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Journal of Commerce, Industry, and Finance
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 of Manitoba and British Col-
 umbia and the Territories.

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WINNIPEG, SEPTEMBER 3, 27, 1888.

J. L. POWELL, stationery, Winnipeg, offers business for sale.

JAMES MURPHY has opened out a blacksmith shop at Bridge Creek.

W. CLARKSON, trailer, Winnipeg, contemplates moving from city.

MRS. R. WEST, Golden Eagle Hotel, Winnipeg, offers business for sale.

GEO. BARNES, general store, Rat Portage, Ont., is closing out his business.

MCKNIGHT, general store, Boissevain, Man., has sold out to W. G. McLaren.

C. F. McPHERSON, of the Royal Hotel, Binscarth, Man., offers his business for sale.

DAWSON, BOLE & Co. will open a branch drug and miscellaneous store at Moosomin, Assa.

WM. M. CUSHING, general merchant, of Elkhorn, Man., has assigned in trust to F. W. Stobart.

THOS. BOOTH, fruits, Brandon, will open up a tobacco store in connection with his other business.

ROBINSON & McAULEY, dry goods and groceries, Portage la Prairie, Man., have dissolved partnership.

JAMES GILMOUR and K. H. MacNulty, general merchants, Banff, Alberta, have dissolved partnership.

THE machinery of the biscuit factory at Portage la Prairie has been purchased by a party and shipped to British Columbia. The building will be fitted up as a hotel, by Wm. Lyons.

MOAR & McDONALD, merchants, Kinross, Man., have assigned in trust to S. A. D. Bertrand, of Winnipeg.

LIMOGES & DeJOURNEL, general store, Cochrano, N.W.T., have dissolved partnership. Each continues alone.

REAL estate dealers report quite a number of recent sales of farm lands to actual settlers in the vicinity of Winnipeg.

E. H. REILEY & Co., clothing and groceries, Calgary, N.W.T., are being closed out under chattel mortgage.

T. JONES, butcher, Virden, Man., shipped a car of hogs to Calgary recently. He will bring back a car of sheep from Calgary.

It is said that the C. P. R. intend running an excursion from the Maritime Provinces to Manitoba and the Territories this fall.

CRAWFORD, formerly with Thompson Bros. & Forrest, Winnipeg, has opened a shop in Stonewall for the repairing of watches.

HUMBER & BOYD, hardware dealers, Minnedosa, Man., will erect an addition to their premises, to be used as a show room for stoves.

THE license has been withdrawn from the Central hotel, near the C. P. R. station, Portage la Prairie, and occupied by D. Ferguson.

S. HARTFORD, general merchant, of Minnedosa, Man., is having a store built at Bridge Creek station, and intends to remove his stock there.

WRIGHT GARLAND, brother of W. Garland, of Portage la Prairie, will open a store at Carberry as soon as the building is completed. He will carry gents' furnishings.

W. ALEXANDER, formerly in the dry goods business at Winnipeg and who left here for the Sates some time ago, has returned. He will open an establishment in the Coltart block, Winnipeg.

LAND appears to be getting valuable around Brandon. A Mr. Selby sold last week 50 acres of his farm, which is situated about seven miles from that town and close to the experimental farm, at \$10 per acre.

EX-GOVERNOR DEWDNEY publishes an address to the electors of Eastern Assiniboia. The probabilities are that he will be elected by acclamation, as with the prestige given him as Minister of the Interior, opposition would be futile.

BANFF *Life*, the paper published in the National Park, is dead, and a new journal has been started in its place, called *Mountain Echoes*. It is a spicy little paper, and gives lots of information concerning the doings at the great health and pleasure resort.

S. S. HUNTER appeared before the police magistrate, at Brandon, last week, on a charge of taking orders for the tailoring establishment of R. J. Hunter, Toronto, having taken out no license as provided for in those cases by a city by-law. He was fined \$10 and cost.

H. N. BAIRD, of the firm of Craue & Baird, grain and flour merchants, Toronto, lately returned from a business trip to the Northwest. He was on the Toronto board of trade and regaled the members with his impressions, speak-

ing in glowing terms of the condition of the crops throughout the Northwest.

THE anti-liconse by-law was carried by a large majority in North Dufferin, Man.

HALEY & SUTTON, general merchants, Morden, Man., have enlarged their premises and added a tailoring and hardware departments to their business.

PEOPLE living right here in Morden would hardly suppose that there has been nearly 200 binders sold here this season, and 25 steam threshing machines, but such is the case and still more coming. So says the *Morden Monitor*.

W. J. SMITH the well-known druggist and general merchant, of Wapella, Assa., has met with a severe loss in the destruction of his store and stock by fire, valued at \$6,000; insured for \$3,000. Mr. Smith will open out at once with a fresh stock, and is having his grain warehouse fitted up for a store.

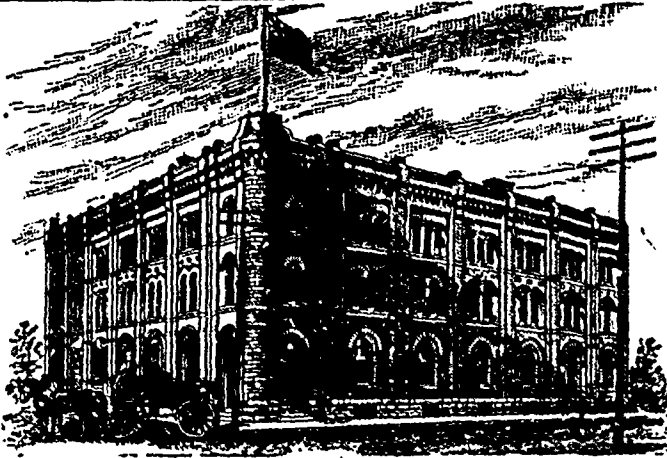
THE tracklaying of the extension of the Manitoba & Northwestern railway is completed to Saltcoats, which will be the end of the track for another year. Saltcoats is within seventeen miles of Yorkton. A regular train service to the end of the new track will be put into operation as soon as possible.

THE "Birtle Milling Co." has been granted letters patent. It is proposed to establish a flour mill at Birtle, Man. Following are the persons connected with the company:—A. Manwaring, John S. Crawford, Henry G. Wilkinson, George S. Hallen, W. W. Miller, J. J. Miller, Ed. J. Wilson and John Haines, all of Birtle.

PORTAGE LA PRAIRIE *Liberal*:—The *Nee-pawa Register* says:—The following item appeared in the *Winnipeg Commercial* of last week:—"An idea of the extent of the crop on the big plains surrounding Carberry may be gathered from the fact that the agents there of the different implement firms have sold in the aggregate 104 binders." We felt sure that Nee-pawa could beat this and so made inquiries from our implement agents. This elicited the fact that 127 binders have been sold and delivered here this season. The *Liberal* immediately on reading the above sent a reporter to interview the five firms represented here and found out that there have been sold here so far this year 173 binders and 172,000 lbs. of cord, besides what has been sold by the hardware men.

At a special meeting of the Winnipeg board of trade, at which the railway situation was discussed at length, the following resolution was passed: "Whereas the Red River Valley Railway is being constructed by the province of Manitoba for the purpose of affording much needed competition in freight rates to the people of this country; and whereas this province proposes to aid lines of railway from Winnipeg to Portage la Prairie, and from Morris to Brandon; and whereas the Government proposes to transfer these lines of railway to a corporation known as the Northern Pacific and Manitoba Railway Company; Resolved, that in the opinion of this board the control of said lines of railway should not be abandoned without arranging for ample facilities being given, upon reasonable terms, to every road wishing to enter our province to compete for our trade."

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TRADE ONLY.



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The *Manitoba Colonist* recently pointed out the favorable opportunity for the establishment of a paper mill in this province. There are now large quantities of wrapping and other qualities of paper used here, the freight upon which forms a very material addition to its value when it is brought such long distances. The raw material for the manufacture of coarse papers can be had here in quantities for next to nothing. Building paper is also used here largely, it being now customary to line nearly all buildings with this article. There is a well-equipped paper mill at Portage la Prairie, built in 1882, and only operated for a short time. The market is now very much larger than it was at the time the mill was working, and the mill could now be operated more cheaply than at the time it was built. It is quite probable that this mill could be made to pay well, if again put in operation under efficient management, and by parties who could command the necessary capital to properly carry on such an enterprise. As the mill now stands, it is no benefit to either the owners or the country, and no doubt it would be sold or leased to parties who would operate it, at a reasonable price. Here is an opening for investment which could be made profitable. The successful operation of the paper mill at Portage la Prairie would be a benefit to the town where it is located, and what is to the advantage of a section, will prove beneficial to the whole province.

EVERY now and again cases are reported of poisoning from eating canned goods. A good many of these cases of poisoning arise from ignorance in handling canned goods. It has been repeatedly announced that vegetables, fruits, etc., should never be allowed to remain in a can for any length of time after the can has been opened. This advice is particularly necessary in warm weather, or when the cans are left in warm rooms. As soon as a can is opened, the contents should be emptied into a glass or crockery vessel, and cases of poisoning will be few. As soon as a can is opened and the air is allowed to reach the contents, the process of decomposition sets in, and the poisonous acids

are absorbed by the contents. So long as the can is sealed up tightly and the contents are fresh, there is little danger of poisoning from the tin of the can. Acid fruits are more dangerous than other goods, as they will work more readily upon the tin of the can. On this account canned rhubarb, which is very acid, is usually a dangerous commodity. Any canned goods which show signs of fermentation when opened, should not be eaten on any consideration. Cans which have a bulged appearance indicate that the contents are undergoing the process of fermentation, the gas which is thereby engendered causing the cans to bulge out, usually at the ends. Such are unfit for food. Gas escaping from the can when it is tapped, would also indicate fermentation.

The *Hamilton Times* proposes a novel way for the encouragement of the building of the Hudson's Bay railway. This is that an act be passed by Parliament, guaranteeing that imports via that route be allowed to come into the country without payment of customs duties. The *Times* thinks that if an act were passed making the Hudson's Bay terminus of the proposed railway a free port for the period of 25 years, it would cause the speedy construction of the road by private capital. Certainly such an act would give a great impetus to the opening of the route, but there is little probability of the proposal being for a moment entertained by the Government. Eastern importing and manufacturing interests have altogether too much influence at Ottawa to allow of the serious consideration of the subject, to say nothing of the C. P. Ry. influence in the same quarter. If the route could be made free for even five years from the completion of the road to the bay, it would be a great measure of assistance to the scheme. The removal of the duties would also insure a return traffic in exchange for our exports of wheat, flour, dairy products, etc., and a return traffic would mean lower freight rates for exports. The proposal made by the *Times* is certainly the greatest idea yet put forward for the settlement and development of Western Canada, but its re-

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A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 3th, 1887.

JAMES PYE, Esq., Minneapolis, Minn., U.S.A.
DEAR SIR, - In handing you our check for \$1,501.24, in full for balance of your contract for building and enlarging our mill, we without solicitation wish to state, that you have done your work in a manner highly satisfactory to this company. The capacity which you guaranteed at 275 barrels, we find considerably under the mark, as we are at present making over 300 barrels, and the quality of the flour is all that we could wish for. Some of our largest purchasers frankly tell us, it is equal to any flour made in either Minnesota or this province. The yield also we find very satisfactory. We must also bear testimony to your pleasing and gentlemanly manner, and your willingness at all times to meet our wishes. This has made our business relations pleasant and we can honestly say, that we recommend you to any person, requiring anything in the mill building or mill furnishing line. Wishing you the success that straight-dealing merits, we are
Yours very truly,

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

alization is so extremely improbable that it is hardly worth while discussing the matter.

