \$13½c; 1½ inch, \$16½c; 2 inch, 25½c per foot; ingot tin, 30c per lb; bar tin, 32c per pound; sheet zinc, 7½ and 8c per lb.; galvanized iron, 23 gauge, 7½ to 8½c lb; bar iron, \$3.50 per 100 lbs; shot, 6 to 6½c per lb.; tarred felt \$2.30 to \$2.40 per 100 lbs.; barbed wire, 6½ nett.

**PAINTS, OILS AND GLASS.**

The volume of sales keep steadily falling off as the season advances, and is now down to a very low ebb. There are no changes in prices to report. Quotations are: Turpentine in barrels, 76c per gallon; in 5 gallon cans, 81c gallon; linseed oil in barrels, raw 80c; boiled 83c; benzine and gasoline, 50c; pure oxide paints, in barrels, 90c per gallon; coal tar \$6 a barrel; Portland cement, \$4.90 a barrel; Michigan plaster, \$3.25 a barrel; putty, in bladders, 3½c a pound, bulk in barrels, 3c; whitening in barrels, \$1.50 a cwt; Crown pure white lead, \$7.25; Royal Charter, \$6.75; Railroad, \$6.25; Elephant pure white lead, \$7.25; Elephant No. 1. do., \$6.25; Bulls head do., \$5.75; Calomine, \$6 per 100 pounds; Alabastine, \$7.25 per case of 20 packages. Window Glass, first break, \$2.10.

## WHOLESALE PRODUCE MARKETS.

## WINNIPEG.

## WHEAT.

The situation is considerably changed since our last report, and the feeling of gloom and uncertainty, which hung over all the markets of this continent has in a great measure cleared away during the week which has passed. The financial squall has subsided in London and New York, and while it has left quite a little wreckage behind it, matters have struck a solid bottom, even if that bottom is at a much lower level than existed a month ago. With the recovery in the financial world has come an improved tone to the grain markets, and quite a little advance in prices during the week has been made. The receipts and shipments from this continent have been such as would cause weakness under ordinary circumstances, but returning business confidence more than balanced such tendencies. On Monday central markets received the news of an increase in the visible supply of 990,000 bushels without scarcely a remark from operators. Reports of another big Wall Street failure had much more of a depressing effect early in the day, but there was an upward pressure in every leading market, which soon made itself strongly felt, and has been forcing up prices, even if slowly, during the entire week. There were intervals of weakening at times, but these passed off quickly, and the tendency was upwards, until past the middle of the week, when the movement seemed to have spent most of its force, and a steadier one succeeded. The advance secured was considerably short of the amount lost during the two previous weeks, but with the advance came a feeling of confidence, which augurs well for the state of the market this winter. In this country there has been quite a recovery from the hopeless feeling noted in last issue, although many holders are still heavily loaded with stuff bought away above present prices, and advances in quotations come forward very slowly, and evidently with great unwillingness. On Monday it would have been difficult to have sold on the Winnipeg Exchange No. 2 hard above 63c, but near the close of the week it was freely taken close up to and even at 70c. The reports of receipts were not such as to cause fears of any glut, and confidence seemed gradually to gain. Another week will doubtless bring more confidence if it does not bring better prices.

## FLOUR.

Mills all over the country are running full capacity, and still eastern markets are weak. The movement to the east is certainly heavy, while the local trade has been rather quiet, and the western demand rather slow. There are no changes in prices heard of since the drop noted in last report. Quotations are:—Patents, \$2.60; strong bakers', \$2.40; XXXX, \$1.40; superfine, \$1.20.

## MILLSTUFFS.

Still a good demand from the east, with moderate local sales. Prices are unchanged. Bran \$12 a ton on track, shorts \$14.

## OATMEAL, OIL CAKE, ETC.

A fair movement in oatmeal reported, with increasing sales of oil cake. Prices are as follows: Oil cake in bags, \$21 a ton; oil cake meal in ton lots, \$26.50; in car lots \$25; Oatmeal, standard \$2.60; granulated, \$2.70 per 100 pounds; rolled oats, \$2.70 per sack of 80 pounds; Cornmeal is held at \$1.50 per 100 lbs. Pot barley, \$2.75 per 100 lbs.

## GROUND FEED.

There is no change to report, and prices are fixed more or less by quality. Country points offer at \$18 a ton, and in the city prices are \$20 to \$22, according to quality.

## OATS.

The price to be realized by shipping east did not exceed 23c during the week, but light receipts still hold up city prices, and feed lots bring 26 to 27c while good milling lots are worth 23 to 29c on track here.

## BARLEY.

There is not enough of a movement of malting barley to furnish wholesale quotations. Feed lots are still open at 25c, and are slow in sale.

## BUTTER.

There seems to be but little change in the situation since our last report. Stocks all over the country and in the city are light for this time of the year, and prices have consequently held up well. Very choice dairy would still bring 18½ to 19c, and good to choice 17 to 18. Good mediums are worth 15 to 16c. Lower grades are not called for, and are evidently not to be had in large quantities anywhere.

## CHEESE.

Wholesale merchants are selling at 12c for prime, while factories could get 10½ to 10¾ for any good stocks they may yet hold.

## EGGS.

Attempts have been made to hoist case lots to 24c, but a return to 23c was made late in the week.

## LARD.

Chicago lard is offered in 20 pound pails at \$2, while Ontario pure lard is held at \$2.20. No local product is as yet on the market.

## CURED MEATS.

Although there is a tendency downward prices have changed very little as yet. Quotations are: Dry salt bacon, 10c; smoked long clear, 11c; spiced rolls, 12½ to 13c; breakfast bacon 13½; boneless, 14c; smoked hams, 14 to 14½c.

## HIDES.

A very unsatisfactory state of affairs has existed in the market for hides for some time, and at present there are no indications of any improvement in the near future. A drop has always been expected about this time of the year, but it usually occurs a week or so earlier. Prices here are: No. 1 steers, 5c; No. 1 cows, 4c; No. 2, 3c; No. 3, 2; Sheep skins, 40 to 55c; tallow, 2½c a pound for rough; rendered, at 4½ to 5c.

## POTATOES.

Potatoes sold as low as 20c last week and from that all the way to 25c was obtained. In some cases as high as 30c was asked, but there was none disposed of at that figure.

## DRESSED MEATS.

The warm weather of last week had a bad effect on this branch. Beef carcasses came in very slowly and sold at a slight decline, 4½ to 5c was quoted for medium, and ½c more for choice. Mutton brought 9c and veal from 5 to 6c. Dressed hogs 7c.

## LIVE STOCK.

Very little was done in live stock last week, as most of the beef is coming in dressed, butchers don't care to handle meat any other way. No 1 beef was worth 3c, and medium 2½c. Hogs brought 5c, whenever there were any offered, but they are scarce.

## HAY.

The market for hay was very quiet last week. Loose hay is coming in in large quantities, as many as thirty loads being on the market at one time. \$5 to \$7 is the ruling price for loose and \$7.50 to \$8 for baled on track.

## Tin.

The word tin has been derived from the Saxon tan. Tin plate or tinned plate is a term employed to indicate iron plates which are

covered over with tin. Tin plate is used in the same sense in which we speak of silver plate, as when a copper tea pot or other article has been coated over with silver, or in other words plated, and then called silver plate. The second term, tinned plate, is applied to the tinning of an iron, copper or other plates. It would appear that man was acquainted with tin almost as early as with any other metal. We have no account of its discovery, but its name occurs in very early writings as a metal in common use. The Chinese are supposed to have known it, and it was certainly employed by the Egyptians, being mentioned in the Bible, and other ancient books. Cornwall is the centre of the tin trade, this being on account of its productiveness, though Devonshire was in former times the principal mining district. As early as the 16th century Germany became a large purchaser of tin from England, notwithstanding it had tin mines of its own. The Germans used the English article for tinning their iron plates, and England in turn became a good customer of the Germans for their tin plates. These plates were very much inferior, however, to those manufactured afterwards in England; but it paved the way to better things. From this time the tin industry grew, and tin plate plants were established all over England.

Tin ore when mined is often found to be of a brown color, though some times it is yellow. Good ore should yield 70 per cent. pure tin, and if it be under 30 per cent. it is worthless, since it would not pay to smelt it. The ore being mined it is collected into different lots according to its richness. Having been thoroughly washed, it is then subjected to a crushing process, which renders it fine as powder. Then again it is well washed with considerable agitation to rid it as much as possible of any foreign substance.

The ore in this state is placed in a burning house and roasted, then afterwards in a furnace constructed for the purpose of freeing it from sulphur, and to obtain from it its arsenic.

