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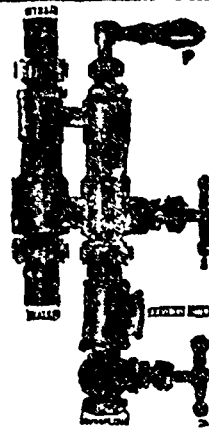
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A Journal of Commerce, Industry, and Finance
specially devoted to the interests of Western
Canada, including that portion of Ontario
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Publisher

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

WINNIPEG, APRIL 2, 1888.

THE Stonewall News has changed hands.

TAYLOR & SON, commission merchants, Win-
nipeg, are out of business.

METCALFE will go into the blacksmith busi-
ness at Souris City, Man.

HENDERSON'S Pocket Gazetteer and Travel-
ler's Guide for April has been issued.

GEO. MCQUAIG, general merchant, of Medi-
cine Hat, Assa., was in the city last week.

JOHN KEDDY, implement agent, Brandon, has
gone into that business on his own account.

FIELD, stove and tin-ware, Brandon, claims
he has no intention of selling out, as has been
reported.

THE Winnipeg board of grain examiners met
Thursday afternoon to consider Mr. Farrell's
communication touching Manitoba barley.
There were present nearly all the prominent
grain men in the city. The general outline of
Mr. Farrell's report was concurred in, and a
draft was prepared to be published, at an early
date, in circular form, for distribution amongst
brewers and malsters in the eastern provinces,
United States and Great Britain, as well as
among the farmers in the Northwest.

THE manner in which the Brandon board of
trade has taken hold of the immigration ques-
tion shows that the business men forming that
organization are made of the right kind of
stuff. The board has opened an employment
and general intelligence office, for the direction
and convenience of incoming settlers. An
agent has been appointed to work on the trains
between Port Arthur and Winnipeg, in the in-
terest of the Brandon district. The work of
the board will be certain to accomplish a great
deal of good for the district.

BOISSEVAIN, Man. wants a tailor.

Mrs. A. Larocque, grocer, Winnipeg, has
given up business.

J. D. Chapdelaine, hotelkeeper and general
store, Cypress River, Man., has assigned in
trust.

POTATOES sell as high as \$1.75 per bushel at
Edmonton, wheat at \$1.50, barley, at \$1 and
oats at 60 cents.

E. F. HUTCHINGS, wholesale harness and
saddlery, Winnipeg, has returned from an
extended eastern trip.

WM. JOHNSTON, of Winnipeg, will open a
tin shop at Indian Head, Assa., in the store re-
cently occupied by Fishleigh & Dillon.

SINCE January 1st last, about 700 horses have
been brought from Ontario to Brandon and sold
at the latter place. This would indicate that
the Brandon district is settling up fast.

C. CHRISTIE, grocer, Shoal Lake, Man., has
not sold out, negotiations to that end having
fallen through. He has resolved to continue
the business and has added a boot and shoe de-
partment.

ONE cent on the dollar, on the assessment of
Brandon, will return about \$15,000. The esti-
mated expenditure for 1888 slightly exceeds
this sum, but according to the municipal act of
1886, the municipal tax for cities and towns is
limited to a maximum rate of one cent on the
dollar.

THE Grand Union Hotel, Grenfell, Assa., has
changed hands, W. F. Upton having pur-
chased the interest of Fleming, of the firm of
Fleming & Copeland, proprietors of the house.
The new style will be Upton & Copeland. This
hotel was wrongly located at Wappella, in a
previous issue.

FRED. STARKEY, who has leased the New
Douglas House, Winnipeg, took charge on
April 1st. He will fit up and re-furnish the
house throughout, and endeavor to keep up the
reputation of this well-known hostelry, for
which his long experience as a hotel-man has
amply fitted him. Mr. Starkey was formerly
clerk of this house.

MR. DALY, M. P., has received a petition
which he has presented to Sir George Stephen,
from residents in the municipalities of Brandon,
Whitewater, Oakland and Glenwood, Man.,
asking for the extension this year of the Del-
oraine and Glenboro branches of the C. P. R.
The petition bears 291 signatures with the sec-
tion, township and range of each signer, and
shows the quantity of wheat raised by each
last year, and the number of acres to be put in
crop this year. The figures are as follows:
signers, 291; wheat last year, 555,432 bush.,
acreage under cultivation, 34,453 acres.

THE Minneapolis and St. Louis Railway will
sell upon April 3 and 24, May 8 and 22, June 5
and 19, round trip tickets at one fare for the
round trip, to all points in Nebraska, Kansas,
Texas, Arkansas, New Mexico, Florida, Tennes-
see, Mississippi, Alabama, Georgia, North and
South Carolina, Minnesota and Dakota, tickets
good for thirty days from date of sale. For
tickets, rates, sleeping car accommodation, in-
formation may be had from the nearest ticket
agent or from E. A. Whitaker, general ticket
and passenger agent, Minneapolis.

THE Queen's Hotel at Macleod, Alberta, has
been re-opened under the management of J. A.
Simms.

A. G. THORNBURN, general merchant, Broad-
view, Assa., has decided to close his branch at
Crescent Lake.

E. J. ROCHON, has purchased the Avenue
hotel, at Fort William, and intends fitting it
up in good style.

A. H. MCINTYRE, watchmaker and jeweller,
of Portage la Prairie, will open a branch at
Rapid City, Man.

THE partnership existing between James D.
Morice and Charles H. Allen, barristers, Win-
nipeg, has been dissolved.

C. H. ALLEN and J. D. Cameron, barristers,
Winnipeg, have entered into partnership under
the firm name of Allen & Cameron.

CALGARY Tribune: W. Martin has returned
from the coast. We understand it is the inten-
tion of his firm to open up in business there.

F. W. PETTIT, of Calgary, has taken McKin-
noll into partnership in his insurance business.
The name of the new firm will be Pettit & Mc-
Kinnell.

GARLAND, ELLIOTT & Co., of Port Arthur,
who have a branch store at Sault Ste. Marie,
have had their store and stock at the latter
place damaged by fire.

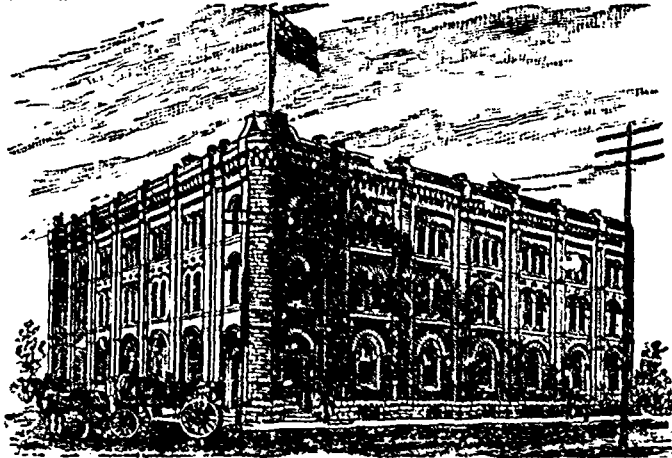
A LONDON cable of Tuesday says: "A very
active business in Canadian Pacific shares has
been done since the monopoly negotiations be-
gun. Shares now stand at 62½ to ¾."

THE Cypress county council at its last meet-
ing appointed Mr. Anderson, a successful farm-
er living near Carberry, to act as immigration
agent at Winnipeg for the Big Plain.