The country to the east and north of Winnipeg produces annually many tons of blueberries. This year the crop has been a large one, and consequently blueberries have been a drug on the market here. Prices have ruled as low as 4 cents per pound, and job lots have been disposed of on the market at even lower figures. The berries are gathered by the natives, and marketed by them largely at Rat Portage. Some dealers at the latter place have handled tons of the berries in a single season. Eaten either fresh, preserved or canned, the blueberries are quite a delicacy. It appears to us that there is a good opening for the establishment of a thriving industry in putting up these berries for the market, in the form of jams and by the ordinary canning process. Blueberries were canned as an experiment last season in New Brunswick, with very profitable results, the fruit being received with favor in the markets. A very large quantity of canned fruits are consumed in the West per capita, and if the blueberries were canned here, there would be a market at home for a considerable quantity. The price at which the fruit is usually sold here would allow of the placing of canned blueberries on the market at a figure which would warrant a large consumption of the article. The establishment of a canning factory here has frequently been discussed, and in connection with such an enterprise the canning of blueberries could doubtless be made an important item, whilst at the same time attention could be given to preserving other fruits, vegetables and meats in the same way.

The entrance of the Northern Pacific railway into Manitoba is usually considered from the standpoint of its affording a competing outlet for our cereal exports. Of course a low rate upon wheat for export is really the great desideratum for this province, but it is by no means the only important consideration. The Northern Pacific is the only railway which can give us competition to Pacific coast points for

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our growing import and export trade in that quarter. Competition in freights to the Pacific coast is relatively of as great importance to us, as competition to Lake Superior and eastern points. We are now exporting considerable quantities of butter, cheese, flour, cereals, etc., to British Columbia, and importing from that province fish, fruit, lumber, canned goods, etc. More favorable rates to and from Pacific coast points is something which the trade here has frequently felt the need of very keenly. An instance may be given to show the desirability of such competition. At present the rate via the C.P.R. on canned goods from Vancouver to Winnipeg is \$1.56, in car lots. From California to Montreal the C.P.R. will carry canned goods at \$1.05, though in the case of the latter the haul is nearly three times greater than from Winnipeg to Vancouver. Recently a Winnipeg firm wished to import rice from China via the C.P.R. steamers, but the agents refused to quote any rate to Winnipeg. Many references of this nature could be given to show the necessity for the breaking up of the railway monopoly between Winnipeg and Pacific coast points.

THE two or three provincial papers which were favorable to the Northern Pacific railway agreement, profess to believe that the opposition to the ratification of the arrangement was owing to the clause relating to the construction of a branch from Morris to Brandon. It is difficult to see where these papers got hold of such an idea, unless on the principle of the wish being father to the thought. Certainly there has been no opposition shown in Winnipeg to the construction of the Brandon branch. The writer, who is thoroughly familiar with the feeling here in commercial circles, especially in the wholesale trade, has yet to hear the first decided objection to the Brandon line. The objections to the Northern Pacific agreement have been well ventilated in the press here, but no opposition has been shown to the construction of the branch from Morris, either in public or private, and those who have put forth the statement that Winnipeg is opposed to the building of the Brandon branch, have done so for the purpose of gaining by the sectional feeling thereby engendered. This endeavor to work upon sectional jealousies is very unworthy of Ministers, politicians and the press. Still here are several provincial journals which

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adopt this style of "argument," even when they are compelled to resort to direct misrepresentation to make a point, and Ministers have at times followed the same unworthy course. The objections urged in Winnipeg to the N. P. agreement all related to the Red River Valley road and the Portage extension. First there was the argument that the assistance given by the province was excessive; no guarantee of low freight rates on leading exports; the exclusion of the St. P., M. & M. road from running powers; the handing over of the R. R. V. Ry. to a private corporation, after the construction of the line as a people's road; the construction of the Portage branch by the province, to be likewise handed over, the province being at a loss of the interest on the money expended thereon; the probability of a pooling arrangement between the C. P. R. and the N. P. These were the main objections to the ratification of the N. P. agreement. As for the proposed branch from Morris to Brandon, the terms relating to it are very much more favorable to the province than is the case in connection with the R. R. V. and Portage lines. The Brandon branch will pass through a good section of country, and running

between the two Southwestern branches of the C. P. R., it will afford competition in grain freights to the towns on these southwestern branches, as can be shown. The C. P. R. will be obliged to give the same freight rates on grain exports from its southwestern branches as the N. P. would give from its proposed Brandon branch, for if rates were higher on the C. P. Ry., grain dealers would be unable to pay as high prices as dealers on the N. P. road, and thus the N. P. road would draw grain from the country north and south of its line, which would otherwise go to the C. P. R. The Brandon branch therefore guarantees competition in export rates to a large section of southern Manitoba. The construction of the Brandon branch cannot have other than a beneficial effect upon the trade of Winnipeg. Some traffic which would otherwise pass through the city, will then go to the south, but this is of no real importance. On the other hand, a new country will be opened up and towns will grow up along the railway, to the benefit of the wholesale trade of the city.

TAYLOR & WILSON are building a three story hotel at Whitewood, Assa.

The Commercial

WINNIPEG, SEPTEMBER 3, 1888.

THE RAILWAY DEAL.

Even dissatisfied parties are to some extent thankful, that the railway question is now settled, and the vote of Friday morning, especially as it was a foregone conclusion that the Government would carry the N. P. contract, was a relief all round.

The new or amended contract, which has been ratified, differs from the original one mainly in its being a clear, intelligible document, which the original was not. Its details are changed on a few points of importance, the company being bound to complete certain works this fall, such as the location of the Winnipeg Station, the reaching of Portage la Prairie by November and other important items of detail. The great improvement however is in the banishment of ambiguity, the amended contract being a piece of clear and explicit English, easily understood by men of ordinary business capacity. The aid to be given by the Government differs very little from that proposed in the first published contract, and the work to be done by the company is in the main the same as first outlined.

Just as the Legislature opened the Government had an offer from the Vice-President of the St. P. M. & M. road, in which the principle of the Government still retaining the roads projected and being constructed, as public highways, open to all competitors, was embodied, and in almost every other way the offer of the N. P. & Manitoba Co. was paralleled, while a kind of vague guarantee regarding maximum freight rates was also included.

The wisdom of the Government in refusing to consider the offers has been widely questioned, and the action does seem a little arbitrary. The probability is however, that they were in a tight corner. If the M. & M. road secured running powers over the R. R. V. and its feeders, the N. P. people would refuse to come into the country, and to get the M. & M. road in here alone would be no relief from monopoly as every Manitoban knows. Besides this road has no line to the Pacific coast, and a direct line thereto is just as necessary for the trade prosperity of this province as openings to the U. S. lake ports.

The seemingly generous offer of the

St. P. M. & M. Vice-President to let the actual possession of the projected roads remain in the hands of the Government amounts to nothing when looked into. The possession of a railway bonded to its full cost instead of being of value might be an actual burden, for railway companies often compromise bonds they cannot pay, but which a Government would be expected to honor.

In short, only on one point is the offer of Vice-President Clough an improvement upon the contract now ratified, and that is the point of a free road open to all. This the Government have sacrificed, and let us hope they have received value in maximum rate guarantees for this concession. The Railway Commissioner assures us, that he has guarantees on this head, which will satisfy the most scrupulous, and it is to be hoped he has. The late Premier once sold to the people a "pig in a bag" regarding the "Better terms," and when the porcine was let out, it was a sorry scrub. We will hope for better in the Attorney-General's hidden pig. Should it also prove a scrub, it will be difficult to persuade any one outside the Government and their immediate friends, that the province has profited much by the deal.

We are now at the end of the first chapter in the acts of Mr. Greenway's Government. Only the bigoted partizan will accuse them of anything but the best of intentions throughout their negotiations, and they have shown a readiness to keep the people posted on legislative details hitherto hidden from view. Still the Government is not to be commended either for energy or business tact in their railway operations. A summer has been frittered away without a good month's work being done in railway construction, and now in the teeth of winter, all is hurry and bustle. So much for their energy, and the first contract laid before the public, with its incomprehensible tangle of muddled English would indicate that tact and business ability are not too liberally bestowed upon the parties who represented the province in connection therewith.

RETALIATION THREATENED.

The question of the week has been the message recently sent to Congress by President Cleveland, in which he asks for power to suspend the regulations permitting the transportation of goods to and from Canada, through the United States.

He also asks for legislation concerning the privileges extended to Canadian shipping in using United States canals. In his message the President gives a lengthy review of the fishery question. He declares that the treaty thrown out by the Senate, provided an honorable and satisfactory means of settling the fishery difficulty, but intimates that the proposed treaty, not proving acceptable to the Senate, it will be necessary to resort to retaliatory measures against Canada. This seems a very inconsistent course on the part of the President. If the treaty was all that could be desired, as the President maintains, where is the ground for retaliation against Canada? This country promptly ratified the treaty, and is therefore in no sense to blame for the refusal of the Senate to do likewise. Canada and Great Britain offer what the President declares to be a satisfactory agreement for the settlement of the difficulties, but because the Senate refuses the offer, the President declares that a system of retaliation must be inaugurated against the country which holds out the olive branch.

The retaliation proposed is that shipping in bond through the United States be prohibited. The President has asked for this authority, and in accordance with his wish, a bill has been introduced which provides that "it shall be lawful for the President in his discretion by proclamation to that effect to suspend in whole or in part the transportation of goods, wares or merchandize, imported or exported, from any foreign country except Canada, in bond across the territory of the United States." The object of this bill is to hamper the trade of this country, but apparently it would do almost as much injury to the United States. The bill would prevent the importation of goods into Canada, from foreign countries, via the United States. Thus goods now landed at New York, Portland and other ports in the United States, for shipment to Canada, would be driven to Canadian ports. This would be a considerable inconvenience to Canadian importers, especially in the winter season, as our imports would have to come by Halifax. Our exports which now go by United States ports, would also be stopped. The bill as introduced does not appear to affect the shipment of goods from one part of Canada to another through the United States, and thus it would not bear upon traffic between Manitoba and Eastern Canada, over U. S. railways. It is quite probable

that the bill will be materially altered in form before it passes through Congress, if it passes at all. In the present form, however, it would simply deprive U. S. railways of a large business now handled in transporting goods to and from Canada. Our imports and exports would be compelled to take the more indirect route via St. Johns and Halifax in the winter season. This would be a direct advantage to our railways and seaports in the Maritime provinces, though it would cause some inconvenience and delay to our exporters and importers. In the summer season we have the St. Lawrence route, which affords a short and direct outlet and inlet to the country.

The legislation asked for by the President concerning the canals is, that Canadian shipping using U. S. canals, be placed on the same footing as is accorded U. S. shipping in Canadian canals. This proposition is a fair one. It is claimed that the Canadian Government discriminates against U. S. shipping in the arrangement of the St. Lawrence canal tolls, and to rectify this it is proposed to place a tax of 20 cents per ton on Canadian vessels using the Sault Ste. Marie canal. The canal question was fully explained in THE COMMERCIAL of August 13th, and further reference now is therefore unnecessary at the present time.

Those who are not intimately acquainted with the political situation in the United States, will be somewhat puzzled to understand this sudden demand for retaliatory measures. The fishery question has not developed any new features so far as Canada is concerned, of an aggressive nature. A temporary arrangement is now in operation, whereby U. S. fishermen are allowed certain privileges in our waters. The customs laws have been relaxed, and no seizures of U. S. fishing vessels have recently taken place. Why retaliation should be at once resorted to it is difficult to conceive, unless for some partizan motive, and herein probably lies the secret of the recent move on the part of the President. The President wishes to throw the responsibility for the rejection of the treaty upon the Republican majority in the senate, who so steadily opposed the measure. Eighteen months ago Congress passed a retaliatory act against this country. This act is still law, though it has not yet been put into operation. The President may claim that he is now compelled to enforce this act, and at the same time throw the responsibility for its en-

forcement upon his Republican opponents, who have defeated his efforts to complete the treaty. At the same time by adopting a somewhat aggressive tone in his message, he may expect to appease the anti-British element who are opposed to any treaty with Britain and Canada. With a presidential election close at hand, it is not unlikely that a desire to make party capital out of the matter, has an important influence upon the recent manoeuvres growing out of the fishery dispute.