The ore thus treated is ready for reduction. The slag is run off, the tin itself running into a pan, being skimmed, and formed into blocks or ingots. Even in this state it is still impure, and has to go under a process of refining. This process consists in placing the ingots on edge in a reverberatory furnace, and the temperature so arranged that the tin melts and runs off gradually. When run off, a great deal of refuse will be found on the hearth, which is removed. The metal thus run off is kept in a state of ebullition for two or three hours. After sufficient time is allowed for the tin to settle, it will be found to contain three quantities—the top or the purest, the middle or less pure, and the bottom stratum, which is so impure as to be sent back to the refinery. After the running of the tin into ingots, the refining process is ended and the ingot tin is ready for the market. —Hardware.

The population of the United States as shown by the late census as presented by St pt. Porter, totals 62,622,150.

The Canadian Pacific Railway are negotiating for running power over two different roads with New York City.

Fred. Cockburn of Dun, Wiman & Co's. mercantile agency in this city has been quite sick of late with a combined attack of quincy and la grippe, but is recovering fast now, and will be on his rounds again in a few days.

# PERFUMES!

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Gustav Bohn's Colgate's,  
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And a large variety of English, French and American  
Novelties. Over forty different lines of Perfumes.

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*Dawson, Sole Secy.*

WINNIPEG, - MANITOBA.

The long talked of movement of the Mclous Bank opening a branch in Winnipeg has, at last materialized, and temporary offices have been secured in the Manitoba Mortgage Company's block. Mr. W. G. Nicholls has been selected as manager and Mr. Helier Archibald as solicitor, a wise choice in both instances. Mr. Nicholls who has long been connected with the Merchant's Bank here, holding lately the position of accountant, is intimately acquainted with almost every business man of any prominence in the city, and is equally widely respected. A better man to build up the business of a new bank in this city could not be selected.

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Chemists and Druggists, Edmonton, N.W.T.

## MONTREAL STOCK MARKET.

REPORTED BY TELEGRAPH BY OSLER, HAMMOND & NANTON.

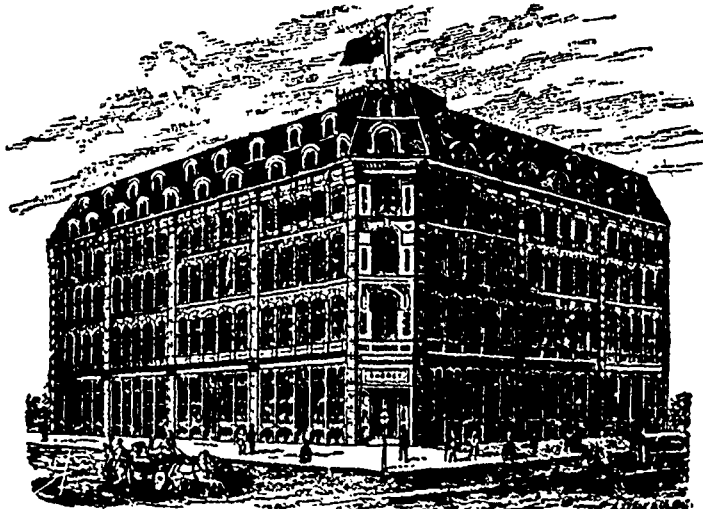
Montreal, Nov. 29th, 1890.

STOCKS.	Shares per Value.	CAPITAL.		Reserve as per last Statement.	DIVIDEND PER CENT.			CLOSING RATES PER CENT.	
		Subscribed.	Paid up.		Last Half Year.	Present Half Year.	When Payable	Sellers	Buyers.
<b>BANKS.</b>									
Montreal .....	200	12,000,000	12,000,000	6,000,000	5	.....	June, Dec.	2 23	2 23
Ontario .....	100	1,500,000	1,500,000	250,000	3	.....	June, Dec.	1 15	1 05
Molson's .....	24	2,000,000	2,000,000	1,100,000	4	5	April, Oct.	1 05	.....
Toronto .....	100	2,000,000	2,000,000	1,500,000	5	.....	June, Dec.	2 22	2 19
Merchants .....	100	5,799,200	5,799,200	2,335,000	3	.....	June, Dec.	1 44	1 42
Commerce .....	50	6,000,000	6,000,000	800,000	3	.....	June, Dec.	1 20	1 25
Imperial .....	100	1,500,000	1,500,000	700,000	4	.....	June, Dec.	.....	.....
Dominion .....	50	1,500,000	1,500,000	1,300,000	6	5	May, Nov.	.....	.....
Standard .....	50	1,000,000	1,000,000	400,000	3	.....	June, Dec.	.....	.....
Hamilton .....	100	1,000,000	1,000,000	450,000	4	.....	June, Dec.	.....	.....
<b>INSURANCE.</b>									
British America .....	50	500,000	500,000	188,208	3	.....	Jan, July.	.....	.....
Western Assurance ..	40	1,000,000	500,000	150,939	5	.....	Jan, July.	.....	.....
Canada Life .....	400	1,000,000	125,000	112,134	.....	.....	Feb., Aug.	.....	.....
Confederation Life Association	100	1,000,000	100,000	187,593	.....	.....	Jan., July.	.....	.....
Canada North-West Land Co	25	£1,500,000	£1,310,430	£11,092	.....	.....	.....	75	70
C. P. R. Land Grant Bonds ..	.....	.....	.....	.....	2	.....	.....	.....	.....
Canadian Pacific Railway Stock	100	.....	.....	.....	2	.....	.....	74	74
<b>LOAN &amp; SAVINGS CO.</b>									
British Can. In. & Invest Co.	100	1,020,000	322,570	70,000	3	.....	Jan., July.	.....	.....
Building & Loan Association	25	750,000	750,000	100,000	3	.....	Jan., July.	.....	.....
Canada Landed Credit Co. ....	50	1,500,000	664,000	166,000	3	.....	Jan., July.	.....	.....
..... 30 per cent. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canada Permanent In. & Sav Co	50	2,000,000	2,000,000	1,340,000	6	.....	Jan., July.	.....	.....
..... 20 per cent. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Freehold Loan & Savings Co. ....	100	3,221,500	1,317,000	629,000	5	.....	June, Dec.	.....	.....
..... 20 per cent. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hamilton Provident & In. Soc.	10	1,500,000	1,100,000	200,000	3	.....	Jan., July.	.....	.....
Imperial Loan & Inv't Co. ....	100	620,550	627,000	113,000	3	.....	Jan., July.	.....	.....
Lon. & Car. In. & Agency Co. ....	50	5,000,000	700,000	360,000	4	4	Mar., Sep.	.....	.....
London & Ontario Investment.	100	2,500,000	500,000	150,000	3	.....	Jan., July.	.....	.....
Manitoba & North-West Ln. Co	100	1,250,000	512,500	111,000	3	.....	Jan., July.	.....	.....
North of Scot. Can. Mortg. Co.	50	3,231,361	816,672	225,000	5	.....	Jan., July.	.....	.....
Real Estate Loan & Heben .....	60	500,000	477,100	5,000	.....	.....	Jan., July.	.....	.....
Western Canada Savings Co. ....	50	3,000,000	1,500,000	760,000	5	.....	Jan., July.	.....	.....
..... 25 per cent. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....

\* After deducting \$401,042 for reinsurance.  
† Including a bonus of one per cent.

‡ After deducting \$530,196 for reinsurance.  
§ Including a bonus of one per cent.

MEN'S BOYS' AND YOUTHS' CLOTHING  
CHILDREN'S CLOTHING A SPECIALTY.



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**Fine Cigars,**  
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Our Brands: { Reliance Terrier,  
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Wholesale Paper Dealers

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&c., Montreal and Windsor Mills, Quebec.

**Alex. Pirie & Sons,**  
Manufacturers Fine Stationery, Aberdeen, Scotland.

**M. Staunton & Co.,**  
Manufacturers Wall Papers, Toronto

CORNER PRINCESS AND BANNATYNE STREETS,  
WINNIPEG.

**J. S. CARVETH & CO.,**  
**PORK PACKERS**

Sugar-Cured Hams, Breakfast Bacon, Spiced Roll,  
Pure Pork Sausage, Long Clear Bacon, Bologna  
Sausage, German Sausage, Ham, Tongue  
and Chicken Sausage.

Pigs Feet, Bologna and Sausage Casings.  
**PACKERS AND COMMISSION MERCHANTS.**  
23 Jemima St., WINNIPEG.

**RICHARD & CO,**

Importers and Wholesale Dealers in

**Wines, Spirits and Cigars**

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WINNIPEG.

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—WHOLESALE—

**FLOUR, FEED AND GRAIN MERCHANT**

Box 147, BRANDON.

Oats and Hay handled in Car Lots. Corres-  
pondence Solicited.

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**Grain, Flour and Feed.**

WOOD AND COAL IN CAR LOTS.  
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**NORRIS & CARRUTHERS,**  
**WHEAT EXPORTERS,**

TORONTO and MONTREAL  
Open to buy Wheat f.o.b. Cars at any  
Station or delivered at Port Arthur  
on Sample or Inspector's Certificate.