A CIRCULAR issued by A. M. Smith and W.
W. Keighley, of Toronto, and Jas. Neil, of
Owen Sound, who are respectively president,
vice-president and secretary-treasurer of the
new marine concern, announces the establish-
ment of a new steamboat line which will op-
erate between Owen Sound and Sault Ste.
Marie, beginning with the opening of navi-
gation.

MR. WATSON, M. P., has presented at Ot-
tawa, the petition of the Emerson & North-
western railway company, represented by A.
Muchmore, Winnipeg, asking for authority to
construct a railway from West Lynne on the
Red River Valley, in a northwesterly direction
to Portage la Prairie, with power to construct
a bridge across the Assiniboine at that point;
and also to build branch lines north to Lake
Manitoba, south to the international boundary,
east or southeast to Emerson, and westerly or
northwesterly to a point on the western bound-
ary of Manitoba.

P. Bonneau, a Wood Mountain rancher, is
said to have discovered a seam of coal in an
immense bed at a point ten miles from Willow
Bunch and about ninety miles from Regina. He
says the quality is fully equal to the Galt coal
and probably better. He could see seven or
eight feet of the seam but thought it extend-
ed considerably lower in the ground. Sand
stone also exists in tremendous quantities in
that locality, and of a very good quality. It
could be used to excellent advantages for build-
ing purposes.

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TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

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FLOUR MILL BUILDER

CONSULTING ENGINEER, &c.

218 Third Avenue South,
MINNEAPOLIS, - MINN

A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec 15th 1898

JAMES PYE, Esq., Minneapolis, Minn. U.S.A.

Dear Sir, In handing you our check for \$1,301.25 in full for balance on your contract for building and enlarging our mill we without hesitation wish to state that we are most pleased to have done business with your 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 quantity 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. MacLennaghan, Managing Director.

Nothing definite seems yet to have been decided upon regarding the location of the Dominion Government experimental farm for Manitoba. This is to be regretted. If any thing is to be done this season, there is no time to be lost. Two years have now passed away since the decision to establish these farms was arrived at, and yet the location of the farm has not been decided upon, so far as is yet known. Whatever section of the Province is to be favored with the experimental farm, it is to be hoped the selection will be made at once, so that something may be accomplished this season.

The prospect of another large grant to the C. P. R. Co. is contemplated with anything but pleasure in Eastern Canada. The Government papers are doing their best to overcome the feeling, by showing that the grant to the company will result in benefit to the country, by enabling the company to increase its usefulness. On the other hand the Opposition papers, whilst making all the capital they can out of the Manitoba agitation, will undoubtedly find fault with the terms of settlement with the railway. It has been forcibly shown by the recent developments, that the Government made a terrible blunder when it did not call upon the C. P. R. to surrender its monopoly the last time the company made application for assistance. At that time the company was badly off for funds to finish its enterprises, and it is fair to infer that it would then have surrendered its monopoly for little if any additional assistance beyond that asked for, had the Government pressed the point. Instead of this, Parliament was induced to vote the loan by misrepresentation and double dealing. It was announced that on completion of the North Shore portion of the line, the C. P. R. would voluntarily relinquish monopoly. The loan was voted, but how have the promises made by Sir Charles Tupper been kept. Instead of surrendering monopoly, the monopoly has been retained for several years after the completion of the North Shore division, and now a vast sum must be paid for its relinquishment. No wonder that some of the eastern papers, which formerly favored the

company, now feel disposed to growl, as witness the following from the Toronto *Monetary Times*:—"The company, which at one time virtually promised to give up its monopoly when the road north of the lakes should be finished, will drive as hard a bargain as possible. When it was getting from the Government a loan which could not have been secured elsewhere on the same terms, if at all, it authorized the Minister of Railways to announce the approaching abandonment of the monopoly which it claims; now it asks payment of millions for that surrender. The juggles of railway finance are the reverse of edifying, and what is more, when they come in the form of those connected with the Canadian Pacific, they are very costly to the public."

One of the eastern journals which has done a great deal of squirming over the Manitoba situation, is the Montreal *Gazette*. Some time ago the *Gazette* admitted that the monopoly clause in the C. P. R. charter did not apply to Manitoba. Indeed it went so far as to declare that disallowance in Manitoba was carried out solely in the interest of the general "trade policy" of Canada, and without regard to the C. P. R. Now the *Gazette* adopts a new tune. In order to furnish an excuse for the payment of a large sum, the *Gazette* goes back to the old line of argument, long ago shown to be untenable, that the monopoly clause did apply to Manitoba. Thus circumstances alter cases, or arguments, with these party hacks. So far as the people of Manitoba are concerned, they care little what line of argument these party sheets adopt, so long as the great desideratum is secured—the removal of monopoly. It is evident, however, that the Dominion Government is so completely under the control of the C. P. R. that it dare not change its disallowance policy without at first buying off the company by a large payment for a worthless clause in the latter's charter. This so called "trade policy" of the Dominion seems therefore to have been the policy of the C. P. R., and not of the Government. Monopoly in Manitoba is really what was valuable to the railway company,

and this is what it will be paid for surrendering, though the Dominion authorities have claimed all along that the company had no claim upon such monopoly. It only requires the exercise of a little common sense to see that the monopoly in the Territories alone is practically worthless to the company.

SOME parties who a short time ago belittled the Manitoba agitation against railway monopoly, are now greatly overjoyed that monopoly is to be done away with. Though the press of the Territories generally favored Manitoba's cause, yet there were a great many who actually opposed the granting of our rights, or endeavored to belittle the movement. It was plain from the very commencement, that the Manitoba agitation was likely to end in the entire removal of monopoly not only in the Province, but throughout the entire West. If the people west of Manitoba, in the Territories and British Columbia, who are now rejoicing at the complete removal of monopoly, had given this Province that support which was due the cause, the incubus might have been removed much sooner. But owing to a feeling of selfishness, jealousy or indifference, Manitoba was left to fight the battle alone, and she has won freedom not only for herself, but for all the western country. The western country has been emancipated, and the credit should be given where it is due—to the people of Manitoba, and in spite of their misrepresentation in Parliament. The "shysters" who compose the Winnipeg Board of Trade, have perhaps been the greatest power of all in overcoming monopoly. The people of the Territories, or at least a large majority of them, have undoubtedly been in sympathy with Manitoba in the struggle against monopoly, but they have been sadly misrepresented by their Governor and members of Parliament. But when Royal, Scarth and Ross were elected in Manitoba, the Province cannot throw stones at the Territories for electing a Davia. These Manitoba and Territorial M. P.'s, in placing party and personal interests before the interests of the country, have lost all claim to share in the victory over monopoly.

—THE—
Clarendon Hotel,



WINNIPEG.

Opened April 1st, 1888.

(The proprietors have closed the New Douglass House)

Strangers visiting Winnipeg should see
The Clarendon Hotel.

RATES RANGING FROM

\$1.50 to \$3.50 PER DAY

Free Buss to and from all Trains, and Porters in attendance.