The retaliatory legislation now asked for by the President, is mild in comparison with the act passed by Congress in March, 1887. The latter act provides for absolute non-intercourse with Canada, but was so prepared as to throw the responsibility for its enforcement upon the President. This responsibility the President and Administration did not propose to assume, and consequently the act has remained a dead letter. Now, however, that the Republicans have thwarted the efforts at treaty-making, retaliation may be resorted to, whilst the onus will rest upon those who secured the defeat of the treaty.

UNDESIRABLE IMMIGRATION.

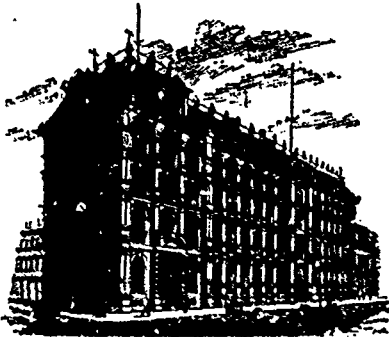
Whilst in the United States strict attention is being given to the inspection of immigrants coming into the country, in Canada so far the matter has been neglected. It does not appear that any supervision is given incoming immigrants at all. There certainly should be some close system of inspection of all immigrants landing at our ports, to see that the country is not imposed upon. Canada has perhaps much less reason to complain of the class of immigration which she receives than has the United States. Our immigrants are mostly British subjects, or the better class of those who leave Europe. Socialists, Anarchists, boycotters and dynamiters who flow into the United States along with the semi-civilized masses from Italy, Hungary, Bohemia and other parts of the Old World, seldom find their way into this country. With the large number of these degraded people which the United States receives, it is no wonder that a strong sentiment against immigration is growing in that country, and that an effort is being made to restrict immigration.

So far as Manitoba and the West is concerned, the arrivals of immigrants here have been usually of a desirable class, and it is almost surprising that,

without any system of inspection, so few undesirable persons come into the country. Still there are some who should not be allowed to come into the country. It has lately been reported on good authority, that persons supported by charity at home, have been shipped out to this country, solely with the object of relieving those who had the care of these unfortunate ones from further trouble and expense. It is said that several insane persons have been sent out to Manitoba this summer, with the object as just stated. This is casting a burden upon the country which it has no right to bear, and which should be at once resented. If a proper system of inspection of immigrants were made at the ports of entrance, cases of this nature would be detected, and the undesirable immigrants should be promptly sent back. This is a matter which should be investigated at once, followed by an honest effort to prevent a continuance of the abuse. Though western Canada offers a home for many thousands and millions of industrious and thrifty settlers, yet it would be better that our broad prairies should remain for a time unoccupied, than that the country should be rapidly filled up with the refuse of creation.

CANADIAN ENERGY.

Canadians have no reason to be ashamed of the record of their country in the commercial world. Those few unworthy Canadians who contrast this country unfavorably with the United States, in commercial and general enterprise, simply do not know what they are talking about. If they will take the pains to study trade statistics, they will learn that Canada almost leads the world in commercial enterprise, in proportion to population. The two dials of commercial greatness are railways and shipping. Now what do we find? Canada has more miles of railway per capita than any country in the world, and in shipping she stands second among the countries of the world as to the number of tons per capita. Great Britain only excels Canada in the matter of shipping. In proportion to population, Canada may be said to lead the world in commercial enterprise. Canadians who speak disparagingly of their country, show gross ignorance, and are unworthy to be classed among the citizens of this young, enterprising and vigorous commonwealth.



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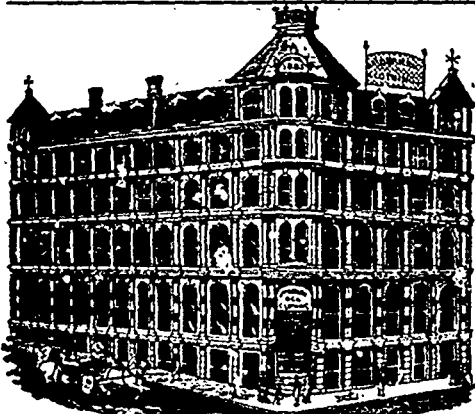
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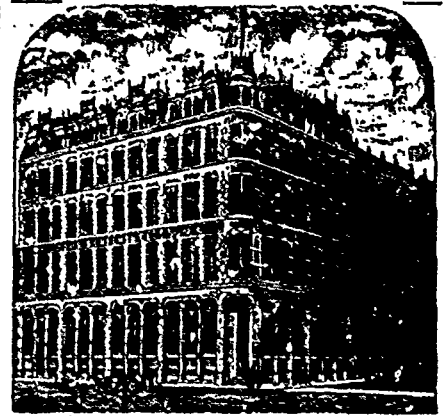
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WINNIPEG MONEY MARKET.

Signs are plentiful that the long continued dullness in financial affairs in the city is almost at an end. This month opens up with a better demand for general trade discounts, and the volume of such paper coming to the banks has been on the increase for a few days. Still there is room for further improvement, and hope that this month will bring it. The first calls for funds for crop handling have been made, and within three weeks they will be numerous as well as heavy. Banks are rather anxious to get all the funds possible out into legitimate channels here during the coming fall and winter, as the feeling in the east and especially in Ontario is not too confident as yet. There will therefore be ample funds at their disposal, and doubtless heavy demands for the same. The feeling of confidence is becoming more fixed every day, and it is expected that a 7 per cent. rate of discount will soon be general instead of being as at present only conceded to the best accounts. In real estate mortgage loans the lull is not yet broken much, and until absolute reports from crops are available, no movement of any consequence will be made. Enough is already known to foreshadow a good farm loan business, and a good gathering up of due and overdue payments. The interest rate is nominal at 8 per cent. with funds available at 7 for first-class city loans if they are called for.

WINNIPEG WHOLESALE TRADE.

The feeling in city trade circles last week was somewhat mixed, owing to the uncertainties of the situation regarding the crop outlook. The weather was not as uniformly favorable as during the previous week, and this, together with the somewhat contradictory reports from the country as to the condition of the crops, caused some to take a less hopeful view of trade prospects for the future. Others, however, took a more cheerful view of things, and maintained that everything was all right, and the outlook all that could be desired. As to actual business, a quiet feeling generally prevailed in most branches, and with harvesting operations going on actively throughout the country, this quiet condition is expected to rule for the next few weeks. Fruits presented a notable exception to the general rule, this branch being quite active.

DRY GOODS.

There is very little demand for immediate requirements in the dry goods and clothing branches. Fall and winter stocks are going out rather slowly. The leading feature of interest to the trade is the break in the cotton combination. Owing to the withdrawal of the St. Croix mill, the grey goods section of the cotton combine has been broken up. Mills will now be free to act as they choose, and some changes in prices may result.

DRUGS.

Quotations are as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.25 to \$2.75; iodide of potassium, \$4.25 to \$4.75; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of

tartar, 35 to 40c; bleaching powder, per keg, \$3 to \$10; bicarb soda, \$1.50 to \$5; sal soda, \$2.50 to \$3; chlorate of potash, 25 to 30c; alum, \$4 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$1.50 to \$5.25; American blue vitrol, 7 1/2 to 8 1/2c.

FRUITS—GREEN, VEGETABLES, ETC.

Business has been very active in this branch, and the market has been well stocked with fruits, specially California varieties, which are selling at lower prices than usual. Oranges were nearly out of the market, and lemons were scarce. Watermelons were also getting low in stock. Apples have sold freely, and stock are generally full and of good quality. Quotations are as follows: Messina lemons, \$7.50 to \$8; apples, per barrel, as to quality, \$4.50 to \$5.50; bananas, \$3 to \$4 per bunch; tomatoes, 1/2 bushel boxes, \$2.00; do bushel baskets \$5; watermelons, \$4.80 per doz; California fruit:—peaches, \$2 per box; pears, \$5 to \$5.50 per box; plums, \$2.00 per box; blueberries, 4 to 5c per pound; Native black currants 90c to \$1 per pail; California grapes, 1/2 crates, \$3.50; Concord grapes, 8 lb. baskets, \$1.25; Rhodi oranges, \$3.00 to \$3.50 box; Southern onions, \$3.00 per barrel or \$5.50 per 100 pounds. Maple syrup, 1/2 gal. tins, \$7.75 dozen, quart tins, \$4.50 dozen; Maple sugar, 13c pound, small cakes; cider, rectified, per bbl 32 gallons, \$13.00; in 1/2 barrels, \$6.50.

FRUITS—DRIED, AND NUTS.

Prices are unchanged as follows: California evaporated peaches, 20 to 35c; do. plums, 20c; do. raspberries, 38c; do. pitted cherries, 25c; do. blackberries, 16c; do. apricots, 23c. Other prices are: Dates, golden, 8c per lb, in 50 lb boxes; Valencia raisins, \$3.30 to \$2.50 per box; Morand's Valencias, \$2.40 to \$2.50 per box; Malages, London layers, \$3 50; Eleme figs, in different sized boxes, 15c per lb; Walnuts, 18c per lb; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb; cocoanuts, \$1.20 per dozen.

GROCERIES.

Sugars keep firm. The new St. Lawrence sugar refinery has resumed business and joined the refiners' agreement, which works in unison with the wholesale grocers' guild, so that there is no further fear of a reduction in prices from this source. The crop of Rio coffee is reported considerably larger than earlier estimates, and prices are not so strong. Teas are generally firmer, and cable advices report that earlier crop estimates for Japan and Amoy were excessive. Prices steady as follows: Sugars, yellows, 7 1/2 to 7 5/8c as to color, granulated, firm at 9c; lumps, to 9 1/2c. Coffees—Rios, from 21 to 24c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. Syrups, corn, \$2.40 to \$2.60; sugar cane, \$2.50 to \$2.75; T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

PAINTS, OILS AND COLORS.

Prices are as follows: Turpentine, 75c in five-gallon cans, or 70c in barrels; harness oil \$1.00; neatsfoot oil, \$1.25; linseed oil, raw, 68c per gallon; boiled, 70c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1 castor, 12 1/2c per lb.; lard, No. 1, \$1.25 per gal. olive, oil, puro, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 26c; water white, 29c. American oils, Eocene, 34c; water white, 31c; sunlight, 28c. Calcined plaster, \$3.75 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.25. Alabastine, \$3 per case or 20 pkgs.

WINES AND SPIRITS.

Prices are: Canadian rye whiskey, five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debouche & Co., \$4.50; Martell, vintage 1885, \$6.50; vintage 1880, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1885 to 1880; DeKuyper gin, \$3.50 Port wine, \$2.50 and upwards; Sherry, \$2.5 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$14.00 per case of 12 bottles; v. o., \$10. v. s. o. p., \$22.

LEATHER AND FINDINGS.

Prices are unchanged as follows: Spanish sole, 26 to 30c; slaughter sole, 26 to 30c; French calf, first choice, \$1.25 to \$1.50; Canadian calf, 75c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 76c; slaughter kip, 55 to 65c; No. 1, wax upper, 45 to 50c; grain upper, 50c; harness leather, 27 to 31c for plump stock. American oak butts, 50 to 55c; buffe, 17 to 22c a foot; cordovan, 17 to 21c; pebble, 21 to 23c; colored linings, 12c.

HIDES.

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

THE MARKETS.

WINNIPEG.

WHEAT.

The weather last week continued very favorable for harvesting operations. Since harvesting commenced the weather has been clear and dry, and the grain is being gathered in good condition. For grain which is yet on the green side, the weather last week was not so favorable as during the previous week, and on one evening the temperature got down to the frost line. Harvesting was going on pretty generally throughout the country, and in some district was well advanced, though in other sections of the country there is yet a good deal of grain which is on the green side. The cold spell about the middle of August is still the theme of much discussion and controversy. Though several of the principal wheat districts entirely escaped damage at that time, yet in other sections it is now believed that a good deal of grain

has been injured. The injury in the damaged districts is estimated at about 10 per cent., with some limited areas showing greater injury. Samples of new wheat have commenced to come in, mostly from the Gretna district, and so far show excellent quality. Samples of new barley so far received, also indicate that the crop has been saved in excellent condition. The first load of new wheat of the season, was marketed at Morris, in the Red River Valley, on Thursday last. It is said to have graded No 1 hard.