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Canadian Tweeds, Cottons, Etc.

Complete set of Samples with J. N. ADAMS,  
Rooms 14 and 15, Rowan Block, Winnipeg.  
(Opposite Queen's Hotel.)

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**WINES, LIQUORS AND CIGARS.**

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EGGS, BUTTER AND HOGS.

PACKING HOUSE:

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70 ST. PETER STREET, MONTREAL

A FULL ASSORTMENT OF  
INDIAN, CEYLON, CHINA AND JAPAN

**TEAS.**

We make a specialty of CEYLON and INDIAN Teas,  
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Dominion.

Represented in Manitoba, Northwest Territories and  
British Columbia, by

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**DRESSED HOGS.**

Having again commenced Pork Packing, we  
are now prepared to buy Dressed Hogs in car  
lots and less quantities.

HIGHEST MARKET PRICES

We solicit your consignments to this mar-  
ket of Butter, Poultry, Beef, etc. Cash paid for  
Eggs.

Close prices to the trade on Hams, Bacon,  
Lard, Butter, Bologna, and Pork Sausage.

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**Wines, Liquors and Cigars**

OF THE BEST BRANDS

9th STREET, - BRANDON

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**HUGHES & ATKINSON,**

**GRAIN DEALERS.**

SOURIS - - MAN.

**Chicago Board of Trade Prices.**

Wheat opened slightly lower on Monday with a quiet and easy feeling pervading the market. The conviction that the confidence felt in the financial situation was misplaced caused pretty free short selling. May held around \$1.01 for a time and then, without any apparent cause, jumped to \$1.02½, with considerable excitement attending the advance. Nothing of any special interest was to be noticed in the oat market, prices ruling firm at nearly 1c higher. Prices were as follows:—

	Nov.	Dec.	Jan.	May.
Wheat	91½	93½	—	1.02½
Corn	53½	53	52½	55½
Oats	44	43½	—	46
Pork	9.00	9.00	11.40	12.17½
Lard	6.00	6.00	6.27½	6.75
Short Ribs	5.35	5.35	5.07½	6.17½

A nervous feeling prevailed in wheat all day Tuesday with alternating periods of weakness and strength. The top figure touched was \$1.03½ for May, but under the heavy offering which was made at that figure there was a gradual reaction to \$1.02½. May opened irregular at \$1.02½ and in a short time had run up to \$1.02½, but came down again almost as rapidly to \$1.01½, receded to \$1.03 and back to \$1.01, closing at \$1.02½. A large part of the trading in provisions was of a local character, prices being greatly influenced by the grain market, showing weakness when it was weak and strength when it was strong. Closing prices were:—

	Nov.	Dec.	Jan.	May.
Wheat	93½	94½	—	1.01½
Corn	53½	52½	52½	55
Oats	44	44	—	46½
Pork	9.15	9.15	11.25	12.02½
Lard	5.92½	5.92½	6.22½	6.70
Short Ribs	—	5.30	5.62½	6.10

On Wednesday wheat was very irregular and nervous, opening prices being slightly lower than Tuesday's close. Later in the day there was considerable buying on unfavorable news from New York. Oats were quiet and weak early, but strengthened later in the day. Provisions were quiet. Closing prices were:—

	Nov.	Dec.	Jan.	May.
Wheat	94	94½	—	1.02½
Corn	52½	52½	51½	54½
Oats	44	44½	—	46½
Pork	9.00	9.00	11.37½	12.17½
Lard	5.87½	5.87½	6.22½	6.70
Short Ribs	5.40	5.80	5.65	6.15

Thursday being Thanksgiving Day no session of the board took place.

Wheat was weaker on Friday, largely owing to an advance in Northwestern freight rates and liberal receipts. Closing prices were:—

	Nov.	Dec.	Jan.	May.
Wheat	—	93½	—	1.01
Corn	—	51½	—	53
Oats	—	43½	—	45½
Pork	—	9.25	11.30	12.12½
Lard	—	5.80	6.20	6.70
Short Ribs	—	5.25	5.62½	6.12½

Closing prices on Saturday were: Wheat, Dec., 92½; May, \$1.00½.

**Minneapolis Market.**

Closing quotations for wheat on Wednesday, November 26th, were:—

	Nov.	Dec.	May	On track
No. 1 hard	97	97	—	97
No. 1 northern	91½	91½	90	93
No. 2 northern	88	88	—	89.00

Wheat averaged lower with a disposition on the part of the crowd to sell it down.

Trading was active and fluctuations frequent. There was very little selling against country receipts. The rallies in prices were on large flour clearances at the seaboard, active demand for milling wheat and decreasing supplies at some milling points.

Flour—Quoted at \$4.00 to \$5.20 for first patents; \$4.75 to \$4.90 for second patent; \$3.80 to \$4.20 for fancy and export bakers; \$2 to \$2.25 for low grades in bags, including red dog. Flour is selling well, though it is out of the question to obtain a price for it, showing about as much advance from the low price as wheat secured.

Bran and shorts—Quoted at \$13 to \$13.50 for bran, \$13.25 to \$13.75 for shorts, and \$15.00 to \$15.50 for middlings. Bran sold fairly at about \$13 in bulk and shorts a shade above it with moderate request.

Oats.—Good No. 2 and 3 white oats were wanted at steady figures ranging from 42 to 44c on track.

Rye.—Quoted at 58 to 60c for sample cars on track.

Barley.—Quoted at 53 to 58c for good to fine samples of No. 3. Poor barley was hard to sell and good grain when dirty did not move easily, while clean, nice No. 3 went at about 58c.

Hay—Choice wild quoted at \$8 to \$9 and good timothy at \$9.25 to \$9.50. Fair wild brought \$7.25 to \$8. Choice hay sold fairly at \$8 to \$9.00 for wild, with coarse wild in small demand.

Butter—Fancy butter, that is really such, is not coming in very plentifully, and the market is very firm. The receipts are a little larger, but it is mainly medium makes on which the market shows some weakness though cleaning up quite well. Packing stock is very scarce and firm. Creameries—strictly fancy, 25c, good to choice, 23c; fair to good, 20c; dairies—fancy, special brand, 25c, fancy selections, 23c, good to choice, 20c, fair to good, 15c; packing stock, fresh, sweet, 8c; grease, 5c.

Cheese.—Receipts are larger and the demand is active. Prices continue firm on all varieties, and especially so on fancy October Twins and Cheddars. Quotations are: Full cream October, cheddar, 11; full cream, October, twin, 10½c; full cream, Young America, 11c; Swiss cheese, 14c; Limburger, full cream, choice, 14c; brick, full cream, 13c.

Veal—Market is quiet with small supplies and for real fancy calves, is firm at 6c.

Mutton—Mutton quiet and steady with full supplies. Spring lambs in light supply and selling well at quotations: Mutton, choice, country dressed, 5 to 6c; spring lambs, dressed, pelts off, 6 to 7c.

Poultry—The market is strong on dressed turkeys with good supply and good demand. Choice turkeys are selling at 12½ to 13½c. Spring chickens, if choice, bring 8c. The supply of live turkeys and chickens is moderate, and slow sale. Near by farmers peddling dressed turkeys around and may weaken the market.

Hogs—Markets fairly supplied with dressed hogs and firm. Good hogs quotable at \$4 to \$4.50.—Market Record.

**Duluth Wheat Market.**

Price at this point on Saturday noon, Nov. 29, for May wheat was 97c.

**Personal.**

Mr. Joseph Tasso, of Tasso, Wood & Co., cigar manufacturers, Montreal, arrived in Winnipeg from the east last week, and will be in the city for quite a few days.

Mr. Glass, of Stevens, Glass & Clark, boot and shoe manufacturers, London, Ontario, left Winnipeg for the Pacific coast on Tuesday last, after two weeks or so of good business in Manitoba.

Mr. Thos. Adair, of Adair Bros., wholesale notions, toys, etc., left Winnipeg for the Pacific coast last week, after spending nearly three months of successful work in Manitoba.

Mr. James Wynne, representing Lyman, Knox & Co., wholesale druggists, Montreal, left Winnipeg on his way eastward last week, after a satisfactory trip through this province.

Mr. Jas. B. Kennedy, of the Brunette Saw Mill Company, New Westminster, was in Winnipeg on Wednesday last, and reports doing quite a trade in British Columbia lumber throughout Manitoba.

**Board of Trade.**

The Winnipeg Board of Trade met on Wednesday afternoon and discussed the Assiniboine water-power scheme and contract connected therewith. Some of the clauses of the city's contract with the contractors were pointed out as rather unfavorable to the city, and it was expressed by some present, that the contract altogether was a good thing for the contractors, compared with the hard bargain the council sought to drive with the first company. The feeling of the meeting was decidedly in favor of the project being carried out by a private corporation and not by the city, and no action was taken under the present state of affairs, with a view of avoiding any jeopardizing of the prospect of construction being carried out at an early date.