Bennett & Co., Props

The season for inland lake navigation will soon be opened, and grain men are commencing to discuss the question of lake grain freight rates. Already it is announced some contracts have been made. From present appearances it is thought that grain freight rates will be very low this season, and it is said that contracts have been made from Port Arthur to Buffalo at 3½ cents. This is certainly a very close figure, especially for the opening of the season of navigation. The figure named is the minimum, some contracts having, it is said, been made at 5½ cents. The range is therefore from 3½ to 5½ cents, which is a wide one. From present appearances it would seem that a good portion of the Manitoba wheat crop will go by Buffalo and the Erie canal, instead of by the St. Lawrence route. This will likely have the effect of hustling up the Dominion Government in moving for a further reduction, if not the entire removal of the canal dues via the Canadian route.

The Brandon Times comments as follows on the railway situation:—"If it be true that the monopoly enjoyed by the C. P. R. is to be done

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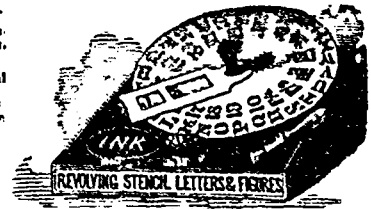
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away with, then it, will be the duty of the Government to drop at once, the R. R. V. R., and sell out to some company. The construction of the road was undertaken with the sole view of breaking the monopoly, and now that that has been accomplished, the Province is no longer called upon to go ahead with its construction. The barrier to free railway construction has been removed and there should be plenty of capitalists ready to build the R.R.V. R. purely as a commercial enterprise. The trade of the country is no doubt quite large enough to warrant a second outlet, and that being true there should be no difficulty in getting capitalists to take hold of such a road. So long as the illegal barrier to free railway construction was kept up it was the duty of the provincial government to make every constitutional effort to remove that barrier, but once that is removed the obligation of the government ceases." There is a good deal of force in the Times reasoning. If there had been no disallowance, Manitoba would long ago have had railway competition from the south, without cost to the Province. It was only on account of disallowance, which prevented private parties from building the roads, that induced the Local Government to assume the serious responsibility of establishing an independent railway outlet. With the removal of monopoly, there should be no trouble in securing a road without further cost to the Province. Such a road would form the best paying piece of railway property in the Province, and any scheme which is likely to prove so financially successful, would not likely suffer long delay for lack of private capital. If the Legislature is forced to any further expenditure in providing a railway to the boundary, the road should remain a Provincial asset, so that it could be leased or sold without loss to the Province.

A GREAT deal of bosh is now being daily and weekly dished out by the press of Eastern Canada, regarding the Manitoba situation. It is really amusing to see how some of these papers are compelled to twist and squirm, in

the vain endeavor to reconcile their past utterances, now that the Dominion has decided to do away with monopoly. A few weeks ago the Montreal Herald soundly condemned the Manitoba anti-monopoly agitation, and proclaimed in the most authoritative manner, re-echoing the words of Sir George Stephen, that the agitation was only kept up by a half dozen or so shysters and schemers at Winnipeg. Of this the Herald was most positive, at least it appeared so from its frequent harangues upon the subject, though perhaps the Herald knew it was lying all the time, in its endeavors to serve the C. P. R. corporation. But lately the tune has been changed, and the Herald has gone to the opposite extreme. It has discovered greater danger from a continuation of monopoly in Manitoba, than the most outspoken provincial rights paper here has yet dared to hint at. In fact the Herald has discovered that the people of Manitoba are really united against monopoly, and not only this, but they are on the very verge of rebellion. Indeed, we are now informed that the Herald has been trembling for some time back, owing to the danger that Manitoba should be driven to some rash action. In referring to the departure of Mr. Greenway from Ottawa, and before his recall, the Herald said: "The question of all most pressing now is—What does Sir John Macdonald intend to do? He is always loath to believe that people will dare to commit overt acts of defiance to the authority which he represents, and a too firm faith in that creed has already brought about two insurrections in the Northwest. Are we to run the risk of a third? If the information from Manitoba is to be credited—and there is a singular unanimity in the stories told—public feeling in that province is ripe for disturbance. Has not the time arrived for realizing that Manitoba is in earnest and that unless we desire to consolidate the Dominion by conquest we had better do so by conciliation?" The inference to be drawn from the change of base by the Herald is, that it has to dance as the C. P. R. pulls the string, and when the company decided to sell out its monopoly, it devolved upon the Herald to show the necessity to the country of making the purchase.

The Commercial

WINNIPEG, APRIL 2, 1888.

BONUSING.

A great deal of attention is at present being given in Ontario to the question of bonusing. Many instances of the evils resulting from the granting of bonuses, have been made apparent in that province, but notwithstanding past experiences, there seems to be a renewal of the disposition to grant bonuses. Some towns have even gone so far as to make standing offers for the establishment of certain specified industries. Another serious evil as a result of the system is the removal of industries from one town to another. This pernicious bonusing system has been carried to such an extent that an agitation has been developed against it. The Provincial Government has taken up the matter, and by passing a bill amending the municipal act, has rendered extensive bonusing impossible. The bill provides as follows:—

(1) The vote of two-thirds in the affirmative of the ratepayers who are entitled to vote upon any by-law granting aid to or for promoting the establishment of a manufactory or manufacturing establishment, or for lending money to such company, person or establishment, or guaranteeing the payment of money borrowed in any municipality shall be necessary in order to the carrying out the by-law. (2) No municipality shall grant a bonus to a manufacturer under this section who proposes to establish an industry of a similar nature to one already established in such municipality without any such bonus. (3) No bonus shall be granted by a municipality to secure the removal thereto of an industry already established elsewhere in the province. (4) No municipality shall grant a bonus in aid of any manufacturing industry, when the granting of such bonus would, for its payment, together with the payment of similar bonuses already granted by said municipality, require an annual levy for principal and interest, exceeding ten per cent of the total annual municipal taxation thereof.

The effect of this bill will be to almost completely do away with bonusing. The first clause, which provides that a two-thirds affirmative vote is necessary to the adoption of a bonus by-law, would not in itself prove very effective. Very often the infatuation surrounding these bonus schemes is so great that almost a unanimous vote is received in their favor. The fourth clause, however, is the one which it will be difficult to get over. As soon as a municipality has granted bonuses, the annual payments upon which amount to

ten per cent of the total taxation, the end of the rope has been reached. The business must end there. This clause it will be seen confines the bonusing system to a comparatively harmless scope, though still leaving quite sufficient room for its exercise. Clauses two and three are both useful and sensible. The one prevents injustice to parties already established in business; the other will do away with the practice, which has at times been adopted, of extorting a bonus by threatening to move an industry to a rival town.

The press of Ontario, especially the commercial and industrial portion, has vigorously supported this measure for the restricting of bonusing. The principle of bonusing is so plainly pernicious, that it is a wonder that the business has not been restricted before now. But if the principle be pernicious, the practical results have very often been equally as bad. Still there seems to be an infatuation about granting bonuses which has been very hard to overcome. Persons who whilst even admitting that the principle is wrong, would invariably see in the case in hand some exceptional features which rendered it worthy of support. Thus though the good sense of the people revolted against the principle of bonusing, as a matter of fact bonus by-laws were usually carried when it came to a vote. Very often it is a spirit of rivalry which prompts the granting of bonus. Indeed to this cause may be attributed the great abuse of the bonus system which has been going on. One town vying with a neighbor for supremacy, has been led into many foolish and pernicious bonus schemes, with the hope of worsting the rival. Bonus hunters have been careful to work on this feeling, in the furtherance of their personal designs. The proposed industry is put up for sale to the highest bidder, and by pitting one town against another, exorbitant bonuses have been secured. All this is bad in the extreme, and unsound in principle.