FLOUR.

holds firm at the late advance, as follows:—Quotations in broken lots to the local trade are: Patents, \$2.50; strong bakers, \$2.30; XXXX, \$1.75; superfine \$1.55.

MILLSTUFFS

Very firm and scarce: Bran \$12; shorts, \$15; ground feed, oats and barley \$24 per ton.

OATS.

No export movement, as prices are now above an export basis. Prices are irregular, but from 35 to 37c is quoted here.

OATMEAL.

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

EGGS.

There is no change to note in the egg market. Cuddled are now generally held at 16c, and 15c is quoted for unselected, in case lots.

BUTTER.

There has been a good inquiry from the city trade for small lots of choice, the increased call from the city trade being due to light receipts from farmers, who usually keep stores fairly well supplied during the summer season. As stocks in the city are not heavy, and receipts from country points light, prices have been well maintained. From 15 to 16c may be quoted for good qualities. Outside inquiry has ceased, and western buyers are out of this market at present.

CHEESE.

No change to note in cheese. Prices hold steady at about 10½c in jobbing lots. Factory price about 9c.

LARD.

Quoted at about \$2.45 in 20 lb pails.

CURED MEATS.

Prices are well maintained in hog products, and the outlook is favorable to continued high prices. There is even a difficulty in obtaining supplies in quantities. Prices are: Long clear bacon scarce at 12½ to 13; smoked, 13½ to 14; breakfast bacon, 15½c; rolls, 15c; hams, 16½c; Armour's star hams, 18c; do. breakfast bacon, 16c. Some home cured hams, uncanvassed, are offered at 15½c, and breakfast bacon at 15c.

LIVE STOCK.

Cattle hold steady at about 3c for good butcher's stock. Hogs are again firmer, there being some scarcity, which it is thought temporary during harvest. No sales were reported, but an offer of 3½ was made for a car lot, to be delivered here later on.

DRESSED MEATS.

Beef steady at 6c; hogs firm at 5c; mutton 9c.

VEGETABLES.

New potatoes offered freely, at 30 to 35c; cabbage, 40 to 60c. per dozen; cauliflower, 50c to \$1 per doz. as to quality; peas in pod, 75c. to \$1 per bushel; green beans, 75c. per bushel; celery, 40c per dozen; onions, radishes, carrots, turnips, beets, etc., 15 to 20c per dozen bunches.

MONTREAL MARKETS.

Grain—Red winter wheat \$1.02 to \$1.03; white, \$1.02 to \$1.03; spring, \$1.02; No. 1 hard Manitoba, \$1.12 to \$1.15; No. 2 do., \$1.10

to \$1.13; No. 1 northern, \$1.12; peas, 85 to 87c; oats, 46 to 47c; barley, 55 to 60c.

Flour—Strong in tone, with an advance on Friday. Manitoba strong bakers', quoted at \$3.25.

Butter—Dull and prices above the views of export buyers. Quotations: Creamery, 18 to 20c; Townships, 17 to 19c; Western, 15 to 16c.

Cheese—Rather improved in tone. Finest colored, 8½ to 9c; finest white, 0 to 8½c; fine, 8½ to 8½c; medium, 7½ to 8c.

Hides—Steady at 6c, 5c and 4c for Nos. 1, 2, and 3 respectively. Several good sized lots sold to tanners at 7c for No. 1 inspected. Clips, 35c, and lambskins at 45c to 50c. Calfskins quoted at 5c.

Oatmeal—Manitoba meal has been offered, it is said, at \$5 for ordinary. Ordinary quoted at \$2.70 to \$2.80 in bags. Granulated, \$5.70 to \$5.90 in brls, and \$2.95 to \$3 in bags. Rolled oats, \$6.25 in brls and \$3 to \$3.10 in bags.

TORONTO MARKETS.

Butter—somewhat easier, but choice in fair demand. Prices were:

Creamery	.....	19 to 22
Dairy, selected	.....	19 to 20
Dairy, ordinary	.....	15 to 17
Store-packed	.....	15 to 18

Cheese—rather dull. Jobbing prices were:

Full cream	.....	09½ to 10½
Medium	.....	09 to 09½
Skims	.....	08½ to 09

Eggs—The market continues to improve, 16c was the ruling price on strictly fresh candled stock.

Provisions—Market was very firm, with a fair steady demand. Lard stiff at 11½c for ms, 11½c for painted pails, 12c for small pails, 12½c for single pails. Long clear bacon firm at 11½c in tons and 12c in small lots. Mess pork steady, with sales of ten barrel lots at \$18, and \$18.50 for single barrels. Hams, 13 to 13½c; bellies, 12½ to 13c; rolls, 12½c.

Lumber Cuttings.

Vigars Bros., Port Arthur, have placed two "Roger" gummers in their mill.

Christie's drive of logs from the Bird Tail have all reached Brandon. The mill is working night and day, with a staff of about fifteen men.

F. G. Strickland & Co., of Westminster, have concluded the sale of a complete set of machinery for a w mill which is to be erected shortly on the Inlet at Vancouver by John Grady, lately from Ashland, Wisconsin. The mill will have a capacity of 20,000 feet of lumber per day, and will cut for the local trade only. The machinery will be supplied by Hamilton & Son, of Peterborough, Ont., and will cost in the neighborhood of \$14,000. The mill will be running before the end of the year.

Mississippi Valley Lumberman: It seems entirely probable now that the Senate will consent to a reduction of the tariff on lumber from \$2 to \$1 a thousand. It has been a generally accepted opinion that if any changes were made in the tariff that lumber would be placed upon the free list. The compromise on \$1 is a happy solution of the problem. This change ought not to be seriously felt in the

trade at any point, and with the tariff still remaining, trade will gradually adjust itself to the new conditions. Assuming that the time will come when it will be to the interests of all concerned to remove the duty on lumber altogether, the transition will be made as easily to free lumber as it now may be made to a modified tariff.

General Notes.

The *Coal Trade Journal* gives the following retail prices for coal at the points named: At Detroit, hard coal sells at \$5.75 for Grate and Egg, and \$6.00 for Stove and Nut. At Milwaukee, anthracite at retail is \$6.75 for Grate and Egg, and \$7.00 for Stove and Nut. At Peoria, Ill., hard coal sells at \$6.75 to \$7.00, while good bituminous for houseuse can be had at \$1.75 to \$2.00 per ton delivered.

Letters and dispatches from the great peach canning centres of Baltimore and Camden, Del., state that there is a continued scarcity of choice fruit, which readily command figures that will necessitate a considerable advance on extra canned stock, the demand for which is very active from all the prominent trade centres. There will be an ample supply of medium and common grades.

The market for ocean freight rate has again exhibited an upward tendency, higher rates having been paid in New York and elsewhere. From Montreal to Liverpool 2s 9d to 3s has been paid for heavy grain and to Glasgow 2s 6d to 2s 9d. Grain space to London is worth 3d and over for early forward shipment. Flour in sacks 12s 6d to Liverpool and Glasgow; 16s 3d to London. Boxed meats 16c 3d to all three ports. Cheese 22s 6d. Cattle about 55s to 60c by regular lines, insurance included.

The crop of Valencia raisins is represented to be a large one. They have been offered to arrive, first August steamer shipment, at Montreal, at 6½ to 7c, for off-stalks and 8½c for four-crown layer. The California crop is also quite large and supplies are now in transit for this side of the Continent, for which destination some quite extensive contracts have lately been closed in the primary markets at about \$1.90 to \$2.00 for three-crown London layer and \$1.50 to \$1.60 for loose muscatel, the higher price for selected and first shipment. For choice selected raisins in the sweat 4½ to 5c has been paid. It is estimated that the crop will be quite 1,000,000 boxes, or 250,000 over the previous crop, and the quality better than ever before.

W. S. HARRISON, Wakopa, Man., has commenced work on his elevator to be built there. HARVESTING by moonlight has been a common pastime during the past week.

MOOSMIN reported a scarcity of binder twine last week, but there is no likelihood of a general shortage.

CARBERRY hotels threaten to close up unless they are given licenses to sell liquor, which, it is said, will be withheld.

W. J. PALMER, of Virden, Man., left for Winnipeg last Monday where he has assumed a position with the E. & C. Gurney Co. as traveller.

J. AIKENHEAD, from Toronto, a practical jeweller, will open business in his line at Virden, Man.

BEDDOME BROS., butchers, Birtle, Man., have sold out to John Stewart who will continue the business.

THE Ogilvie Company shipped last week their last consignment for this season, of last year's crop of Manitoba wheat.

THE agricultural society at Calgary is sending out four teams to gather up samples of grain, roots, &c., to send to the Toronto exhibition.

NUMBER eight of the *Dominion Illustrated* is at hand, containing many choice illustrations and superior letterpress. It is a magazine that every Canadian should read. It is published every week by G. F. Desbarats & Son, Montreal.

THE second farmers' excursion of the present season from Ontario reached Winnipeg Friday morning, numbering in all about 350 souls. The date for the third farmers' excursion from the east to Manitoba has been fixed for September 11th.

JAMES ROSS, of the Hudson's Bay syndicate, arrived in Winnipeg on Friday from England, and in company with Mr. Onderdonk waited on Premier Greenway. They talked the matter over fully, but the Premier gave no intimation of what action the Government proposed to take in the matter. There will be further conference between the parties. It is not unlikely that some measure of assistance will be offered the H.B.R. Co., but it is hardly probable that

the Legislature will feel disposed to carry out the act formerly passed, giving a guarantee of 4 1/2 per cent for 25 years, on \$4,500,000. With the obligations assumed in connection with the Northern Pacific deal, the province is hardly in a position to carry the additional burden of such a heavy nature. It is rumored that the Dominion Government will grant additional assistance to the Hudson's Bay Railway Company, and from the tone of the Eastern press of late, it would seem that the rumor is not improbable. It is noticeable that recently the press of Eastern Canada has considerably changed its tone regarding the Hudson's Bay Railway, and several leading journals now advocate the scheme. The threatened retaliation by the United States against this country has also given an impetus to the H.B.R. scheme, as in the event of our connections to the south being cut off, the value of the northern route would be greatly augmented.

THE Rainy Lake mill, at Rat Portage is now running in earnest, the water in the lake having subsided.

UPWARDS of one hundred men were employed at Selkirk last week unloading lumber at the docks, and lumbermen complain of lack of men.

J. K. KNAUS, hardware dealer of Selkirk, Man., finding his present premises too crowded, is erecting a storehouse and workshop at the rear of his store.

THE Dominion wholesale grocers' guild has decided that no compromise will be made with any retail grocer who asks one on account of

having been burned out, unless his stock to the value of sixty per cent. of his liabilities is covered by insurance.

A New Difficulty.

Immediately after the ratification by the Legislature of the Northern Pacific agreement, a new difficulty in the way of the carrying out of the contract has been made public. It appears that the Railway Commissioner under the late Norquay Government, on June 13th, 1887, entered into a contract with the Manitoba Central Railway Company to lease the Red River Valley Railway to the company for the period of 99 years, at a yearly rental of \$15,000 per annum, or 5 per cent. on the actual cost of the road. The lease was to commence as soon as the Red River Valley road was completed. The Manitoba Central people now step in and demand the carrying out of this contract. They propose, that unless the road is handed over to them according to the agreement, to take legal proceedings to compel the province to fulfill the contract. The present Railway Commissioner was aware of this contract, before the ratification of the Northern Pacific agreement. An injunction will likely be asked for to restrain the Northern Pacific from assuming control of the R. R. V. R. The publication of this information has again aroused interest in the railway situation, just as it was considered about settled.

It is when a boot is new that there is music in the sole.

MILLERS, ATTENTION !!

ESTABLISHED 1825.



The J. A. Converse Manufacturing Co

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

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

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

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

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

Manitoba and Northwest Agents:

MERRICK, ANDERSON & Co., Winnipeg

EASTERN MARKETS.