A request from the Port Arthur Board of Trade for an expression of opinion, in favor of appointing a public grain weigher at that place, was negatived, this Board considering a weigher of no value without the power of issuing certificates of weight, a power such official cannot exercise under the law as it now exists.

A resolution from the Board of Trade of St. John, N. B., re Trans-Atlantic steamship service, was laid on the table to await further information.

Mr. Nicholls, the new local manager of the Molson's Bank, and D. W. Buchanan, journalist, were admitted members of the Board by unanimous vote.

The Canadian Pacific Railway Company are arranging for the purchase and submergence as early as possible in the spring, of a three-wire cable in the Gulf of Georgia, B. C. The cable now submerged there will be taken up and laid between Port Crescent, Washington, and Port Beecher, B. C., it having been found that these places offer the best landing place on the straits. This will furnish three lines of communication between Victoria and the mainland, and with the improved Pacific postal from Seattle to Port Townsend and along the straits to Port Crescent will no doubt meet all demands. In the course of another week the C.P.R. will have a fourth wire in operation between Donald and Winnipeg which, with the quadruplex now working from the former point to Vancouver, will place the company in a much better position than heretofore to handle their constantly increasing business.—Free Press.



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Sole Agents in Canada for the

"Health Hat"

(PATENTED.)

Men's

FURNISHING'S

Sole Agents in Canada for

Dr. Jaeger's Woolen Underwear.

515 to 525 St. Paul Street, Montreal.

## Toronto Hide & Wool Co

Wholesale Dealers in

# HIDES!

SHEEPSKINS AND WOOL

## JOHN HALLAM

88 Princess St., WINNIPEG

83 and 85 Front Street East, TORONTO.  
PROPRIETOR.

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

# LAKE OF THE WOODS MILLING CO.

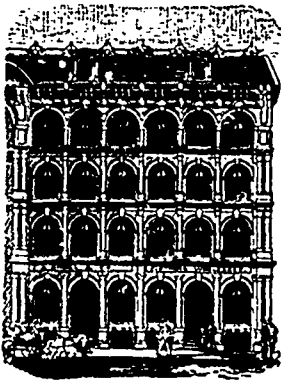
The most perfect Flouring Mill in Canada. CAPACITY 1,600 BARRELS A DAY.

Barrel Factory at the Mill and Grain Storage Capacity of 550,000 bushels in addition to which a system of handling Elevators are now being constructed throughout the Northwest.

All Grades of HARD WHEAT FLOUR in Barrels and Bags.

FOR QUOTATIONS AND OTHER INFORMATION APPLY TO THE MILLS,

KEEWATIN, - ONTARIO.



**E. A. SMALL & CO.**  
MANUFACTURERS OF CLOTHING  
WHOLESALE.  
Albert Buildings,  
Victoria Square, MONTREAL.

Represented by WM. H. LEISHMAN,  
Sample Rooms, Nos. 30 and 32 McIntyre Block  
Winnipeg, Man.

## Redwood Brewery

Fine Ales, Extra Porter  
and Premium Lager.

Most Extensive Establishment of  
the kind in Western Canada.

**ED. L. DREWRY,**  
PROPRIETOR,  
WINNIPEG, - MANITOBA.

Highest cash price paid for good  
Malting Barley.

SOLID COMFORT

Is in a Cup of Hot Fluid Beef.

Palatable  
AND  
STRENGTHENING.



GRATEFUL  
AND  
SATISFYING.

The Drink to take When Tired and Used up.

Andrew Allan, President. John McEachnie, Superintendent.  
F. H. Brydges, Vice-President. H. F. Williams, Sec.-Treas.

**THE VULCAN IRON COMPANY,**  
OF MANITOBA, (LIMITED),

BRASS & IRON FOUNDERS,  
Light and Heavy Forgings, Engine and Boiler Works  
Millwrighting,

GENERAL BLACKSMITHING,  
All Kinds of Machinery.

POINT DOUGLAS AV., WINNIPEG

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**Eby, Blain & Co.**  
WHOLESALE GROCERS,  
COR. FRONT AND SCOTT STS.,  
TORONTO.

Represented in Manitoba and the Northwest  
Territories by JAMES DOWLER, 130 Donald  
Street, WINNIPEG.

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Stamped and Japanned Ware, &c.

Office and Sample Room - 474 St. Paul Street  
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Works and Warehouse: 187 Delisle Street,  
St. CENEJIDE, QUE.

Merrick, Anderson & Co., Northwest Agents  
WINNIPEG, - MANITOBA.

## Hodgson, Sumner and Co.

—IMPORTERS OF—

British, French, German and American  
Dry Goods, Small Wares  
and Fancy Goods.

347 and 349 St. Paul Street, MONTREAL.

Represented: J. McLEOD, HOLIDAY & BRO.  
Commission Merchants, 54 Portage Avenue,  
WINNIPEG, MAN.

## Eastern Business Changes.

## ONTARIO.

G. J. Markell, tins, Wales, has assigned.  
 Jas. Gray, grocer, Toronto, has assigned.  
 Henry Gill, baker, Rodney, has sold out.  
 Mrs. McPherson, hotel, Arthur, has sold out.  
 J. A. Bobier, agent, Dunwich, has assigned.  
 Henry Rush, grocer, Peterboro, has sold out.  
 G. F. Foster, grocer, etc., Brantford, has sold out.  
 C. E. Hewitt, grocer, etc., Orillia, has sold out.  
 Jonathan Hodgins, livery, Lucan, has sold out.  
 Mrs. J. Harvey, grocer, Peterboro, has sold out.  
 W. J. Buyers, painter, Stratford, has assigned.  
 W. H. Clark, laundry, Hamilton, has assigned.  
 M. A. Cole, merchant, Ridgetown, has assigned.  
 Mrs. G. M. Scott, general store, Alton, has sold out.  
 M. McDougall, general store, Oskdale, has sold out.  
 Samuel McGiffin, hardware, Oakville, has sold out.  
 Thos. Davidson, flour and feed, Guelph, has sold out.  
 J. B. Coulthard, lumber, Northfield, has assigned.  
 R. Barber & Co., merchants, Essex, have assigned.  
 J. H. Hughes, confectioner, Orangeville, has assigned.  
 J. J. Turner, tents, etc., Peterboro, has assigned.  
 A. E. Eastman, grocer, Smiths Falls, has assigned.  
 Porter & Co., hats and caps, Toronto, have assigned.  
 R. J. Harrison, general store, Teetersville, has assigned.  
 R. Daniels, hardware and tins, Bracebridge, has sold out.  
 Mrs. Sophia Woodliffe, fruits, etc., London, has sold out.  
 J. C. Davidson, physician, Cainsville, moving to Brantford.  
 Simpson & Williams, general store, Myrtle, have assigned.  
 J. S. Richardson, general store, Tilbury Centre, has sold out.  
 C. Sykes, general store, Victoria Harbor; style now A. Sykes.  
 John Bickley, contractor and teamstre, Toronto, has assigned.  
 Hugh Kilpatrick, grocer and baker, Drayton, has sold out grocery business.  
 McFarlane & Finlayson, groceries and shoes, Glencoe, style now J. M. McFarlane.  
 The McArthur Bros. Co. Ltd., lumber, Toronto; John McArthur, of this firm is dead.

QUEBEC.

Elzear Fortin, shoes, Hull, has assigned.  
 Ulric Baril, grocer, Gentilly, has assigned.  
 F. C. Silcock, agent, Montreal, has assigned.  
 Chas. Ouellette, general store, St. Adele, has assigned.  
 T. Rousseau & Fils, shoes, Montreal, have dissolved.  
 A. J. Morrisette, grocer, Brompton Falls, has assigned.  
 Thos. Corrigan, general store, Montebello, has assigned.

J. W. Richards, gents furnishings, Montreal, has assigned.  
 Anderson & Miller, commission, Montreal, have dissolved.  
 J. B. A. Trudel & Co., stationers, Montreal, have assigned.  
 Bertrand & Frere, blacksmiths, Montreal, have dissolved.  
 P. J. Crovier & Co., merchants, Montreal, have dissolved.  
 J. H. Marceau & Co., manufacturers' agents, Montreal, have assigned.  
 Watters Bro. & Co., printers, Montreal; J. Lucas admitted as partner under same style.  
 Granger Freres, stationers, Montreal, have dissolved; F. J. Granger continues under same style.  
 Tees, Wilson & Co., wholesale grocers, Montreal, have dissolved; D. T. Tees continues under same style.