But whilst hopes are very great in granting these bonuses, the result is not unfrequently very disappointing. Bolstered industries are often established, which under natural conditions could not exist. With the bait of a bonus in view, industries have been established which were entirely unfitted for the particular locality, and after dragging along for a time, have finally been abandoned. It is therefore wise on the part of the legislature to step in with a measure to restrict

bonusing, and endeavor to put an end to the extortions of bonus hunters, and the rivalries between towns, which so often lead to injury to all concerned.

Manitoba has suffered most severely from the system of granting bonuses, exemptions, etc. There is scarcely a town in the province, of any consequence, which has not had some reason to regret the granting of bonuses or exemptions, whilst several towns of good promise have been financially ruined thereby. It would seem to be time that our legislators should give attention to this matter, with a view to a further restriction of the freedom of municipalities, in granting bonuses, exemptions, etc. In no particular has the bonus system been more outrageously abused than in connection with railways. Railway corporations, by threatening to give a particular town or locality the go-by, have been enabled to extort bonuses and exemptions, right and left. It would be well to absolutely prohibit the granting of exemptions and bonuses to railways. As nearly all Canadian railways receive either federal or provincial aid, or both, it could be made a condition in their charters, that the acceptance of such aid should debar them from receiving assistance from the municipalities. If some such measure had been in force in Manitoba a few years ago, many of our municipalities which are now in difficulties, or laboring under heavy debts, would be in a comparatively happy state financially.

HANDLING BUTTER.

There has been a noticeable falling off in exports of Canadian butter to Great Britain, and this is said to be due to the poor quality of the Canadian article. The trouble seems to be largely due to the faulty custom of marketing butter generally followed in this country. It must not be supposed that Canada is not capable of producing as good butter as any part of the globe. THE COMMERCIAL has frequently drawn attention to the faulty mode of handling butter, and so long as this mode of handling is persisted in, the proportion of poor butter will be very great. Manitoba has great natural advantages in climate and herbage, for the manufacture of an excellent article of butter, yet the quantity of even passably good butter reaching this market is small, in comparison with the large amount of poor stuff. Winnipeg is at present crowded with butter, yet within the past few days, some of our dealers have been una-

ble to fill orders for "choice" butter, knowing that there was nothing in their stocks which would come up to the requirements. Now it must not be concluded that the great bulk of the butter is bad from the start. Undoubtedly a great deal of the butter marketed here was of good quality when first turned out from the farmer's dairy. The trouble, however, has been in the mode of marketing and the length of time in getting the article to market. Who will look at a package of butter which commences to taste and smell of the cellar, when a nice fresh article can be had? There is no article upon which "freshness" places such a premium as butter, simply because it is an article which very easily becomes deteriorated in value. Yet the way butter is often handled, one would suppose it was no more susceptible to loss of value from surrounding influences than a keg of nails. A very few days in an ordinary store cellar is quite sufficient to prevent the very best butter from selling as a choice article. Every day's delay in the hands of the farmer or the cellar of the country store, detracts from the value of the article. Receipts in the Winnipeg market show this to be the case. Last fall quite a portion of the butter arriving here could be considered of fairly good quality, whilst receipts coming to hand now, which have been held by country merchants over the winter, are usually of very poor quality.

Until creameries are largely established, it is not likely that Manitoba will take her proper place as a producer of good butter; but in the meantime a great deal can be done to improve the average quality of the butter as marketed. Farmers can do a great deal by exercising care and cleanliness in the manufacture of butter, and the mercant (who in some instances is more to blame than the farmer) can do perhaps more by seeing that the butter is kept in a wholesome place whilst in his charge, supplied with pure, fresh air, free from the taint of decaying vegetable matter, oils, provisions, etc. But the best advice to give is: Make haste in marketing. Freshness is the great consideration in butter; therefore, market it whilst fresh. This advice will apply to both butter makers and butter handlers. Let the farmer market his butter at once, and the mercant follow up the same system by shipping immediately to the point of consumption or to the central market, and the average quality of our butter

would be so greatly improved as to astonish the wholesale dealers, who have heretofore handled the article.

REMOVING MONOPOLY.

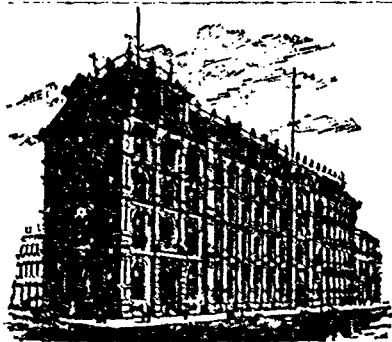
Western Canada is now passing through an eventful epoch in its history—the most eventful since the signing of the agreement with the C. P. R. syndicate for the construction of the great transcontinental road. It was little dreamed of at that time that this agreement, or rather a single clause of the agreement, would, in the near future, form such an important bone of contention, and even a menace to the stability of the Dominion. The great work which was to be carried out under the agreement, was to be the means of uniting and consolidating the Dominion. It was to form the band which would unite the sisterhood of provinces in a close and friendly commercial and political union. But time changes and circumstances change with it. The agreement made near the close of 1880, which was to have this consolidating effect, has for some time past constituted an active menace to the integrity of the Dominion, and so soon as 1888 it has been found necessary to reconsider and amend the agreement. Indeed, so soon as in the summer of 1887, or within seven years from the signing of the C. P. R. contract, the Province of Manitoba was acting in open defiance of the Dominion, owing to the action of the latter in attempting to enforce the spirit, if not the letter, of that contract.

True, some Manitobans objected against the signing of the contract, on the ground that it was unjust to this Province, and would retard the development of the great prairie country of the West. But Parliament was carried away with enthusiasm, and readily passed the bill. It has been claimed that the C. P. R. monopoly contract did not apply to Manitoba, and that therefore the anti-monopoly agitation had nothing to do with the contract. But as a matter of fact the Dominion "trade policy" and the C. P. R. monopoly clause were in effect one and the same thing. If the monopoly clause had applied to Manitoba as thoroughly as it did to the Territories, so that there had been no disputing the intent of the clause, the effect and result would have been none the less baneful to Manitoba, and the agitation for the removal of monopoly would have come all the same, though perhaps in different form. The injurious

effects of railway monopoly upon the country, the desirability of its removal, and the danger of its further continuance, are no doubt the grounds upon which the Dominion Government has considered the question, in arriving at a decision to remove the incubus.

The agreement now being made (or which has perhaps by this time been finally completed) for the removal of monopoly, is at present the most interesting matter. Manitobans will care little what may hereafter be said as to the application of the monopoly clause of the C. P. R. charter to this Province, so long as this monopoly is entirely and effectually removed. Up to the time of writing, the particulars of the basis upon which monopoly is to be done away with, have not been made public; but once assured that the end of monopoly is at hand, the people have been inclined to wait patiently for full information. This will certainly be forthcoming within a very few days.