CHICAGO

On Monday, Aug. 27, wheat opened $\frac{1}{2}$ to $\frac{1}{4}$ lower. Trading was active. The visible supply statement bulletined to-day, showed an increase of 907,000 bushels, making a total of 27,170,000 bushels, against 30,573,000 bushels a year ago. Prices were better during the latter part of the day. September wheat opened at 89c, and ranged from 88 $\frac{1}{2}$ to 90 $\frac{1}{2}$ c. Closing prices were:

	Sept.	Oct.	Dec.	May.
Wheat.....	90 $\frac{1}{2}$	90 $\frac{1}{2}$	91 $\frac{1}{2}$	95 $\frac{1}{2}$
Corn.....	44 $\frac{1}{2}$	44	—	39 $\frac{1}{2}$
Oats.....	24 $\frac{1}{2}$	24 $\frac{1}{2}$	—	23 $\frac{1}{2}$
Pork.....	14.27 $\frac{1}{2}$	14.35	—	—
Lard.....	9.35	9.32 $\frac{1}{2}$	—	—
Short Ribs.....	8.45	8.47 $\frac{1}{2}$	—	—

Wheat went wild on Tuesday, and changes in quotations were rapid. September wheat opened at 91 $\frac{1}{2}$ c, and ranged as high as 94 $\frac{1}{2}$ c, only going $\frac{1}{4}$ c below this opening figure. The boom was caused by sensational crop damage reports from the Northwest, short crop estimates from Europe, of the world's supply, and good buying on foreign account. Closing prices were:

	Sept.	Oct.	Dec.	May.
Wheat.....	93	92	93 $\frac{1}{2}$	97 $\frac{1}{2}$
Corn.....	44 $\frac{1}{2}$	44 $\frac{1}{2}$	—	40 $\frac{1}{2}$
Oats.....	24 $\frac{1}{2}$	24 $\frac{1}{2}$	—	23 $\frac{1}{2}$
Pork.....	14.37 $\frac{1}{2}$	14.47 $\frac{1}{2}$	—	—
Lard.....	9.45	9.42 $\frac{1}{2}$	—	—
Short Ribs.....	8.45	8.47 $\frac{1}{2}$	—	—

Wheat was nervous on Wednesday. Fluctuations were 2c in range. September wheat opened at 92c, and ranged from that figure to 94c. Speculative trading is largely in December option. Closing prices were:

	Sept.	Oct.	Dec.	May.
Wheat.....	92 $\frac{1}{2}$	91 $\frac{1}{2}$	92 $\frac{1}{2}$	96 $\frac{1}{2}$
Corn.....	45 $\frac{1}{2}$	45 $\frac{1}{2}$	—	40 $\frac{1}{2}$
Oats.....	24 $\frac{1}{2}$	24 $\frac{1}{2}$	—	23 $\frac{1}{2}$
Pork.....	14.20	14.25	—	—
Lard.....	9.52 $\frac{1}{2}$	9.52 $\frac{1}{2}$	—	—
Short Ribs.....	8.42 $\frac{1}{2}$	8.40	—	—

Wheat followed a rather erratic course on Friday. Experts in North Dakota sent in reports of great damage from the late frost. Cables were conflicting. September opened at 91c, which was the top price of the day. Lowest 92 $\frac{1}{2}$ c. Closing prices were:

	Sept.	Oct.	Dec.	May.
Wheat.....	93 $\frac{1}{2}$	91 $\frac{1}{2}$	—	96 $\frac{1}{2}$
Corn.....	45	45	—	40 $\frac{1}{2}$
Oats.....	—	—	—	—
Pork.....	14.22 $\frac{1}{2}$	14.25	—	—
Lard.....	9.40	9.42 $\frac{1}{2}$	—	—
Short Ribs.....	—	—	—	—

Closing prices on Saturday were:

	Aug.	Sept.	Oct.	Dec.
Wheat.....	92 $\frac{1}{2}$	91 $\frac{1}{2}$	93 $\frac{1}{2}$	97 $\frac{1}{2}$
Corn.....	44 $\frac{1}{2}$	44 $\frac{1}{2}$	—	39 $\frac{1}{2}$
Oats.....	24 $\frac{1}{2}$	24 $\frac{1}{2}$	—	23 $\frac{1}{2}$
Pork.....	14.22 $\frac{1}{2}$	14.30	—	—
Lard.....	9.55	9.57 $\frac{1}{2}$	—	—

DULUTH WHEAT MARKET.

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

	Cash.	Sept.	Oct.	Dec.
Monday.....	97	93 $\frac{1}{2}$	92 $\frac{1}{2}$	93 $\frac{1}{2}$
Tuesday.....	98 $\frac{1}{2}$	95	93 $\frac{1}{2}$	94 $\frac{1}{2}$
Wednesday.....	97 $\frac{1}{2}$	91 $\frac{1}{2}$	93 $\frac{1}{2}$	94 $\frac{1}{2}$
Thursday.....	96 $\frac{1}{2}$	94 $\frac{1}{2}$	93 $\frac{1}{2}$	94 $\frac{1}{2}$
Friday.....	97 $\frac{1}{2}$	94	93 $\frac{1}{2}$	94 $\frac{1}{2}$

Closing prices on Saturday were:—Sept. 96 $\frac{1}{2}$ c; Oct., 95c; December, 95c.

MINNEAPOLIS.

Closing quotations on Thursday for wheat were as follows:—

	Cash.	Oct.	On track
1 hard.....	92 $\frac{1}{2}$	92	92.24
1 northern.....	90 $\frac{1}{2}$	90	90.04
2 ".....	87	86 $\frac{1}{2}$	87.88

Closing quotations for flour were: Patents, sacks to local dealers, \$5.00; Patents to ship, sacks, car lots, \$4.75 to \$4.85; in barrels, \$4.90 to \$5.00; bakers, here, \$3.80 to \$4.00; superfine, \$2.00 to \$3.00; red dog, sack, \$1.60 to \$1.65; red dog, barrel, \$1.80 to \$1.85.

The *Northwestern Miller* of Friday says: The wheat yield, in the south and middle of Minnesota and Dakota, is about what had been expected. People well acquainted with frost effects on wheat, from experience in former years, are not disappointed with the week's developments in that line. To those not familiar with the work of frost, there has been disappointment. That is, the damage has been more than they had expected. The kernel is hurt when the stock seems to look pretty well. There will be much No. 1 hard wheat, but the proportion will be smaller than usual. The damage seems to be about equally divided between quality and quantity. Some very well posted elevator men figure a shortage of 20,000,000 bushels, in this state and Dakota, from what was promised a few weeks earlier—the result of the rust and frost. There was an advance in the flour market the first of the week, due to the rise in wheat. At the first advance, there was a larger number of sales made than for some time previous; mostly from Atlantic coast points, with moderate sales to go abroad. Inquiries were reported as increasing for flour from old wheat for late contracts, some run into October. Flour quotations were further advanced during the week, and held quite firmly, which had the effect of checking the volume of transactions. Buyers bid old prices very freely for forward delivery, but when met with the new quotations, drew off the market.

MONTREAL STOCK MARKET.

The following quotations on Aug. 31 as compared with prices on Aug. 17th will indicate the course of the stock market:

	Aug. 17.		Aug. 31.	
	Offered.	Bid.	Offered.	Bid.
Montreal.....	222	221	222 $\frac{1}{2}$	222
Ontario.....	124 $\frac{1}{2}$	124 $\frac{1}{2}$	125	121 $\frac{1}{2}$
Toronto.....	211	200	211	—
Merchants.....	140	138	138 $\frac{1}{2}$	138
Dominion.....	—	—	—	—
Commerce.....	117 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116
Imperial.....	—	—	—	—
Holston's.....	160	150	160	150
Union.....	93 $\frac{1}{2}$	91 $\frac{1}{2}$	—	92
N. W. Land Co.....	61	58	63 $\frac{1}{2}$	62
C. P. R.....	10 $\frac{1}{2}$	56	56 $\frac{1}{2}$	56

PINHORSE and Bell, of the Oxley ranche Co., were at Grassy Lake yesterday on their way to Medicine Hat with a band of 1,100 head of fat cattle for the Old Country where they have been sold. They will be shipped at Medicine Hat.

The *Minnedosa Tribune* says:—The creditors of the town must have perfect confidence in its ability to pay its indebtedness as they will not abate their demands one iota. It is well to say in this connection that no Minnedosan has so far asked them to do so. The trouble is mainly in a disagreement regarding the time given the town for payment, but it is hoped

that even this difficulty will be overcome at an early date, so that a reorganization may take place at once, and the town not be any longer retarded in its prosperous course.

J. S. NORRIS. JAS. CARRUTHERS.

Norris & Carruthers,
FLOUR AND GRAIN
COMMISSION MERCHANTS.

45 WELLINGTON ST. EAST, CORN EXCHANGE,
TORONTO. MONTREAL.

Liberal advances made on consignments of Flour, Wheat, Barley and Oats.
CORRESPONDENCE SOLICITED.

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STANDARD OIL COMPANY,
(CLEVELAND, OHIO)

Manitoba & Northwest Department, Winnipeg.
ILLUMINATING OILS LUBRICATING

GASOLINE, AXLE GREASE, CANDLES and all PRODUCTS of AMERICAN PETROLEUM.
Our stock here embraces all the Manufactures of the Standard Oil Company. Correspondence solicited.
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WHOLESALE
HARDWARE.

Warnock's and Rixford's AXES. Disston's and Shurley & Deitrich's SAWS. Yale and Peterboro LOCKS. Black Diamond and Nicholson FILES. Heller Bros' HORSE RASPS.

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

Orders by mail or telegram promptly filled at lowest current prices.

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37 Front Street West,
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JOSEPH CARMAN,
WHOLESALE

Commission Merchant,
WINNIPEG, MAN.

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

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

STEWART HOUSE

COR. MAIN & ELLIS STS., MANITOU, MAN.
First-Class in every respect! Re-fitted! Re-furnished!
Good Table! Good Rooms! Three best Sample Rooms in the Province.
ROUNTREE & CONNOR, Proprietors.

THE BEST

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



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

COFFEE.

DOLL

W. F.

WHOLESALE JEWELER.

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

525 Main St., WINNIPEG.

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



ST. LAWRENCE HALL
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Every Attention paid to
Orders.
MONTREAL.

HILLIARD HOUSE.

RAT PORTAGE.

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

LOUIS HILLIARD, PROPRIETOR.

ANGLO-AMERICAN HOTEL !! GREINA, MAN.

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

WOLSELY HOUSE,

WOLSELEY, ASSINIBOIA,
E. A. BANDURY, PROPRIETOR.

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

PALMER HOUSE,

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THE LEADING COMMERCIAL HOUSE.
Free Sample Rooms for Travellers. Opposite C.P.R. Station.

CHAS HARLEY, Prop.

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G. S. DAVIDSON, PROP.

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

Cosmopolitan Hotel,

MEDICINE HAT, ASSA,

Headquarters for commercial travellers and tourists. Good sample rooms and clean and comfortable sleeping apartments.

HUGH DEMPSEY, Proprietor.

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

J. D. MCKENZIE, Proprietor.

GRAND VIEW HOTEL,

BRANDON, MAN.

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

A. F. BOISSEAU, Proprietor

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

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

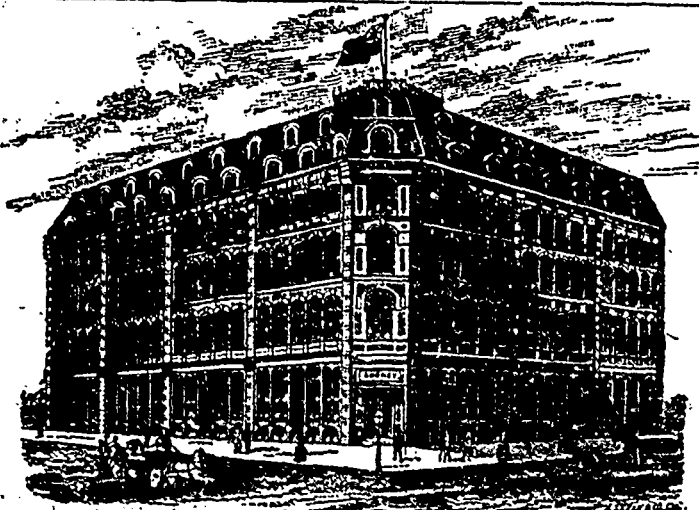
A STORE, STABLE & BLACKSMITH SHOP;

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

R. A. WALKER, BRASIDE, SINTALUTA. MR. TAYLOR, care D. H. McMillan & Bro., Winnipeg.

For particulars apply to Battiscombe Bros., Sintaluta.