## NOVA SCOTIA.

Alex. Renner, liquors, etc., Halifax, has assigned.  
 B. P. Ladd, general store, Meteghan River, has assigned.  
 Ayer & Anderson, dry goods, Amherst, have dissolved; E. J. Ayer continues.  
 Dennis Eros., publishers, New Glasgow, have dissolved; Albert Dennis continues.  
 J. H. Barnstead, leather, Halifax, is out of business; succeeded by J. L. Whytal, jr.  
 Thos. Trotter, agent agricultural implements, Antigonish; F. Trotter admitted; style now Trotter Bros.

## NEW BRUNSWICK.

Robt. Dun, supplies, Chipman Parish, is dead.  
 H. Cochrane, shoes, St. John, offering to compromise at 50 per cent.  
 C. A. Clark & Co., agricultural implements, St. John, have dissolved; Andrew Myers continues.

## PRINCE EDWARD ISLAND.

D. Campbell, hotel, Summerside, has sold out.  
 Thos. Wilkinson & Co., general store, etc., Alberton, have sold out.

## A New Almanac.

Messrs. Dawson, Bole & Co., who sale druggists, of Winnipeg, are now distributing their almanac for 1891, a work adapted specially for the Canadian Northwest in all the details of its information, and the quantity of useful information that is collected and compiled in the small pamphlet exceeds anything ever compiled in Canada within the same space. The calendar table of each month shows the time of sunrise and sunset each day in Manitoba, Assiniboia, Alberta and British Columbia; the time of moon rising each night in Manitoba, the Northwest Territories and British Columbia; the highest and lowest thermometer register of each day as they were taken in 1890; and the condensed weather report of each month of the preceding year. Of course the phases of the moon, holidays and all such information is given in the almanac, and in addition there is a report of the rainfall of every month in each year since 1876, besides a great lot of other information of a valuable and practical description, which should be within reach daily in the household. The whole is contained in a neat little pamphlet of 39 pages, supplied with a wire attachment by which it can be hung in a convenient place if required for reference. Al-

together the almanac is a testimonial to the energy and enterprise of the firm issuing it, and it is gratifying to know that their enterprise does not go without its reward, as their business is rapidly increasing and extending between Lake Superior and the Pacific coast, until their name is becoming quite familiar in almost every Northwestern home.

## On an Export Basis.

The late break in the wheat markets, though very severe, is a very natural event. If several other things had not happened the break would have been less severe. There was the loss of confidence, induced by the difficulties suffered by people long of railroad stocks, for one thing. Consequent upon that was the tying up of money when it could not be reached in quantity sufficient to do legitimate business with, and as a necessary result of the whole, people long of any speculative property were in the mood to unload it upon some one else if he could be found with a nerve steadier than theirs. While grain futures were dropped from one to another they found none to protect them with the ability to do it effectually.

That prices were too high for the situation on the early crop advance well meaning people are quite willing to admit. That a decent export demand was needed in order to have healthy conditions to operate on experience has shown. An export basis has been reached for flour—patents, bakers' and low grade. Whether further declines follow will depend on what further follows in finances. If the worst is over in London, then the price of breadstuff may not break down there and if it does not, there is no reason to expect it will break more here. When prices rest upon exports the prices are safe while the exports remain, even in the face of money stringency here.—*Market Record*, Minneapolis.

The *Morden Monitor* states in its issue of November 19th, that the merchants of that town report collections far ahead of that date last year. A few more towns heard from in the same strain would make Manitoba a prosperous province.

The last number of the *Dominion Illustrated* contains, as usual, an excellent variety of engravings and letter-press. A charming series of landscape views of the rocky beauties of Muskoka—the sportsman's paradise—deserve special mention, while a couple of fishing scenes in Gaspé are of a similar character. An admirable summary is given of the recent visit to Canada of the members of the Iron and Steel Institute of Great Britain, to which is added an excellent engraving of the whole party on the steps of the City Hall, Hamilton; while the sad event which so lately occurred at St. John, N. B.—the heroic, though unsuccessful, attempt of Fred Young to rescue a lad from a watery grave—is fully illustrated. The fourth paper of the series on "Historic Canada" is devoted to Fort St. Gabriel, near Montreal. A faithful portrait and sketch of our famous military writer, Lieut.-Col. Denison, of Toronto, and a life-like picture of the first eleven of the Vancouver Cricket Club give much additional interest to the publication. Altogether the number is an excellent one and should be in the hands of all patriotic Canadians. It is published by the Sabiston Lithographic and Publishing Company, Montreal.

## Lake Superior Minerals.

### COPPER.

The recent explorations near Mamainse, on the north shore of Lake Superior, by Captain Thomas Trethewey, are full of encouragement for the brilliant future in store for that section of Algoma District as one vast bed of native and copper ores. For fifty years past Mamainse has been an interesting field for the mining explorer, but, unfortunately for the explorers of those early days, they confined their labors to a narrow strip of land near the coast line, without venturing to penetrate into the depths of the wilderness stretching away northward from the great lake for hundreds of miles, and so they missed the deposits opened up by Captain Trethewey in his recent visit to that section. The geological structure of the country is very similar to that on the south side of the lake in the Keweenaw district, so much so indeed as to induce Captain Trethewey that the bed of Lake Superior is a part of a grand mineral belt running from the State of Michigan in the west into the country lying north of Mamainse and Michipicoten. This belt carries amygdaloid and conglomerate lodes and veins, and sandstone which strongly resembles the Potsdam. The great upheaval of nature manifest in the structure of the country has led to so great diversity of opinion regarding the degree of mineral wealth possible in such a formation. But aside from these interesting and scientific views we are faced by the hard fact that in the course of twenty days spent in exploring this country Captain Trethewey has unearthed twelve distinct veins of rich copper, of which number eight are rich enough to form as many distinct mines of a promising character. The dip of the country is at an angle of 22 to 30 degrees; the trend of the strata is S.E. and N.W. inclining more northward inland. The strata of the veins runs north and south, cutting at an angle of about 40 to 45 degrees. The ores carried by the veins opened by Captain Trethewey are those known as the horseless and peacock, grey ore and native copper. The specimens left with the *Pioneer* are certainly some of the handsomest ever brought to our notice since the palmiest days of Bruce Mines in 1859-60. These discoveries are all made on the lands belonging to the Silver Islet Mining Company who own 10,000 acres in that vicinity alone, besides immense tracts of other valuable mineral land in the western sections of Algoma District. So thoroughly have the American men informed themselves of the natural resources of the north shore that they have acquired actual possession of these grand deposits while Canadians have been snivelling about them as "a God forsaken country, full of barren rocks."

In his former researches in the Mamainse section Captain Trethewey discovered several articles of antiquity, such as ancient hand-made pottery, ornamented with indentations of the thumb and thumb-nail of the potter; copper hammers and other rudely constructed tools and implements of a long since forgotten race of miners, who came from, no one knows where, and disappeared no one knows when, how or why. But, like the traces left by these early miners at Isle Royal and other places along the shores of Lake Superior, it shows that Mamainse did not escape the keen eyes of the copper-hunters of those early days, who

may have forged a more about that section of country than the whole of Canada has as yet been able to learn about it.

With eight richly laden veins of copper in sight and half as many more of a lower grade ready for operation the Silver Islet Company will be most likely to begin work next spring for developing some of this long hidden wealth, and therefore the *Pioneer* expects busy times at Mamainse in 1891 and for many years to come in digging through the unknown depths of copper now brought to light by the intelligent search made by Captain Trethewey.

Mamainse is twelve miles west of Bitchewaning lighthouse and about forty miles west from the Sault which is the nearest place at which supplies can be had, and therefore the development of these rich mines will have a good effect upon the general business of this town. —Sault Ste. Marie, Ont. *Pioneer*.

### NICKEL.

Twenty years ago the world's production of nickel was only 600 tons, and at that time the price in Britain was eleven shilling per pound. The present price is about sixty cents. This drop was brought about in great part by the finding in 1876 of high grade nickel ores in New Caledonia, the penal colony of France. The output in New Caledonia averages from 800 to 1,000 tons a year. The cost of mining there is very great, owing to natural obstructions. The ore has to be handled or transhipped twice different times before it reaches the European markets. Liberated convicts are employed in the mines, but they are lazy and difficult to manage. Free labor was brought in from Australia by the French Government, but the workmen demanded enormous wages. The ore is smelted into matte carrying from 60 to 70 per cent of the metal. There are one or two mines where nickel is obtained in the United States. These are said to be controlled by Mr. Joseph Warton, of Philadelphia. They are poor affairs, however, compared with the deposits in the Sudbury district. It is stated that nickel metal can be manufactured from Sudbury ore for 25 cents per pound. Nickel ore has been found also on Michipicoten Island, in Lake Superior and on the Assumption River. —*Toronto Globe*.