Some ominous hints have been thrown out, notably by the *Montreal Gazette*, a journal which should be well informed as to the intentions of the Dominion Government, that in the settlement of the monopoly question, due regard will be had to the interests of Eastern Canada, in preventing the trade of the western country from flowing toward the United States. The *Gazette* intimates that the divergence of trade and traffic to United States channels will be carefully guarded against. This would indicate that the Dominion Government has not yet fully relinquished its "trade policy" idea, and is yet desirous of placing restrictions upon western commerce, though it may mean that the *Gazette* is only endeavoring to let itself down easy in its change of tune. It is to be hoped, however, that when the particulars are made known, they will be found free from any restrictive clauses. Nothing but a complete surrender of the monopoly idea will be satisfactory to Manitoba, and if the Dominion authorities are as anxious for the removal of the agitation as they profess to be, they will leave it nothing to feed upon. Assuredly the agitation will not cease if any restrictions are to remain upon the commerce of the West. Anything less than a complete removal of monopoly will at best but exercise a temporary influence in quieting agitation, and it hardly seems probable that with past experience the Government will seek a present settlement on such a basis.



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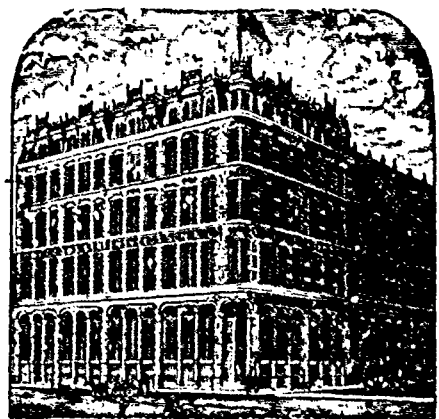
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WINNIPEG MONEY MARKET.

There is still a good deal of complaint heard in wholesale trade circles as to the slowness with which paper is met. A few marked exceptions to the rule are found, and some dealers report payments much better than the corresponding period of last year. Such reports, however, usually come from branches where the accounts are generally for small amounts and spread over a larger list of dealers. In many instances, especially such branches as have fewer accounts but generally for large amounts, there is yet a great deal of complaint. The feeling was not improved by the batch of compromises and extensions asked for last week. Where the obligations are directly on the part of farmers, payments have certainly been away ahead of last year. Thus payments of interest on and wiping out mortgages on farm properties have been well met and agricultural implement dealers have had an exceptionally good season for collections, many back accounts of several years' standing having been wiped out during the past few months. There is no doubt but that the liabilities of the agricultural class have been very greatly reduced as a result of the heavy crop of last season, and farmers will now be in a much better position than previously. It is also becoming apparent that a large portion of the income from the last harvest has gone to the loan companies and implement manufacturers, who evidently have the preferential claim upon the farmers. This will to some extent account for the financial closeeness in general trade circles in the face of a bountiful harvest.

WINNIPEG WHOLESALE TRADE.

Last week was rather an eventful one, from the number of compromises, private settlements and extensions under consideration. These were mostly the result of slow payments for some time back, and were not unlooked for. The number coming together in one week made rather a bad showing. It is hoped the end of the list will soon be reached for the present. As to the state of trade there seemed to be a quiet feeling, and the season is somewhat slow in opening in comparison with last year. This is due to the weather, which has been colder for the season than a year ago. Some branches of trade, however, show an active movement.

BOOTS AND SHOES.

Dealers report business rather backward, but with warm weather there should soon be some improvement in the demand. Collections also slow.

CANNED GOODS.

Prices were as follows: Tomatoes, \$3.25; peas, \$3.50 to \$3.75; beans, \$2.75 to \$3.00; corn, \$3.25 to \$3.40; peaches, (Canadian) \$7.00 to \$8.00; apples, \$3.25 to \$3.50; pears, \$3.25 to \$3.50; plums, \$4.50 to \$5.00; strawberries \$5.25; raspberries, \$4.75 to \$5.25; peaches (California) \$8.50; pears, \$8.00; Plums, \$7.50; apricots, \$8.00.

CROCKERY AND GLASSWARE.

In this branch the spring trade has now opened out in good shape and dealers are kept busy filling orders, which at present run pretty well into staple lines.

DRY GOODS.

There is perhaps a little more doing in dry goods, but sales are not by any means large. Clothing branches also quiet, with a good deal of complaint as to slow payments all around.

DRUGS.

Business keeps on fairly active, and with prices steady. Quotations were as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; mc pain, \$2.75 to \$3.25; iodide of potassium, \$4.25 to \$4.75; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.25 to \$2.50; chlorate of potash, 25 to 30c; alum, \$4 to \$5.00; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5.00; sulphur, roll, \$4.50 to \$5.25; American blue vitrol, 7½ to 9½c.

FRUITS—GREEN, VEGETABLES, ETC.

There is a good business doing in apples, and owing to the scarcity of good, sound fruit, prices have advanced 50c for fancy sorts. There is a good deal of damaged fruit selling at prices under quotations. A few strawberries were in the market at \$1 per box. Quotations were: Apples, fancy, \$6.50 to \$7.50 per barrel, common varieties, \$5 to \$6. Messina oranges, \$8 to \$9.50 a box; California Riversides, seedlings, \$6.50 to \$7; Fancy Riverside Navel, or seedless, \$7.50 to \$8.90; Choice Los Angeles, \$5.25 to \$5.75; Messina lemons, \$6 to \$6.50. Bermuda onions, \$5.75 per crate of 50 lbs. Bermuda tomatoes, \$1.50 per box of 10 lbs.

FRUITS—DRIED, AND NUTS.

Prices are unchanged: Dates, 10c per lb.; in 50-lb. boxes; Valencia raisins, \$2.50 to \$2.65 per box; Morand's Valencias, \$2.50 to \$2.75 per box; Malagas, London layers, \$3.50; Elome figs, in different sized boxes, 15 to 18c per lb.; Walnuts, 18c per lb.; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb.

GROCERIES.

Supplies of sugar have been limited, but no further shortage is expected. Prices are as follows: Sugars, Dark yellow, 7 to 7½c; bright yellow, 7½ to 8c; granulated, 8½ to 9c; lumps, 9½ to 10c. Coffees—Rios, from 22 to 24c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan Newseason's 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.

FURS.

The London Gazette of March 15th says regarding the Hudson's Bay fur sales: We understand that these sales, which commenced on Monday and will be concluded to-day (Thursday), have, to the time of going to press, resulted in reduced prices compared with those obtained at the corresponding sale of last year. Fishers declined about 10 per cent., silver fox about 30 per cent., cross fox about 20 per cent.,

red fox about 5 per cent., lynx 15 per cent., and marten 20 per cent. Otter realized about the same prices as last year. Compared with previous March sales the quantities offered were as follows:

	1886.	1887.	1888.
Otter	10,441	4,812	11,889
Sea otter	10	10	9
Fisher	4,222	4,492	6,138
Fox, silver	855	827	944
" cross	3,173	3,185	3,821
Fox, red	11,350	11,651	17,505
" white	3,220	4,102	12,978
" blue	18	35	72
" Kitt	201	124	250
Lynx	51,387	75,870	78,655
Skunk	21,189	10,920	16,322
Marten	78,856	60,842	72,030
Mink	76,374	64,215	82,923
Beaver	2,134	6,038	1,678
Musquash	15,831	9,163	1,834
Wolf	1,204	1,130	4,739
Wolverin	1,104	1,226	2,459
Bear	8,177	8,087	9,703
Musk Ox	378	118	603
Fur seal	—	—	170
Badger	1,471	749	1,109
Ermine	4,780	4,116	3,933
Raccoon	116	305	289
Squirrel	—	—	1,495
Swan	85	57	134
Half seal	—	—	374

FISH AND OYSTERS.