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



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

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

H. Y. ARKELL,
WHOLESALE

PRODUCE AND COMMISSION
MERCHANT,
Vancouver, B.C.

MANITOBA PRODUCE a Specialty.
Consignments Received in All Lines.
Correspondence solicited.

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

Having made arrangements with the C.P.R. I am prepared to finish the trade with the above mentioned articles manufactured from the very best seasoned dry cedar and white pine. All work guaranteed. Correspondence solicited. P.O. Box 39, Victoria, B.C.

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

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

HUMBOLDT STREET, - VICTORIA, B.C.

J. & A. Clearihue,

COMMISSION MERCHANTS
AND MANUFACTURERS AGENTS,
Dealers in—

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

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

THE DRIARD,
VICTORIA, B.C.

The only strictly first-class hotel
in the province.

Colonial Hotel,
WESTMINSTER, B.C.

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

LELAND HOUSE, VANCOUVER,

British Columbia.

The leading commercial hotel of the city. Directly above the C.P.R. Station and Steamboat wharf. All modern improvements. Sample rooms for travellers.

J. E. INSLEY, Mgr. WM. PROUT, Prop



The Canadian Rubber Co
OF MONTREAL.

Manufacturers of

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

WORKS: Papineau Square, Montreal
WAREHOUSE: 335 St. Paul St.

Branch: Cor. Front & Yonge Sts., Toronto.

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

Boneless Blood Red Salt Salmon,
(Heads and Tails off in bbls. and halves.)

RED SALMON BELLIES
(In kits and halves)

SALMON TIPS.
BLACK COD FISH
(In 1/2, 1/3 and whole bbls.)

SALT OOLACHANS (OR CANDLE FISH)
(In kits and quarter bbls.)

Smoked Oolachans.

FOR SALE BY
HENRY SAUNDERS,

37 to 41 Johnson St., VICTORIA, B.C.
P.O. Drawer H.

The N. P. Agreement:

The following is a brief summary of the amended agreement between the Manitoba Government and the Northern Pacific:

The Railway Commissioner, acting for the province, shall build and complete the R. R. V. railway to a point within the city of Winnipeg. The railway shall then be sold, with rolling stock now on hand, consisting of two locomotives, 17x24 inch cylinders; thirty box cars, of 40,000 lbs. capacity each; twenty-eight flat cars, 40,000 lbs. capacity each; eight hand cars and eight push cars to the company for the price of seven hundred and twenty thousand dollars, to be paid by delivery of first mortgage bonds (at the face value) of the company issued on said line to the commissioner, principal payable in twenty-five years, bearing interest at the rate of five per cent per annum, payable annually.

The company will build a bridge across the river at Winnipeg, and erect necessary depot buildings on the north side of the river, in the city. Bridge to be completed by July next, but in meantime a temporary bridge will be built, to bring railway into heart of city at once. Government to give a bonus of \$40,000 in aid of bridge.

Regarding the Portage extension, Commissioner shall go on with the work of building the road, under the direction of the company, and it shall be completed by November 1st next. Money to be paid by commissioner, upon order of the company, but not to exceed the sum of \$400,000, the company to provide all money necessary to complete the line, over the sum named. All money paid out by commissioner to be repaid by company before May 1st, 1889. In the meantime the company shall operate the road, but the commissioner shall retain possession thereof until the money expended thereon by the province is repaid. In default of repayment of money expended by the commissioner, the latter shall be entitled to take full possession of the road and equipment thereof, and in further default up to August 1st, 1889, the commissioner shall also be entitled to take full possession of the R.R.V. railway and equipment thereof. The company shall construct a bridge across the Assiniboine river near Portage la Prairie, in aid of which \$40,000 bonus will be given by the province.

The company covenants to construct a railway from the Red River Valley Railway at

Morris to Brandon, within one year from the 1st day of November, 1880, and to construct twenty miles of said railway on or before the 1st day of December, 1888.

It is further agreed that all said lines of railway when completed shall be of a standard equal to the standard of the main line of the Northern Pacific Railway in the United States east of the Missouri river.

The company also covenants and agrees forthwith after construction to sufficiently equip, and from thenceforth efficiently operate all the said lines of railroad.

Mortgage bonds to amount of \$16,000 per mile shall be issued on each mile of said railway, for purpose of equipment, etc. The Government shall guarantee interest on \$6,400 per mile on each mile of said railway at the rate of five per cent for 25 years.

It is agreed that the interest guaranteed by the Government on said bonds shall be payable only in the event that the gross earnings of the railways are not sufficient to pay the expense of operating and maintaining the railways and the interest upon its bonds.

It is agreed that all unguaranteed bonds not earned when said lines are completed and equipped according to the terms and conditions of agreement are to be cancelled, and no other additional bonds are to be issued.

The Commissioner agrees that the railways shall be exempt from taxation of any kind coming under the authority of the legislative assembly of Manitoba until the earnings of said lines are sufficient to pay the expenses of operating, the same, and also interest upon the bonds.

The company agrees to allow any other company (except the Canadian Pacific railway company and the St. Paul, Minneapolis & Manitoba railway company) running powers over any of its lines at reasonable rates and tolls and on equitable conditions.

It is further agreed that the Lieutenant-Governor-in-Council of the Province of Manitoba shall have full power from time to time to fix freight rates and charges over and upon said lines of railway, and it shall not be lawful for the company to make any rate or charge higher than that mentioned by Order-in-Council of the Lieutenant-Governor-in-Council.

It is understood that the Government has an agreement with the N. P. Co., giving a guaranteed maximum rate upon exports from the province to Duluth, in addition to the above clause relating to the control of rates by the Lieutenant Governor, which latter clause only applies to rates on lines within the province. This agreement as to maximum rates has not yet been made public, but it is referred to in the contract by the following clause:—

It is further agreed that in case the Northern Pacific railway company and the Duluth & Manitoba railway company or either of them shall refuse to carry out an agreement to be made between said Northern Pacific railway company and the Duluth & Manitoba railway company and the commissioner as to rates, for a period of one month after written notice has been given to the traffic manager of the Northern Pacific railway company of such refusal, then the commissioner may take possession of all the said railway lines and operate the same

for the benefit of whom it may concern. Provided that such refusal shall not work a forfeiture in case the same is caused by any law or cause beyond the control of said Northern Pacific railway company or of said Duluth & Manitoba railway company respectively.

Personal.

Jos. Tasse, of Tasse, Wood & Co., wholesale cigar manufacturers, Montreal, arrived in the city last week.

Wm. Scott, manager for Manitoba and the Territories of the Manufacturers' Life Assurance Company, is on a trip West.

A. Weir, western representative of Christie, Brown & Co., of Toronto, was in the city last week, and will go through to the coast.

J. Y. Griffin, of J. Y. Griffin & Co., wholesale provision merchants, Winnipeg, started west last week. He will go as far as Victoria, B.C.

D. R. Wilkie, of Toronto, cashier of the Imperial Bank, was in the city last week. Mr. Wilkie is also vice-president of the Toronto Board of Trade.

Morton Morse, of the firm of Miller, Morse & Co., wholesale hardware, Winnipeg, was married recently to a daughter of D. W. Cummings, banker, etc., of Birtle, Man.

Alberta Stock Notes.

Eastern buyers have purchased one train load of beef from the Cochrane Ranche, numbering 255 head.

The New Oxley Ranche Co. have rounded up 1,300 head of beef cattle, over 1,000 of these being steers.

Horace C. Plunkett, attorney for the liquidator of the Powder River Cattle Co. and Mr. Andrews, the representative of Sir John Lester Kay's Company, went to Mosquito Creek recently to complete arrangements for taking over the cattle recently purchased by the Kay Company. The deal amounted to nearly a quarter of a million dollars.

The shipment of 206 head of cattle from the Stewart ranch were put on the train at Calgary on the 10th inst. and reached Montreal in good condition in six days. They left for Liverpool immediately on the steamship Montreal. The prices received for cattle by the Stewart ranche company were the highest yet recorded, being \$50 per head for three and four-year-old steers and \$36 per head for cows on the range.

Two cars of lumber for McMillan & Scott's elevator at Deloraine, Man., arrived on the freight Tuesday night. Work is to be commenced right away.

Mr. Jennings, a wheat expert from Chicago, is looking over the wheat crop of Manitoba. He is sent here by Chicago grain men to report on the state of the crops. His instructions are to give a reliable report, without coloring one way or the other. He will personally inspect the crops in the principal wheat districts, and report to the board thereon. This action of the Chicago board shows the importance which is placed upon the wheat crop of this region.

AGENCY

DU PONT GUN POWDER.

COMPLETE STOCK

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

LOW PRICES ON APPLICATION TO

MILLER, MORSE & CO.,

Wholesale Hardware Merchants,

PRINCESS STREET, WINNIPEG.

ROBLIN & ATKINSON

WHOLESALE

Grain Shippers,

SPECIALTIES: WHEAT, BARLEY & OATS

P.O. Box 612 WINNIPEG

CORRESPONDENCE INVITED.

JAS. COOPER.

J. C. SMITH

Cooper & Smith,

MANUFACTURERS,

Importers and Wholesale Dealers in

BOOTS AND SHOES!!

36, 38 & 40 FRONT ST. WEST,

TORONTO.

White,
Joselin & Co.

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

All the Latest Novelties.

7 WELLINGTON STREET WEST,
TORONTO

1831 NOTRE DAME STREET,
MONTREAL

MONTREAL BRASS WORKS.

MONTREAL, P.Q.

Robt. Mitchell & Co

Proprietors, Manufacturers of

Gas Fixtures of Every Description,

Engineers, Plumbers,

Steam & Gasfitters Brass Goods,

Gas Meters and Automatic Fire Extinguishers.

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

British Columbia.

Extensive bush fires have been raging in the mountains of the interior.

A postoffice savings bank branch will be opened in Kamloops shortly.

J. A. Langwith has opened a real estate and insurance office at Westminster.

Morgan, Quick & Co., have opened business as liquor manufacturers, at Vancouver.

Nesbitt & Co., of Victoria, will erect a large cracker factory with all the latest improved machinery.

W. H. Lilly, lately in the liquor business at Donald, has disposed of all his possessions and gone to the U. S.

The Nanaimo Equitable Pioneer Society will build a two-story frame warehouse, adjoining the present store of the company.

A. McLean, a well known and leading clothier, of Victoria, has been succeeded by his son, W. A. McLean and James Stewart.

The Bank of British Columbia will build a two-story brick building at Nanaimo, to be occupied by the Nanaimo branch of the bank.

An employee of the Hudson's Bay Co., in the province, occupying a position of trust, is said to have appropriated \$11,000 of the company's funds.

E. Pimbury & Co., druggists, Nanaimo, have moved into a new brick store, and now claim to have the largest and best appointed drug store north of San Francisco.

The Dominion Government has decided to issue a chart of the Fraser River for navigable purposes. Tenders for the improvements at the mouth of the Fraser close Sept. 4th.

John Taylor has retired from the firm of J. Findlay & Co., dealers in machinery and supplies, Vancouver. The business will be carried on under the old firm name by James Findlay.

J. T. Edwards, proprietor of the Cosmopolitan Hotel, Kamloops, has rented his house to E. Kennell, formerly in the hotel trade here. Mr. Edwards will devote his attention to his ranch.

The B. A. Packing Co. have forwarded 15 cars of Skeena river salmon, by special fast train, to eastern Canadian points over the C. P. R. The train will be specially labelled to show what British Columbia can do in the fish line.