The United States duty upon nickel metal is \$20 per net ton, but ore and matte are free. Canada should impose a duty of say 15 cents per pound upon the nickel contained in all ore and matte exported from the country, the refined nickel going out free. This would ensure the establishment of refineries in Canada, and give us some compensation for our rich mineral wealth being taken away, now leaving nothing to show but a hole in the ground. Impose the duty. —*Canadian Manufacturer*.

## A Georgian Bay-Lake Ontario Ship Railway.

A special from Chicago to the Philadelphia *Pioneer* states that "early in the coming session of Congress representatives of a syndicate composed of Chicago, Montreal and London capitalists will present for consideration a gigantic scheme which, according to the present plans, will place Chicago and the northwest in direct connection with the Atlantic seaboard by means of a ship railway, which is designed to connect the lakes with the St. Lawrence river and the Atlantic ocean. The scheme will likewise be presented to the Canadian parliament and a

subsidy for its construction and maintenance asked of the Dominion government. The inauguration and completion of the scheme involve the expenditure of \$12,000,000, according to estimates furnished representatives of the syndicate, which has its headquarters at Toronto and Montreal. A United States official stationed at Toronto is understood to have just returned from London, and a report comes from Toronto that while in London he acted for the syndicate and secured assurances from English capitalists of their cordial moral and financial support. The ship railway project is the first great step toward uniting the commercial interests of the United States and Canada. It is said to have been originated by prominent Canadian business men and capitalists, who have always advocated joint action of the commercial interests of the two countries.

Three routes have been considered, either one of which would reduce by at least 400 miles the distance between Chicago and the Atlantic ocean and Liverpool. The construction of the ship railway, it has been demonstrated to the satisfaction of the syndicate, would make the time between Chicago and Liverpool for a fast steamer only two days longer than from New York to Liverpool. So quietly have the plans been matured that the first intimation of the project reached Chicago from Toronto. It is also stated that the three routes under consideration have already been surveyed, and one of them favored by a majority of the promoters of the enterprise.

As near as can be learned, the most favored route is to connect the Georgian Bay with Lake Ontario by means of the railway, which is to be about sixty-six miles long. The direct course is through lakes Michigan, Superior and Huron, through the Bay to Lake Ontario, and thence to the St. Lawrence. The franchise obtained from the Dominion parliament provides for a canal, but is worded so that it can be used to construct and maintain a ship railway instead. The canal, it is estimated, would cost over \$30,000,000, while the ship railway does not call for the expenditure of more than \$12,000,000.

According to the *Meat Trade Journal* we learn that Armour & Co., of Chicago, the great pork packers, are about starting a pork packing factory in Toronto, and that they are now negotiating for suitable buildings in the east end for the purpose. It is further rumored that other pork packers in Chicago are contemplating establishing branch establishments in that city.

The trade and navigation returns for the Dominion have been prepared by the Customs department ending June 30th, 1890. The total exports from Canada for the year were \$96,749,149, as compared with \$89,198,167 for 1889—an increase of \$6,550,982. With the exception of the years 1891, 1892 and 1893, this is the highest export trade since confederation. The value of goods entered for consumption was \$112,765,581, or an increase of \$3,092,137, as compared with 1889, and the duty collected was \$24,014,938, which includes \$93,674 export duty on logs, or an increase of \$230,385. Turning to the imports they total \$121,858,241, of which \$86,258,633 was dutiable goods, the balance being free. As compared with 1889 this shows an increase of \$6,633,310.

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## A Car Famine.

During the winter of 1887 & 8 grain dealers and farmers in the Northwest suffered heavily owing to lack of cars to take grain from this province to eastern markets. At that time at least one-half of the eastern press refused to put any faith in the cry of grain block from this country and put the whole business down as another Manitoba kick, while a large proportion of eastern business men, who ought to have known better, professed equal incredulity. Seemingly Ontario is having a dose of the same trouble this fall, that is if any confidence is to be placed in complaints, which appear in the Ontario press all of which Manitobans have as much reason for doubting, as had Ontario people in connection with the Manitoba grain block of the year referred to. That some people consider the situation serious is evident from the following paragraph taken from a reliable source, namely, the *Monetary Times*:

"The subject which the Toronto board of trade met last evening to discuss is one the importance of which to Ontario is not easily exaggerated. For a long time the scarcity of railway freight cars has puzzled and plagued the Ontario exporter. The lumber trade have felt it most keenly for years; meeting after meeting of the lumber section of the board has been held, deputation after deputation of that most aggrieved trade has gone to the Grand Trunk authorities—which road was principally concerned—with what temporary relief or partial success they can graphically tell. To-day it is the grain dealers who complain bitterly of a scarcity of cars. Other merchants and manufacturers have from time to time felt the pinch of this lack of railway rolling stock. We know a firm of wood dealers who were hard workers and had fair prospects. They tell us they have been driven to abandon their lumber business because they could not, for weeks and even months, get cars to enable them to fulfill their contracts. And we are to-day told of men who

have been commercially ruined by the same cause.

The grievance of one firm is with the Canadian Pacific Railway; that of another is with the Grand Trunk. But both have shown a lack of facilities to handle the products of the country at a time when these most need to be moved. No adequate reason, that we have ever heard of, is given for this lack of cars. But it remains a most serious menace to the lumber and grain trade of this province."

## Lumber Cuttings.

E. Buse, of Vancouver, has made arrangements with A. H. Van Etten, lumber dealer, Winnipeg, to handle as his agent, all kinds of British Columbia lumber, especially cedar, manufactured at the Buse mill.

Douglas C. Cameron, Walter Ross, Hugh Wm. Kennedy, Matthew Brown, and Richard Hall, lumbermen of the town of Rat Portage, are applying for incorporation as the Rat Portage Improvement Company, for power to acquire, construct, maintain and operate slides, dams, booms and other improvements to render possible and to facilitate the passage of timber and logs down the Whitefish and other rivers, etc., etc.

The German steamer Remus, sailed from Nanaimo last week after taking on board 500 tons of New Vancouver Coal Company's coal for Australia direct. The Remus has on board the largest cargo of timber that has ever left British Columbia by steamer for Australia. The cargo was loaded at Moodyville, and consists of 1,690,000 feet of timber. The Remus is the first steam vessel to take a cargo of British Columbia timber or coal to the colonies.

The excitement our neighbors to the south raised about depredations by Canadians on their timber in the Rainy River district is likely to be in the end to our profit. The following paragraph from the *Mississippi Valley Lumberman* has set their saw millers to think

that Canada has some pretty good timber limits, profitable to invest in: "The men who made up the party of government officials sent into the northern part of Minnesota to investigate alleged timber depredations have returned and are filling the newspapers with enthusiastic descriptions of the country through which they traversed. They predict a great future for the extreme northern part of Minnesota with the development of its timber, agricultural and mineral resources. A future city of importance is predicted on the Rainy River at Fort Francis, Ont., where there is a fine water-power."

A new departure in exporting lumber is being made at Vancouver, B. C. The ship Titian is loading at the Hastings mill, a lumber cargo for Wilmington, Delaware. Hers will be the first British Columbian lumber ever shipped direct to an American port on the Atlantic seaboard, and as it is for use in the United States naval yard, it will be seen that the quality of British Columbia timber is appreciated by the Government of the United States. In fact, the decision of the management of the Mare Island navy yard was that British Columbia timber for masts, spars, etc., could not be surpassed in excellence, while Washington timber was refused. The export duty on lumber for the United States having been reduced, it is thought that a large and profitable trade to the eastern coast of the American continent can be established, and the Titian will only be the first in a procession of lumber laden ships toward the same destination.—*E.c.*

A meeting took place at Montreal last week between the representatives of the Toronto and Montreal boards of trade, with the steamship and railroad companies to come to some arrangements whereby pilfering from goods in transit can be prevented. The extent of the losses to importers in this way is surprising in their amount.

### British Columbia.

Messrs. Teetzel are opening a drug shop at D. nahl.

E. Marsler Bros, have opened a livery at Victoria.

Donald McAllister, contractor, Vancouver, is dead.

J. C. Leask, tailor, Victoria, has sold out to Geo. R. Jackson.

F. A. Bocklofsky, hotel, etc., Vancouver; sheriff in possession.

R. Watkins, hotelkeeper, Nanaimo, contemplates selling out.

G. S. McConnell, wholesale dry goods, etc., Vancouver, has opened.

J. Meldram, hotelkeeper, Victoria, has sold out to Brown & Griffiths.

J. H. Wood, of Victoria, has sold his livery business to Thos. Liddell.

Vancouver Shipbuilding and Trading Co., Vancouver, has been organized.

S. Gordon has bought out the wholesale liquor business of Mizoni & Co., Vancouver.

Adams & Lawrence, soda water, etc., Nanaimo, contemplate going into the hotel business.