Fresh fish were quoted: Lake Winnipeg white, 6c; Lake Superior trout, 7c; pickerel, 4c; oysters, standards, \$1.90; selects, \$2.10.

HARDWARE AND METALS.

Trade still holds rather quiet. Prices are steady and no further changes expected until affected by the re-arrangement of freight rates on the opening of navigation. Quotations are: Cut nails, 10d and larger \$3.75; I. C. tin plates, \$6 to \$6.25; I. C. tin plates, double, \$12.00 to \$12.50; Canada plates, \$4.00 to \$4.25; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 40 to 42c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 7; per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs. barbed wire, 6½ to 7c.

HIDES.

Prices now are as follows: Winnipeg inspection, No. 1, 4½c; No. 2, 3½c; bulls, 2½c; calf, fine haired real veal, 6 to 11 pound skins, No. 1, 6c; No. 2, 4c; sheep pelts, 25 to 50c. Frozen lots of hides are taken at 3c all around; tallow, rendered, 4c per lb; rough, 1½c per pound.

LEATHER AND FINDINGS.

Prices are steady as follows: Spanish sole 27 to 31c; slaughter sole, 30 to 32c; 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, 70c; slaughter kip, 55 to 65c; No 1, wax upper, 45 to 50c; grain upper, 50c; harness leather, 29 to 32c for plump stock. American oak sole, 45 to 60c; buffe, 17 to 22c a foot; cordovan, 17 to 21c; pebble, 21 to 23c; colored linings, 12c.

PAINTS, OILS AND COLORS.

Prices were as follows: Turpentine, 85c in five-gallon cans, or 80c in barrels; harness oil \$1.25; neatfoot oil, \$1.25; linsed oil, raw, 70c per gallon; boiled, 73c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal. olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 25c; water white, 28c. American oils, Eocene, 34c; water white, 31c; sunlight, 27c. Calcined plaster, \$4.25 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine,

\$7.25; No. 1 \$8.75; No. 2 \$6.25; window glass, first break, \$2.25

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 Deboche & Co., 4.50; Martell, vintage 1885, \$6.50, vintage, 1880, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1885 to 1880, DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Janna a ruin, \$1.00 to \$1.50; DeKuyper red gin, \$1.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$14 per case of 12 bottles; v. o., \$19; v. s. o. p., \$22.

THE MARKETS.

WINNIPEG.

WHEAT.

Wheat has probably been moving more freely eastward from Port Arthur during the past week than for some time back, though it does not appear that a very brisk movement has yet taken place. Here there is not quite so much complain' heard of lack of cars. Deliveries by farmers at provincial markets have been large for the season, and will likely continue so until the farmers are obliged to stop hauling grain and commence spring seeding operations, which which will be very shortly. At this time last year seeding was going on throughout a large portion of the Province. Bad roads will also interfere with delivering grain from this time forward. A good many buyers will soon be off the provincial markets, and some are already withdrawing for the season, at some points. Prices do not vary materially, and are equal to about 55c. for No. 1 hard, and 52c to 53c for No. 2 hard and No. 1 northern, on track here.

FLOUR.

The local situation remains unchanged. Prices here are as follows. Patents, \$2.00; strong bakers, \$1.80; XXXX, \$1.30; superfine, \$1.10.

MILLSTUFFS.

Brand holds at \$11 per ton and shorts \$13 per ton.

OATS.

Are quoted about the same as last week, though perhaps a shade easier, from 28 to 30c being the ruling quotations.

OATMEAL.

Local prices are unchanged, as follows: Standard, \$2.45; granulated, \$2.60; rolled oats, \$3.00.

EGGS.

have been coming in more freely, but the Easter demand has kept the supply short. Prices hold steady at 25c in case lots, which figure will not likely be long maintained.

BUTTER.

The demand is limited and only good qualities wanted, 20c has been offered for occasional small lots of choice, but there is very little to be had which will fill the bill at this figure. The best average butter is held at the old price of 17 to 18c, and even of this quality stocks are limited, the bulk in the market being only of medium to poor quality, for which there is no demand.

CHEESE.

Cheese is quoted in small lots at 13 to 13½c, and only moving in limited quantities.

LARD.

The prices of both local make and Chicago is \$2.30 in 20 pound pails.

CURED MEATS.

Prices hold at the following quotations: Home cured quoted as follows. Long clear bacon, 11 to 11½c; breakfast bacon, 14 to 14½c; rolls, 13c; hams, 14½ to 15c; pork sausage, 10c per pound. Eastern Canada quoted: Long clear, 10½ to 11c; breakfast bacon, 14c; rolls, 13c; hams, 14 to 15c; Chicago mess pork, \$21 per bbl.

DRESSED MEATS.

Frozen beef was still offered to some extent last week, but it was very difficult to find a purchaser, and business in this article may be considered over for the season. Pork was in good demand at 7½c for dressed hogs. Mutton 10c, veal 8 to 10c.

LIVE STOCK.

From 4 to 4½c is the usual quotation given for good cattle.

VEGETABLES.

Potatoes were in active demand for shipment south at 40c, and in some cases 42c was paid for lots to complete cars. Other quotations are: Onions, \$1.50 to \$1.80 per bushel; cabbage, \$10 per 100 for good; celery, 50c to \$1 per dozen bunches, as to quality; carrots 50 to 60c per bushel; turnips, 25c per bushel.

HAY.

Pressed, in car lots on track is worth from \$8 to \$8.50 per ton.

Latest Concerning Monopoly.

Saturday's despatches from Ottawa were to the effect that the Manitoba Ministers had started for home on Friday night. Mr. Greenway is said to be extremely well pleased with the information he has to convey to the people of Manitoba, and says when the papers are laid before Parliament they will be found to meet in all respects the claims of the province. Mr. Greenway stated that he had Sir John's written pledge that charters for railways in Manitoba would not hereafter be disallowed. This document, he says, he received from Sir John and having obtained all that he came for he at once started for home. As to the Emerson branch, he states nothing has been done. That was a matter quite outside of the other negotiations, and he was not particularly anxious to acquire that line, and would only consent to take it at a very low figure. The order-in-council promulgating the terms of settlement of the monopoly question is not yet passed, and the terms will not be officially made public for a few days yet. The report which gains most credence at present as to the terms is that of a Government guarantee of the bonds of the C.P. R. to the amount of \$15,000,000, the lands of the company being held as security. This comes by cable from the *Financial News*, of London, England, which claims to make the announcement on good authority.

The Ottawa correspondent of the *Toronto Empire* says in Saturday's issue of that journal: "It is understood that an arrangement has been arrived at between the Government and the Canadian Pacific, whereby the company agrees to the cancellation of the monopoly clause in its charter upon terms which when made public will be found to be mutually advantageous to the country and to the company. The surrender of the monopoly no longer necessitates the continuance of the disallowance policy and consequently it is fair to assume

that there will be no further disallowance of Manitoba Railway Charters. It is stated that the abandonment of the policy of disallowance will be without reservation of any kind, and in that case the first to benefit by it will be the New Westminster and Southern railway. This line was chartered last year, but under the expectation that the act would be disallowed, the promoters hesitated to take the steps.

Russian Grain.