The steamship Abyssinia sailed Tuesday evening for Yokohama with 30 passengers, 206 Chinese and a cargo of 1,336 tons of freight, including five car loads of paper mill machinery, 31,070 sacks of flour, 2,600 bales of cotton goods and miscellaneous freight.

A new building society called the Victoria Building Society, has been organized at Victoria. The following officers were appointed: Directors, Messrs. McKillican, Cohen, Fell, McMillan and Boyd; treasurer, G. H. Maynard; secretary, A. St. G. Flint; auditors, R. Erskine, and B. Boggs. One hundred and thirty members were enrolled.

A company has been formed at Westminster to build and run a steamer for the Fraser river trade. The new steamer will be 136 feet in

length, 26 feet beam and 4½ feet depth of hold. Work has been commenced on the hull of the steamer at the Brunette saw mills, which company supplies the lumber. Alex. Watson, of Victoria, has the contract.

J. M. O'Brien, who has been on the editorial staff of the *Victoria Colonist*, has severed his connection with that journal and will join J. C. McLagan, late of the *Victoria Times*, in the publication of the *World*, a new evening paper to be established at Vancouver. With two veteran journalists at its head, the *World* is bound to take a leading place among the provincial press, though several excellent journals now occupy the field.

A provincial exhibit has been prepared, to be forwarded to the Toronto exhibition, largely owing to the efforts of Mayor Oppenheimer, of Vancouver. It consists of a very large assortment of mineral specimens, from all parts of the province; the various fruits grown in the province, also cereals, vegetables, etc.; a fine collection of native woods, and specimens of woodwork, miscellaneous manufactures, etc.

A Well Conducted Business.

Recently a Winnipeg wholesale man took a trip out west to an outlying point less than one hundred miles from the western boundary of Manitoba. He was on a duck hunt, that is to say he was looking after a "lame duck," a general store keeper who was in deep water, and he, the wholesale man, was representing the creditors generally, and intended to see if it would be wise to continue or wind up the business.

The drive from the nearest railway town to the desired point was a long one, and the Winnipeg herald had some difficulty in finding the establishment of his man. However, he found it, and a remarkable structure it was. One portion of the walls of the store was of stone, another was of rough poplar poles, the crevices between being stuffed up with old rags, fragments of old coats and pants, wads of paper, straw and other materials, while the roof comprised almost as great a variety of materials, and was constructed with a special view to ventilation.

The Winnipeg man after viewing, if not admiring the building, commenced an examination of the stock. Of dry goods, he found a mixture, badly mixed, indeed; and strewn around with a carelessness and slovenliness equal to the toughest sight ever seen in a Petticoat Lane establishment in the olden time. In a hole called a cellar he found almost one hundred packages of different sizes and styles of butter, all bearded like Mahomet, also a quantity of so-called cured pork, on which a slimy mildew, nearly half an inch thick, had grown. Everything examined was in an equally dilapidated condition, and the Winnipegger began to lapse into a dazed state of mingled consternation and disgust, merging on mental paralysis. At last his face brightened as he beheld a half chest of black tea, three-fourths full. Ah! he said, here is something not utterly spoiled, and he thrust his hand through the broken lid to sample the goods. But he drew it out in a hurry as a "Phit Miaw" resounded in the box; and while he rubbed and wiped a

scratched hand, he had time to discover, that nestling in the aromatic China weed lay a cat and four kittens. His language after the discovery cannot be given here, as it was slightly unparliamentary. We learn since, that the business is being closed out by the creditors.

The Value of a Good Rating.

Miss Mainchance—George, you have asked of me the dearest treasure a woman has—her heart.

George, (impatiently) —Yes, Irano, relieve my agony of suspense.

Miss Mainchance—You must give me time.

George—Time? How long dearest? A day, a week, a month, a—

Miss Mainchance (sweetly)—No, George; only time to look you up in Dun Wiman's.—*Times*.

"FADER," said Rebecca Schneidelbaum, counterfeiting a roseate blush. "Fader, Mr. Schponger has just called. He is now in the parlor. He has come to ask for my hand—." "Ask for your hand, eh?" replied Mr. Schneidelbaum excitedly. "Rebecca, take those diamond rings off before you go in. We can't let dem go mit the hand. He takes it mitout incumbrance—or he takes it not at all."

At a meeting of creditors in London, England, under the failure of McMaster Bros., of Toronto, resolutions were passed accepting a composition of four shillings and six pence halfpenny in the pound payable after approval by the court.

J. J. Walterhouse, representing the Geo. T. Smith Middlings Purifier Co., has returned to Winnipeg from Ontario. He has lately taken the contract for remodeling the Virden flour mill, and also for supplying machinery for Law & Pearson's new elevator at Neepawa, Man.

A Chicago grocery clerk has got himself into trouble by writing on a postal card the following message:—"Call at once at our office and pay your grocery bill." The call was not made on the clerk, says an exchange, but on the postal authorities, who had the smart young man arrested for violation of the postal laws.

Some idea of the depreciation of landed property in England may be gathered from the fact that last month a freehold estate known as the Red Lyons Farm, in Essex, and consisting of dwelling house, farm buildings and 130 acres of arable and pasture land, was sold for £1,390. A freehold farm at St. Lawrence, farm buildings and 104 acres 1 rood and 12 perches of land, was with difficulty disposed of at £275.

From the beginning of its manufacture until now not a single ounce of any but pure Virginia leaf of the finest quality has been used in the "Myrtle Navy" tobacco. The manufacturers of it have a settled belief that the public cannot be misled on this point, and that any tampering with the quality of the brand would be monetary loss to them. Thousands of dollars a year saved by mixing with an inferior leaf, would not repay them for a doubt on the part of the public as to the quality of their tobacco.

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

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

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

PROVISIONS!

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

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

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

Toronto Hide & Wool Co
 Wholesale Dealers in
HIDES!
 SHEEPSKINS AND WOOL
JOHN HALLAM
 88 Princess St., WINNIPEG
 83 and 65 Front Street East, TORONTO.
 PROPRIETOR.

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

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

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

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

Protect HOME Industry!

BOECKH'S
STANDARD
BRUSHES.
 Quality and Size Guaranteed.
 For Sale by all Leading Houses.

Campbell, Spera & Co.,
 WHOLESALE IMPORTERS OF
MEN'S FURNISHING GOODS,
 Smallwares, etc.
 MANUFACTURERS OF
 Overalls, White and Regatta Dress
 Shirts, Flannel, Cotton & Tweed Shirts
 Our stock for the coming season is replete with all the
 Novelties. The inspection of buyers cordially invited.
CAMPBELL, SPERA & CO.,
 27 PORTAGE AVENUE EAST,
 WINNIPEG.

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


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

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

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

Smith & Keighley,
TEAS,
 EAST and WEST INDIA PRODUCE
 —AND—
 GENERAL GROCERIES.
 9 Front St. East,
TORONTO

Importers British & Foreign Dry Goods

A Full Range of Canadian Staples
Always in Stock.

STOBART, SONS & CO.

PORTAGE AVENUE, WINNIPEG.

Grain and Milling.

Jas. Massie has been recommended by the Winnipeg board of grain examiners, for the position of deputy grain inspector.

The *Northwestern Miller* has resigned its position as the official newspaper of the Millers' National Association of the United States.

Mitchell & Bucknell, of Millwood, Man., propose erecting a 25,000 bushel elevator this season, in connection with the roller mill at that place.

H. Moores, of Moores & Co., grain merchants of Kingston, was in town last week. This firm handled a quantity of Manitoba cereals last year.

The *Brandon Sun* of Thursday last says:—Harvesting in this district is now general. The barley crop has been a very good one and it has been harvested in good shape. The weather never was more favorable for the general gathering of the crops.

Chicago Daily Business:—Rates to Buffalo are steady and firm on the basis of 3½¢ for wheat, 3¢ for corn and 2½¢ for oats. The Erie canal rate is quoted at 5½¢ for wheat, 5¢ for corn and 4½¢ for oats. The Georgian Bay rate is steady at 2½¢ for corn and 2¢ for oats.

Smith & Brigham are getting the Assiniboia roller mills at Moosomin, Assa., into working order. They are putting in a new engine and boiler of 100 horse power, and are instituting many other important changes. A spur track to connect with the C. P. R., will be put down.

Edgar, grain dealer, of Brandon, now sports a silk hat sent him by the late John Ogilvie as a result of a bet made last fall that a million bushels of wheat would not be marketed at Brandon last fall. The million was reached, and Mr. Ogilvie paid the bet. This makes Brandon the largest primary wheat market in Canada.

A New York circular says:—The bull side of the wheat market certainly has never had better statistical backing since 1879. Speculative trading at New York during last week aggregated 80,000,000 bushels, against 25,597,000 bushels in the previous week, and 85,000,000

during the panic week in June, 1887. The export demand is active. Shipments of wheat (and flour as wheat) both coasts last week aggregated 2,336,020 bushels; in the like week last year the total was 4,021,000 bushels. The exports from July 1 to date are 10,441,308 bushels. One year ago the corresponding total (eight weeks) was 32,949,899 bushels.

An exchange gives the following as the origin of Fife wheat:—About the year 1842, David Fife, of the township of Ottonabee, Ontario, purchased from a friend in Glasgow, Scotland, a quantity of wheat which had been obtained from a cargo direct from Dantzic. As it came to hand just before spring seed time, and not knowing whether it was a fall or spring variety, Mr. Fife concluded to sow a part of it that spring and wait the result. It proved to be fall wheat, as it never ripened, except three ears, which grew apparently from a single grain. These were preserved, and although sowed the next year under very unfavorable circumstances, being quite late and in a shady place, it proved at harvest to be entirely free from rust, when all wheat in the neighborhood was badly rusted. The product of this was carefully preserved, and from it sprung the variety of wheat known over Canada and the northern states by the different names of Fife, Scotch and Glasgow.

THE victim of a hanging dies from taking a drop too much.

IN the grocery business, "the weigh of the transgressor" is about fourteen ounces to the pound.

PATRON—"Waiter, how's this?" "How's what?" "I found this cigar-holder in the soup." "Well, well! I'm glad of that. I've been hunting for the hanged thing an hour."

Jas. McEwan, of Minneapolis, was at Calgary recently. Mr. McEwan, says the *Tribune*, was here in 1883 and 1884, and was one of the first to prospect the timber limits on the Red Deer for the Alberta Lumber Co. It is thought that his visit is in connection with the Lumber Co., or perhaps the Alberta & Athabasca Railway.

GRANT AND HORN,

PRODUCE and
COMMISSION

•• MERCHANTS. ••

19 Alexander St. West,
WINNIPEG, MAN.

FLOUR EXPORTERS,

AND DEALERS IN
BUTTER AND EGGS, CHEESE

☞ Potatoes in Car Lots. ☞
BALED HAY,

SACKS.

FOR GRAIN AND FLOUR.

COARSE - LIVERPOOL SALT - DAIRY

S. R. PARSONS. HENRY BELL. W. E. HAZLEY

PARSONS, BELL & CO.,

Wholesale Paper Dealers

—AND—
GENERAL STATIONERS;

AGENTS

Canada Paper Company,
Manufacturers Printing, Wrapping & Writing Papers
&c., Montreal and Windsor Mills, Quebec.

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

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

GERRIE BLOCK, PRINCESS STREET,
WINNIPEG.

Bookbinding

WARWICK & SONS,

Manufacturing Stationers, Publishers, Book-
sellers, Printers, Bookbinders, etc.
Printers & Binders to the Ontario Government.

TORONTO, ONT.

Bindery furnished with the latest and best
machinery and appliances for turning out first-
class work. WRITE FOR ESTIMATES.

BROWN BROS.,

Wholesale and Manufacturing

STATIONERS,

64 to 68 KING STREET-EAST,

TORONTO.

SPECIALTIES.