T. H. Woodworth & Co., fuel dealers, Victoria, have dissolved partnership; G. T. Roundsfell retiring.

Newton & Meyer, harnessmakers, New Westminster, have dissolved partnership. E. J. Newton will carry on the business.

Hobson & Co. contemplate building a new cannery on River Inlet, near Vancouver, and to have it ready for operation next season.

The stock of the estate of John Murray, of Spence's Bridge, and also the real estate of same is to be sold by tender on the 15th December.

D. Simpson, manager of the Bank of British North America, has left for England. T. Godfrey, late of the Montreal office is said to succeed him.

A new townsite is being put on the market, that of Queenstown, situated on Winter Harbor, Quatsino Sound, said to be the nearest place to China on the American continent.

Quite a large amount of shipbuilding is being contracted for to engage in the sealing industries for the next season. Evidently the last catch has been a profitable one for British Columbians.

It is understood that H. F. Keefer & Co. have not agreed to do the grading from the 130 station to Nelson, but will at once begin clearing of right-of-way. The railway people want the road built to Nelson this winter, but are unwilling to pay the price asked by Keefer. The work can be done during winter, as it is nearly all rock work. As an indication that the railway company means business, the store department at Sproat has been ordered to lay in winter supplies for 450 men. The bridge men do not expect to finish up the bridge work much before February, and warehouses and docks are then to be built at Nelson. This work will take the full force until spring. The end of the track is about four miles from the crossing of the Kootenay, or nine miles from Nelson.—*Miner*.

Information from Victoria of the full returns of the sealing catch for the season of 1890 show that the Victoria schooners, twenty nine in number, including two owned and sailed by

Indians, captured more seals along the coast than in Behring sea. The exact figures for the coast catch are 24,382 skins, and for Behring sea, 18,165 skins, a total of 42,547 skins. Five schooners flying the American flag disposed of their catch there, as follows: Coast, 73; Behring sea, 2,989; total, 3,043. A German schooner, which also entered at the close of the season, reported 220 for coast and 431 for Behring sea, a total of 651. The grand total of seal-skins from all sources received at Victoria this year is therefore 46,211.

The fleet next year will comprise about thirty-five vessels, claiming Victoria as their headquarters. Four new sealing schooners have been purchased in the eastern provinces for the Victoria fleet, and will start almost together for this port. They are the Geneva, Maud S, Umbria and Annie E. Paner. The Geneva and Umbria have already sailed, and their two companions are ready. A long and interesting race around is expected, as each of the four is well captained and manned.

### Grain and Milling.

Kratz & Grant, from Salem, Oregon, propose erecting a flouring mill at Vancouver, and go in principally for export business.

Geo. Monilawa offers to take stock to the amount of \$1,000 in a flour and oatmeal mill to be erected in Calgary, if the farmers and citizens of Calgary and district subscribe \$9,000. Should this offer be accepted it is guaranteed that by the time the next crop is harvested the mill will be in full working order.

J. W. Cochrane, of the firm of Cochrane & Manson, millers, Crystal City, was in town last week. He reports grain matters in that district of not the most gratifying nature, although the backward state of the threshing has materially added to the sample of grain; stacks drying out thoroughly by the fine weather prevailing lately.

It is said that Ivan Nikolaevitch Zykoff of St. Petersburg has discovered a method of baking rye bread directly from the grain without requiring the latter to be ground into flour first. By this new method, says *Syn Oletcheska*, a St. Petersburg daily, the grain is washed only to clean it from dust, and immediately afterward it is turned into dough and baked in the usual manner. Those who have tasted this bread say that it cannot be distinguished from the bread made of flour. Samples of the new kind of bread have been sent to the Ministry of War and to the Imperial Technical Commission, and a patent for the method of baking has been applied for.—*Ex*.

On the 20th November a start was made with the new flouring mill in Victoria, constructed by the Victoria Milling Company. The mill has a capacity of 250 barrels a day, is supplied with steam power, and is fitted up with the best modern milling appliances. Since commencing operations the mill is said to give entire satisfaction to its owners and constructors, with the mill in operation, and a duty of 75c a barrel on imported flour, it will be impossible for Oregon and California millers to find a profitable market in British Columbia. Any imported flour wanted there beyond local products, is more likely to be of the quality produced from hard wheat, and Manitoba and the Northwest Territories are in the best position to supply that. With the stimulus to

wheat production this mill will give, British Columbia should produce enough of the soft varieties of wheat and flour of that stamp to supply the home demand, and if other projected mills are built there, the province will soon take a place as a flour exporting country.

### Cattle Losses on Export to England.

Advices by cable report very serious losses of cattle in transit to Great Britain recently. A serious loss of cattle on board the steamers Linda and Straits of Magellan occurred on their last trips, but more serious disasters are now reported. The worst in many years is that of the Serica, from Montreal to Dundee, whose cargo of 638 head of cattle is a total loss. They were shipped by Mr. James Atkin, of Port Hope, and were only partially insured. The steamer Circo arrived at Glasgow with a loss of 200 head. The shippers on this boat were W. Bickordike, A. McIntosh, J. J. Ryan, Joseph Clegg, Mr. Reid, and Mr. Aikins, of Port Hope. The steamers not yet reported are the Florence, Grusbrook, Norso King, Concordia, Lako Winnipeg and Grecian. All these vessels have probably experienced very tempestuous weather, and if so, further losses are likely to be reported. Coming at the close of an unremunerative season these losses become very serious. Up to the present cattle losses have been so slight that shippers have not insured to the full extent and will have to stand much of the loss themselves. So far as reported the cattle lost have been placed on the upper deck with only a weak scantling protection, which the first heavy wave that tumbles aboard washes away like so much straw, and with it go the cattle overboard; once overboard there is no such thing as a rescue. So far as we know, there is not a single boat engaged in the Canadian cattle export trade that was built expressly for that purpose. They are doubtless good, strong substantial vessels, but built as general cargo boats they lack many conveniences and safeguards that boats specially designed for the cattle trade would possess. No experience or foresight can guard against absolute loss of cattle during a ten day's or two week's voyage across the stormy Atlantic, and for that reason the export trade will always be risky and uncontrollable. There is much to be done yet on the part of ship owners to reduce loss to shippers to a minimum and they cannot set about doing it too soon. Better facilities for loading and better protection for live stock when aboard are primary necessities. The shipper's own interest in his cattle is guarantee that he will look carefully after their comfort when once aboard, but he can hardly be expected to build the boats and stalls that they are to occupy. With the high freights that have been paid this season steamship companies might do a little more for the shipper than they have done.—*Meat Trade Journal*.

The crop report of the Manitoba Department of Agriculture on the crop of 1890 has just been issued. The following is stated to be the total product of the crops: Wheat, acres 746,059, bushels 14,665,769; oats, acres 235,534, bushels 9,513,433; barley, acres 66,035, bushels 2,069,415. The average yield of wheat from two hundred and twenty-two districts was 20.1 bushels to the acre, but the quality of the crop is not A 1. Flax did not turn out satisfactory. Root crops were very prolific, and a rough estimate of that of potatoes places the total product at 2,540,820 bushels, a yield of 235 bushels to the acre. Hay has been put up in large quantity but has deteriorated greatly by the late falls rains.

# Pure Highland Scotch Whiskies.

THE FAMOUS  
LAGAVULIN DISTILLERY,  
ISLAND OF ISLAY,  
SCOTLAND.

The Lagavulin Whisky is famous for its fine quality, being made from pure Scotch Malt Oats, and has long been the favorite beverage of Sportsmen.

It contains no grain spirit, or other Whiskies one knows nothing of, and the most eminent Physicians of the day prescribe it where a stimulant is acquired.

ASK FOR THE LAGAVULIN.

MACKIE'S  
PURE OLD BLEND  
10 YEARS OLD.

GOLD LABEL

AS PATRONIZED BY ROYALTY AND THE LEADING PHYSICIANS.

ASK FOR IT.

## The Manufacturers' Life AND Accident Insurance Co's

Head Office: - TORONTO.

Combined Authorized Capital - - \$3,000,000

Incorporated by Special Act of the Dominion Parliament.  
Full Government Deposit.

Absolute Security Offered in a Live, Prosperous and  
**POPULAR CANADIAN COMPANY.**

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—William Bell, Esq., Manufacturer, Guelph.  
—S. F. McKinnon, Wholesale Merchant, Director of the Traders Bank.  
JOHN F. ELLIS, MANAGING DIRECTOR.

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THE SHORTEST AND MOST DIRECT ROUTE

EAST, WEST  
—AND—  
SOUTH.

THROUGH TICKETS AT LOWEST RATES to Toronto, London, Detroit, Buffalo, Montreal, Quebec, Halifax, Boston, New York and ALL POINTS IN THE EAST, also to St. Paul, Chicago, etc., etc.