A large consignment of Ladoga wheat, which has been expected for the last two weeks, arrived at Ottawa on Wednesday last, and the officers at the experimental farm are busily engaged packing up and forwarding samples to the Territories, British Columbia, Manitoba and the Eastern provinces. It is expected that all samples will be distributed during the next ten days. A circular is being sent with each sample, asking parties to give information required at the close of the harvest season. The wheat referred to was grown in latitude sixty, or 840 miles north of Ottawa. A small consignment of new wheat, which will be known as Omega, and a small quantity of oats have been received from a point still further north in continental Russia, 960 miles north of the latitude of Ottawa. A few bags of barley and winter rye from within the arctic circles 1,260 miles by latitude north of Ottawa are also to hand. These latter samples come from the extreme northern limits of the grain growing region of Continental Russia. The samples of grain from the extreme north have been sent to the Peace River district, Prince Albert, Edmonton and along the line of the C. P. R. in Manitoba and the Territories, and will also be tested at the experimental farms. The winter rye referred to is sown in the part of Russia from which it has been procured in July and is cut ripe in August of the following year. A quantity of barley which was expected from the royal agricultural society of Copenhagen, Denmark, has also arrived at the Central experimental farm. There are two varieties, one known as the Danish chevalier and the other as Printice barley, both of which Prof. Saunders reports to be fine samples of grain.

The quantity of wheat marketed at Virden, Man., since the commencement of the season amounts to about 400,000 bushels, and it is estimated that there are 200,000 bushels yet to be delivered.

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Works.

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TEAS,

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—AND—

GENERAL GROCERIES.

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TORONTO

EASTERN MARKETS.

CHICAGO

The decrease in the visible supply of wheat announced on Monday, for the previous week, was 811,000 bushels, which was much larger than had been counted upon, and had a strengthening influence upon prices. Opening prices were 4c higher than Saturday's close. May opened at 76½c, and ranged from 76½c to 77½c. Closing prices were:

	March.	May.
Wheat	72½	77½
Corn	48½	51½
Oats	—	31
Pork	13.2½	13.8½
Lard	7.42½	7.47½
Short Ribs	7.05	7.10

On Tuesday there was a firmer feeling in wheat at the start, on bad crop reports, but the general tendency of prices was lower though higher at the close. Corn was the interesting feature, and there was talk of a deal in May corn. Closing prices were:

	March.	May.
Wheat	72½	77½
Corn	48½	52½
Oats	—	31½
Pork	13.50	13.60
Lard	7.50	7.57½
Short Ribs	7.12½	7.17½

Crop damage reports formed the principal topic in the wheat pit on Wednesday. Trade was of a local scalping nature. May wheat opened at 77½c, and sold down to 77½c, and ranged from that price to 77½c. Corn sold down 6c, but partially recovered. Closing prices were:

	March.	May.
Wheat	72½	77½
Corn	48½	52
Oats	—	31½
Pork	13.55	13.65
Lard	7.60	7.62½
Short Ribs	7.15	7.20

The markets were quiet on Thursday as is usually the case before a holiday, which occurs to-morrow, being Good Friday. Closing prices were:

	March.	May.
Wheat	72½	77½
Corn	48½	52½
Oats	—	30½
Pork	13.47½	13.57½
Lard	7.57½	7.62½
Short Ribs	7.12½	7.15

Prices at the opening at 9.30 on Saturday, were:

	March.	May.
Wheat	77	—
Corn	—	52½
Oats	—	31½
Pork	—	13.55
Lard	—	—
Short Ribs	—	—

MINNEAPOLIS.

Closing quotations on Thursday for wheat were as follows:

	Mar.	May.	On track
No. 1 hard	75	75½	76½
No. 1 northern	73½	74	74½-5½
No. 2 "	71½	72½	72-73

Closing quotations for flour were as follows: Patents, sacks to local dealers, \$4.40 to \$4.50; Patents to ship, sacks, car lots, \$4.10 to \$4.25; in barrels, \$4.25 to \$4.35; bakers, here, \$3.20 to \$3.40; superfine, \$2.00 to \$2.60; red dog, sack, \$1.50 to \$1.60; red dog, barrel, \$1.65 to \$1.75.

The *Northwestern Miller* says: There has not been much improvement in the domestic flour market during the week, but buyers have been perhaps a little less urgent for lower figures. Considerable flour was sold to go abroad, which, with the low rate on ocean tonnage, gave better satisfaction than most domestic business.

DULUTH WHEAT MARKET.

Closing quotations for No. 1 hard on each day of the week were:

	Cash	May.	June.	July.
Monday	75	76½	77½	78½
Tuesday	75	77	78½	79½
Wednesday	75	76½	78½	79
Thursday	76½	76½	77½	78½
Friday	Holiday.			

Prices at eleven o'clock on Saturday were: Cash, 75; May, 76½; June, 77½; July, 78½.

MONTREAL STOCK MARKET.

The following quotations on March 29th as compared with prices on the same day of the previous week, will indicate the course of the stock market:

	March 23		March 29	
	Offered.	Bid.	Offered.	Bid.
Montreal	220	219½	220½	220½
Ontario	128	121	122	120½
Toronto	208	200½	203	195
Merchants	182½	181½	183	182½
Dominion	—	—	—	—
Commerce	117	116½	116½	116½
Imperial	—	—	—	—
Molson's	142	137½	147½	138
Union	98	90	98	91
N. W. Land Co.	54	53	58	51
C. P. R.	58½	57½	61½	61

T. Cory, sen., and W. Williams have opened an agricultural warehouse at Gladstone, Man.

The Massey Manufacturing Company will erect a warehouse and office at Whitewood, Assa.

Macaulay & Higginbottom are preparing to build a butcher shop at Whitewood, as soon as spring opens.

Humber & Boyd have purchased W. B. McArthur's stock at Minnedosa, of hardware, and S. Hartford the hats, caps, etc.

The Council of the Municipality of Strathclair has abandoned the mill project for the present, but intends to erect two grain warehouses, each 20x30 feet instead.

McAnnany Bros' outfit and horses arrived at Brandon from Winnipeg on Thursday to work on the Great Northwest Central Railway. The work to be commenced first is that of hauling ties out on the grade already constructed.

SINCE the announcement that there would in all probability be a settlement of the Manitoba monopoly question, by which the Canadian Pacific would get another good-sized plum from the Government, there has been a regular boom in Canadian Pacific stock. A large number of shares have been sold at advancing figures.

The steamship *Batavia*, which lately arrived at Vancouver from China and Japan had 12 saloon passengers, 1 second class, and 25 steerage, including four shipwrecked mariners of the British S.S. *Ardgay*. Her cargo consists of about 1,500 tons as follows:—226 packages silk for New York, 63 packages opium, Victoria, 1,355 pkgs. general freight for Montreal and Eastern Canada, 142 ditto, Vancouver, 6,535 ditto, U. S. Pacific Coast points, and 3,610 ditto, New York and U. S. eastern points.

L. French and M. Carlin, of Banff, leave this month for the Kootenay Valley, where they intend going into business.

With two exceptions the dry goods houses of Westminster, B. C., have agreed to close at 7 p. m., except on Saturdays.

F. A. Fairchild & Co., wholesale agricultural implements, wagons, etc., Winnipeg, have just issued a handsome specimen book showing the various articles handled at their warehouses.