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

**Business East
ONTARIO:**

R. Stewart, tailor, Toronto, has assigned.
 Jos. Luko, cooper, Whitby, has assigned.
 J. Page, dry goods, Toronto, has sold out.
 Isaac Oke, carriages, Uxbridge, has assigned.
 H. Weniacht, tailor, Toronto, has assigned.
 R. H. Cozzens, lumber dealer, Sarnia, is dead.
 W. J. Lindsay, millinery, Sarnia, has assigned.
 Yorkville Wall Paper Co., Toronto, have assigned.
 Bingham Bros., dry goods, Aylmer, have sold out.
 W. T. Garity, oatmeal mill, London, is burnt out.
 A. J. Morrow, general storekeeper, Dacre, has assigned.
 J. C. Leddettor, jeweler, etc., Kincardine, has assigned.
 F. Franklin, furniture dealer, Port Rowan, has sold out.
 J. C. McCully, general storekeeper, Wick, has assigned.
 McAndrew & Noble, plumbers, Peterboro, have assigned.
 Alex. Arnold, hotelkeeper, Penotanguishene, is out of business.
 Chas. Campbell, hotelkeeper, Burlington Beach, has assigned.
 Robt. Ferguson, general storekeeper, Franktown, has assigned.
 J. H. McLeod, gents' furnishings, etc., Woodstock, stock advertised to be sold by auction.

A. J. Wilkinson, boots and shoes, Essex Centre, has assigned.
 J. D. MacDougall, lumber dealer, Grimsby, has moved to Jordan.
 Butterworth Bros., hotelkeepers, Lambton Mills, have sold out.
 A. A. Knox & Co., dealers in hats, etc., Toronto, have assigned.
 J. E. Proctor, general storekeeper, Corunna, is moving to Courtright.
 W. G. Johnston, hotelkeeper, Port Arthur, has removed to Winnipeg.
 Thomson & Wright, lumber dealers, Hamilton, are offering to compromise.
 H. W. Lancey & Co., dry goods, Petrolia, are advertising business for sale.
 Wm. Butcher, dealer in wagons, Clear Creek, is removing to Port Rowan.
 J. C. Grant, hotelkeeper, London, is offering to compromise at 25c in the dollar.
 The following were more or less damaged by fire at Blenheim: Ford & Sons, furniture; C. L. Songunten, watches; C. A. Wedge, fruit; A. L. Bisnett, lumber, etc.; Chas. Mallory, billiards; T. B. Shillington & Co., tailors; W. H. Dainty, dry goods; Mrs. Shaver, millinery.

QUEBEC.

Joseph Pilon, hotelkeeper, Coteau Landing, is dead.
 Picard & Pinault, general store, Fraserville, have assigned.
 Marcotte, Perrault & Co., dry goods, Montreal, assigned.
 Dragon & Frere, grocers, Montreal, meeting of creditors called.

F. X. Lapiore, hotel, Montreal, dissolved.
 LaBissoniere & Lanouette, general store, Batiscan, has assigned.
 Laurendeau & Co., dealers in coal, etc., Montreal, have dissolved.
 D. H. McLeod, general store, Spottstown, has made an assignment.
 McGarity & Pigeon, biscuit manufacturers, Montreal, have dissolved.
 Wilson Walter & Co., manufactures' agents, Montreal, have dissolved.
 Turcot & Co., wholesale millinery, Montreal, A. J. Turcot, only partner, dead.
 Adeland, Sauvageau & Co., manufacturers of tinware, Montreal, have dissolved.

NOVA SCOTIA.

Jacob Walton, produce, etc., Camard, has assigned.
 Mrs. Jennie Gordon, millinery, Halifax, has assigned.
 J. R. Rogers & Co., general storekeepers, Yarmouth, have assigned.

Letters patent of incorporation have been applied for by the Sebaskong Lumber and Mining company, with a capital of \$25,000 and chief place of business at Rat Portage.

James McLaren, of Ottawa, was at Westminster, B. C., on the 20th ult., arranging for the erection of the new lumber mill for McLaren, Ross & Co., which will have a capacity of 300,000 feet.

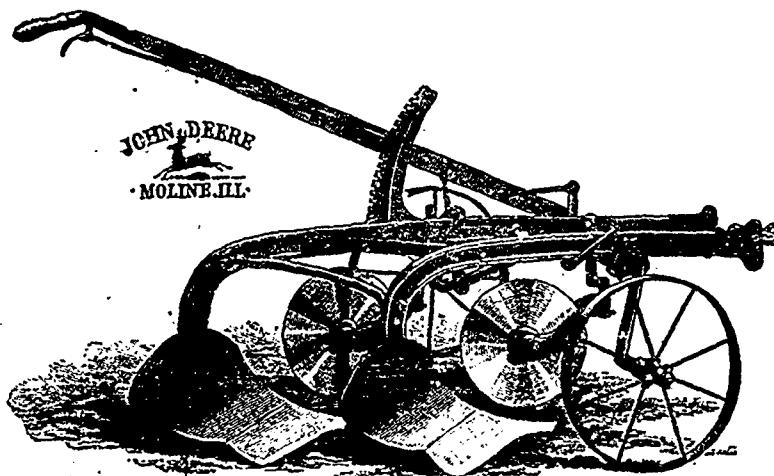
The Eddy Co., of Hull, Quebec, are manufacturing from sawdust, vessels in the shape of a pot, capable of resisting heat and fire. These sawdust pots are said to be as good as iron pots for kitchen purposes.

F. A. FAIRCHILD & CO.

—WHOLESALE DEALERS IN—

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

PLOWS,
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 SEEDERS,
 FEED CUTTERS,
 CRUSHERS,
 WAGONS,



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

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

WINNIPEG.

RUMORS reached Manitoba freely earlier in the season, to the effect that crops in Ontario were a failure. From the report of the bureau of industries for that province, however, it is pleasing to learn that these rumors had been greatly exaggerated. Some districts suffered from drought, but taking the province as a whole, the Ontario farmers have no reason to complain of the result of the present season. From the official report we learn that fall wheat suffered during the early part of the season, and the yield will be below the average, and of rather poor quality. This is an important crop in the country west of Toronto. Spring wheat, which is grown principally in the eastern portion of the province, has turned out more favorably. A limited area of country suffered severely from drought, but 80 per cent. of the reports were favorable. It is noticeable that the spring wheat area shows a steady decline. Oats have been an abundant crop, with some minor exceptions. Corn, grown in the western peninsula, is a fine crop. Potatoes and roots are a good crop, except in the drought district. Winter apples are a good crop, but early apples are poor. Peaches are almost a failure. Pears a fair crop and grapes an excellent crop. Plums and cherries are poor, and the trees are being destroyed by the black knot. The total area in the principal crops is 7,616,359 acres, as compared with 7,429,084 acres in 1887, and 7,342,435 acres for the period 1882-87. In addition there are 2,535,604 acres of "cleared land" devoted to pasture in 1888, a slight increase over the 2,523,939 acres reported in 1887. The following table gives the acreage, estimated product and yield per acre of the several crops for 1888. The acreage and actual yields for 1887 and the average for the years 1882 to 1887 are also given by way of comparison:

Crops.	Acres.	Bushels.	Yield per acre.
Fall Wheat:			
1888	820,537	12,837,259	15.5
1887	897,743	14,440,611	16.1
1882-7	985,392	10,503,304	20.2
Spring Wheat:			
1888	867,859	6,681,441	15.2
1887	841,821	5,633,117	11.6
1882-7	526,104	9,713,879	15.5
Barley:			
1888	805,432	20,851,973	23.3
1887	767,316	17,184,830	22.3
1882-7	734,510	19,166,413	26.1
Oats:			
1888	1,919,863	50,788,249	32.5
1887	1,032,463	49,813,101	29.6
1882-7	1,622,622	54,419,177	35.7
Rye:			
1888	81,037	1,150,000	13.7
1887	83,362	894,887	13.1
1882-7	115,206	1,700,118	14.8
Peas:			
1888	606,653	13,267,661	19.5
1887	726,765	12,173,332	16.8
1882-7	623,207	12,932,450	21.7
Beans:			
1888	22,700	495,242	21.8
1887	22,375	275,975	13.6
1882-7	22,133	461,343	20.4
Hay and Clover:		Tons.	
1888	2,201,633	2,009,017	0.83
1887	2,254,613	3,003,610	1.34
1882-7	2,232,352	3,008,547	1.31

R. Grant & Co., of the Wellington saw mill, B. C., have made arrangements for the erection of a new saw mill in the near vicinity of the Union Mines at Comox. A. Grant and J. C. Davis have the contract for the erection of the saw mill building. R. Grant will have charge of the mill and his partner, L. Mounce, will continue in charge of the Wellington mill. The mill will be fitted up with modern improvements and have a capacity of 15,000 feet of lumber per day. Planer and shingle machines will also be put in.



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

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, April 17th, 1887

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Friday
LEAVE 13 00		Portage la Prairie	ARRIVE 14 50
A14 25	65	Gladstone	18 25 D
D14 45	65	Necpawa	13 05 A
15 45	61	Minnedosa	11 58
A16 31	79	Rapid City	11 14 D
D16 45	79	Russell	11 05 A
17 50	94	Langenburg	9 45
18 30	115	Shoal Lake	9 20
110 30	138	Birtle	18 20
21 49	155	Binscarth	6 20
23 00	168	Russell	5 00
23 15	180	Langenburg	4 45
ARRIVE			LEAVE

No. 4, Mondays and Thursdays. No. 1, Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.
Trains for Binscarth leave Birtle Tuesdays and Thursdays only at 20.30. For Russell leave Birtle Tuesdays only at 20.30; returning leave Russell Wednesdays only. For Langenburg leave Birtle Thursdays only at 20.30; returning leave Langenburg Fridays only. For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 17.00; returning leave Rapid City Mondays, Wednesdays and Fridays.
Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.
For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent, Portage la Prairie, or to
W. B. BAKER, General Superintendent

THE BOYS IN BLUE,

With their families, relatives and friends, en route to the National Encampment at Columbus, Ohio, Sept. 10th to 14th, should select

THE NORTHWESTERN LINE,

Chicago, St. Paul, Minneapolis & Omaha Ry

No so-called "official" trains will be run on "The Northwestern Line," but ample accommodations—first-class in every particular—will be provided on regular trains, handsomely equipped, and running with the regularity of clock-work, on which you will secure well cooked and well served meals in dining cars, at reasonable hours and at a reasonable price.

Pullman and Wagner vestibuled trains are run on this line between Minneapolis, St. Paul and Chicago; and all classes of tickets are good on these famous vestibuled trains without extra charge.

Tickets to Columbus and return will be on sale, a few days previous to Sept. 10th, over "The Northwestern Line" and connections, at about one cent per mile for the round trip from St. Paul; and after arrival at Columbus, should you desire to visit any other point in Ohio, or east to Pittsburgh, Wheeling, or any point south of the Ohio River, it is expected that reduced rates can be secured at Columbus on presentation of return portion of your excursion ticket over "The Northwestern Line" to the joint ticket agent at Columbus. An extension of time for the return trip via this line can also be obtained at Columbus if desired.

For tickets, sleeping car accommodations and correct information call on regular agents at 159 East Third street, St. Paul; 13 Nicollet House Block, Minneapolis; 112 West Superior street, Duluth; or address the undersigned. Tickets to Columbus and return, or to any other points via this line, can be obtained at principal offices of the Northern Pacific or St. Paul, Minneapolis & Manitoba railways, the agents of these companies being authorized to act for "The Northwestern Line."

T. W. TEASDALE, Gen. Passenger Agent, ST. PAUL, MINN.

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

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

Chicago, Burlington, Kansas City	Leve St. Paul	Leve Minneapolis
and Des Moines Ex.	a 8.45 a.m.	a 9.25 a.m.
St. Louis Fast Ex.	b 6.25 p.m.	b 7.05 p.m.
Chicago Fast Ex.	d 6.25 p.m.	d 7.05 p.m.
Des Moines Passenger	a 6.25 p.m.	a 7.05 p.m.
Excelsior and Watertown	a 8.10 a.m.	a 8.45 a.m.
Arlington and Excelsior	a 4.15 p.m.	a 4.50 p.m.
Wankato Express Accom.	a 3.15 p.m.	a 4.00 p.m.
a Ex. Sunday b Ex. Saturday. d Daily.		

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DIRECT LINE TO WATERTOWN, D.T.

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