\$10 Saved on 1st Class and \$5 on 2nd Class Tickets to Vancouver, Victoria, Seattle, Tacoma, Portland, Ore., San Francisco and all Pacific Coast Points by taking the Canadian Pacific Route.

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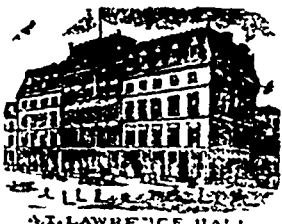
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14 20 Daily.	Pacific Express for Portage la Prairie, M. & N.W. Railway Stations, Carberry, Brandon, Qu'Appelle, Regina, Moosejaw, Medicine Hat, Calgary, Banff Hot Springs, Donald, Kamloops, Vancouver, New Westminster and Pacific Coast Points.	18 30 Daily.
17 30 Daily except Thur.	Atlantic Express for Port Arthur, Sudbury, Sault Ste. Marie, North Bay, Toronto, London, Detroit, Niagara Falls, Ottawa, Montreal, Boston, Halifax, New York and all Eastern Points.	10 25 Daily except Wed
10 45 Daily.	St. Paul Express for Morris, Grctna, Grafton, Grand Forks, Fargo, Minneapolis, St. Paul, Duluth, Chicago, St. Louis, Detroit, Toronto, Montreal, etc.	13 50 Daily
10 45	Connects with Mixed for Morden, Manitou, Killarney, Deloraine and Intermediate Stations.	13 50
a 11 30	Morris, Morden Manitou, Killarney and Deloraine.	17 15 b
a 11 50	Headingley, Carman, Treherne, Holland and Glenboro.	15 15 b
b 7 50	Stony Mountain and Stonewall...	12 35 b
b 18 00	Kildonan, Parkdale, Lower Fort Garry and West Selkirk.	10 35
c 7 00	Niverville, Otterburne, Dominion City and Emerson.	21 30

a, Tuesday, Thursday and Saturday; b, Monday, Wednesday and Friday; c, Wednesday only.

**TICKETS** 471 Main Street and C.P.R. Depot, Winnipeg.  
W. M. McLEOD, City Pas. Agt.  
Or of any Regular Station Agent of the Company.

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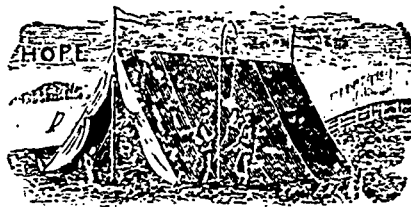
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With 3,300 miles of steel track it runs through 62 counties in Minnesota, North Dakota, South Dakota and Montana, reaching all principal points from St. Paul, Minneapolis, West Superior and Duluth.

It furnishes through close connections, the best and cheapest route to all points in Idaho, Utah, California, Oregon, Washington, British Columbia, Alaska, the Canadian Northwest and Manitoba.

It is the only American line west of Chicago having a track laid with 75 pound steel rail and owning its entire magnificent equipment of elegant Dining and Sleeping Cars, handsome Day Coaches and Free Colonist Sleepers.

It is the only line running through the great Milk River Reservation, with solid trains without change to Chinook, Benton, Great Fall, Helena and Butte.

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It reaches the largest area of free Government land of agricultural value now remaining in the country.

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It is the direct route between St. Paul, Minneapolis, Anoka, St. Cloud, Duluth, West Superior, Fergus Falls, Crookston, Moorhead, Fargo, Grand Forks, Grafton, Winnipeg, Devils Lake, Ellendale, Aberdeen, Huron, Watertown, Sioux Falls and Sioux City.

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FAST TRAINS with Pullman Vestibuled Drawing Room Sleepers, Dining Cars and Coaches of latest design, between CHICAGO and MILWAUKEE and ST. PAUL and MINNEAPOLIS.

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THROUGH PULLMAN VESTIBULED DRAWING ROOM AND COLONIST SLEEPERS via the NORTHERN PACIFIC RAILROAD between CHICAGO and PORTLAND, ORE.

CONVENIENT TRAINS to and from Eastern, Western, Northern and Central Wisconsin points, affording unequalled service to and from WAUKESHA, FOND DU LAC, OSHKOSH, NEKAH, MENASHA, CHIPPEWA FALLS, EAU CLAIRE, HURLEY, Wis., and IRONWOOD and BESSEMER, MICH.

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Canadians, Attention!

Minneapolis & St. Louis Railway Albert Lea Route

In connection with the Northern Pacific and St. Paul, Minneapolis & Manitoba Railways, will during the months of November, December, 1889, and January, 1890, run a series of

CHEAP EXCURSIONS

To Ontario and Quebec Points.

\$40 - FOR THE ROUND TRIP - \$40 TICKETS GOOD 90 DAYS.

Avoid delays and detentions in Chicago and other points by purchasing your tickets via the "Albert Lea Route."

For detailed information call upon your nearest railway agent or write to

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Northern Pacific

And Manitoba Railway.

TIME CARD.

To take effect at 6 a.m. Sunday, June 15, 1890. (Central or 90th Meridian Time.)

Table with columns for North Bound, South Bound, Stations, and Time. Includes stations like Winnipeg, Portage Junction, St. Norbert, Cartier, St. Agathe, Union Point, Silver Plains, Morris, St. Jean, Letellier, West Lynne, Pembina, Grand Forks, Winnipeg Junction, Brainerd, Duluth, Minneapolis, St. Paul.

Table with columns for Eastward, Westward, Main Line, Northern Pacific Railway, Stations, and Time. Includes stations like Winnipeg Junction, Brainerd, Miles City, Livingstone, Helena, Spokane Falls, Pasco Junction, Tacoma, Portland, St. Paul.

PORTAGE LA PRAIRIE BRANCH.

Table with columns for Mixed, Stations, and Time. Includes stations like Winnipeg, Portage Junction, Headingly, White Plains, Gravel Pit, Eustace, Oakville, Assiniboine Bridge, Portage la Prairie.

MORRIS-BRANDON BRANCH.

Table with columns for Mixed, Stations, and Time. Includes stations like Morris, Lowe's, Myrtle, Roland, Rosebank, Miami, Deerwood, Alta, Semeract, Swan Lake, Indian Springs, Maricapolis, Greenway, Balder, Belmont, Hilton, Wawanesa, Rounthwaite, Martintville, Brandon.

13 Meals. Nos. 117 and 118 run daily. Nos. 119 and 120 will run daily except Sunday. Nos. 3 and 6 run daily except Sunday. No. 7 will run Mondays, Wednesdays and Fridays. No. 8 will run Tuesdays, Thursdays and Saturdays. Pullman Palace Sleeping Cars and Dining Cars on Nos. 117 and 118. Passengers will be carried on all regular freight trains J. M. GRAHAM, General Manager, Winnipeg. H. SWINFORD, General Agent, Winnipeg.

Manitoba and Northwestern Ry.

TIME CARD

Taking Effect Monday, June 10th, 1890.

Table with columns for Pass Tuesday Thursday and Saturday, Miles from Winnipeg, STATIONS, and Pass Monday Wednesday and Fridays. Includes stations like Winnipeg, Portage la Prairie, Gladstone, Neepawa, Minnedosa, Rapid City, Shoal Lake, Hirtle, Binacarth, Russell, Langenburg, Saltcoats.

Meals. A Thursdays and Saturdays. B Wednesdays. C Thursdays and Saturdays. D Mondays and Fridays. If any passengers for stations between Winnipeg and Portage la Prairie, train will stop to let off, and when flagged to take on passengers. W. R. BAKER, Gen. Super't. A. M'DONALD, Asst.-Gen. Pass'gr Agent.

N. W. C. & N. Co's Railway TIME TABLE.

Table with columns for Read Down, GOING EAST, STATIONS, and Read Up, GOING WEST. Includes stations like Lethbridge, Woodpecker, Purple Springs, Grassy Lake, Cherry Coulee, Winnifred, Seven Persons, Dunmore.

E. T. GALT, Manager, Lethbridge. J. BAILEY, Supt., Lethbridge.

Northern Pacific Railway

- DAILY -

GRAND WINTER EXCURSIONS.

From Manitoba to Montreal, Quebec, and Ontario.

GOOD FOR 90-NINETY DAYS-90

Nov. 15 to Dec. 30, via Northern Pacific Railway.

The Only Dining Car Line from Manitoba to points in Ontario, via St. Paul and Chicago. The only road giving choice of

TWELVE DIFFERENT ROUTES.

\$40--For Round Trip--\$40 Good going 15 days each way, with stop-over privileges. An extension of 15 days will be granted upon payment of \$5; 30 days for \$10, and 60 days for \$20.

All baggage for Canada bonded through to destination. No customs examinations. Parties wishing sleeping car accommodation can have same secured by applying to

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