The voters in the municipality of Richmond, south of Vancouver, B. C., have decided by a vote of 38 to 7, to raise \$30,000 to cover the expenses of building the bridges and roads through the district in connection with the proposed road to Vancouver.

The merchants and others of Maple Creek, Assa., held a meeting in Dixon Bros. office on March 19th, to form a board of trade when the following officers were elected: H. A. Greely, president; John Dixon, 1st vice president; W. R. Abbot, 2nd vice-president; L. Rankin, secretary; A. J. Smith, treasurer.

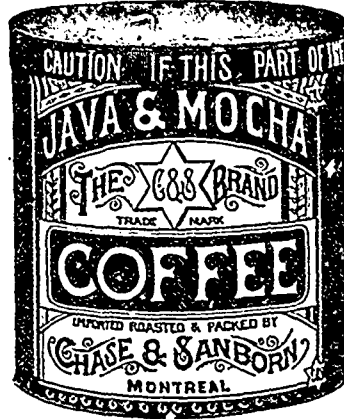
Four essays on health topics have been received from the American Public Health Association, an organization devoted to the work of disseminating knowledge as to correct habits of living. Through the means furnished the Public Health Association, it is enabled to offer these valuable works at a low price. They may be obtained from Dr. Irving A. Watson, secretary, Concord, N. H., at the following rates: Single copies, No. 1, 10 cents; Nos. 2, 3, and 4, 5 cents each. The entire for essays in pamphlet form twenty-five cents, or in cloth binding at fifty cents or seventy-five cents, according to style of binding and paper.

Winnipeg Call:—Some time ago Case and Roberts, two experienced oil men from Pennsylvania district, left Winnipeg in search of a petroleum vein which was said to be in the neighborhood of Lake Dauphin, Manitoba. They have just returned to the city and report that their trip was successful even beyond their anticipations. Eighteen miles from the lake mentioned, and about fifty miles north of Strathclair, they began boring for oil and were rewarded by striking a vein which they believe will give a rich yield. The surface vein was struck at a depth of 59 feet, and from this the prospectors took samples which they are now exhibiting here. The surface indications were better than they had ever seen, and they are positive that if the rock below was bored through oil will be found in immense quantities. The gentlemen are now in the city to organize a company to begin operations, and have already met with considerable success. They believe that the oil can be "piped" to the city, and, it is said, that this can be successfully accomplished with not more than two pumping stations, so favorable is the location of the oil region for such a purpose.

Deloraine Times:—As an example of what may be done in this section of country we may mention that George Rickards came into the *Times* office with some splendid specimens of the Beauty of Hebron and Snowdrop varieties of potatoes. He says he grew 500 bushels of these potatoes from one half acre of ground. Just think of it—equal to 1,000 bushels per acre.

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.



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Guests.
MONTREAL.

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WOLSELEY, - ASSINIBOIA,
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Representing D. Richards, Manufacturer of Laundry
and Toilet Soaps, Woodstock, Ontario; Jas. Hall & Cos.
manufacturers and dealers in Gloves, Mitts and Moccasins,
Brockville, Ontario.**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 Steam-
boat wharf. All modern improvements. Sample
rooms for travellers.

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

HY. ARKELL,

WHOLESALE

PRODUCE AND COMMISSION

MERCHANT,

Vancouver, B.C.

MANITOBA PRODUCE a Specialty.

Consignments Received in All Lines.
Correspondence solicited.**British Columbia.**Heimeric & Co. have opened a boot and shoe
store at Vancouver.G. W. Henry, of the Hammond nursery, is
issuing a catalogue of trees and shrubs.The Batavia, from Hong Kong and Yoko-
hama, arrived at Vancouver on March 26.The railway bridge across the Victoria harbor
has been completed, and trains now reach the
the city. The bridge was formerly opened on
Thursday last, amid general rejoicing.The coal mines regulation act has passed the
House, the Chinese clause prohibiting Chinese
from working under ground being defeated by
sixteen to seven. The clause was considered
unconstitutional.It is stated that coal has been discovered in
two places on Salt Spring Island. If reports
are to be relied upon there are illimitable coal
fields in this province, extending from the
Northwest Territories to the coast and Van-
couver Island.D. W. Port & Co., of Westminster, have
made their first shipment of the season of fresh
salmon, to Toronto. Three hundred pounds
were shipped, and a similar quantity will be
despatched daily from this time forward while
the season lasts.H. Todd & Son, of Victoria, have completed
the purchase of five acres of land adjoining the
wharf at Lulu Landing, south arm of the
Fraser, for the purpose of erecting on it a large
salmon cannery, which will be provided with
the most improved machinery throughout to
make it second to none on the Fraser river.Victoria Times. It is reported that the
insurance combination which existed in this
city for some time back has been broken by the
withdrawal therefrom of three or four of the
strongest local agencies. The result of this
will be a reduction in rates. It is also reported
that a couple of eastern Canadian companies,
which are of long standing and strong finan-
cially, are about to inaugurate an aggressive
policy in this province, which is now considered
to be a fine field for insurance.Kamloops Sentinel: Another coal discovery
is reported. The location is about four miles
south-west of Kamloops, in a gulch near the
house of James Guerin, whose son, E. L.
Guerin, found the location some weeks ago.
The vein has been traced for half a mile,
cropping out in different places, dipping to the
north-east. It is of soft coal variety, encased
in soap stone and gray sandstone. Samples
have been tried at the blacksmith shops in
town, and it has been found to burn very well
in the forge.A coal miners' mass meeting was held at
Wellington on Monday last, to discuss the
Chinese clause of the Mines Act. All the
miners from the Vancouver coal company's
mines attended. Mines both at Wellington
and Vancouver were closed yesterday. A
resolution was carried urging the passage of the
anti-Chinese clause. A motion to stop work if
the Chinese clause was defeated was not carried.
The feeling is against taking any extreme
measures, but to strongly urge the exclusion of
Chinese from under ground. The meeting

adjourned till after the bill came before the House again. Mines at Wellington and Nanaimo are working to-day. No trouble is anticipated for the present at least.

Manitoba Wheat Grades.

The grain section of the Toronto board of trade has taken up the question of the Manitoba wheat grades, and asks that the grades be made as follows:—

Extra hard spring wheat shall be sound and well cleaned, weighing not less than sixty-two pounds to the bushel, and shall be composed of 95 per cent. of hard red fife wheat, grown in Manitoba and the Northwest Territories of Canada.

No. 1 hard spring wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed mostly of hard red wheat, grown in Manitoba or the Northwest Territories of Canada.

No. 2 hard spring wheat shall be sound and reasonable clean, weighing not less than fifty-eight pounds to the bushel, and shall be composed mostly of hard red wheat, grown in Manitoba or the Northwest Territories of Canada.

The three grades of No. 1, No. 2, and No. 3 northern or only altered by the word "fife" being left out. The following new grades are asked for:—

No. 1 white fife wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of not less than ninety five per cent. of hard white fife wheat;

No. 2 white fife wheat shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel, and shall be composed of at least seventy-five per cent. of white fife wheat.

The Toronto grain men also ask that barley grown in Manitoba and the Territories shall be distinctly classified by inspectors as Manitoba barley.

It will be noticed that the Toronto men want the word "Manitoba" left out of the grades of hard spring wheat. The word "fife" is also asked to be left out in all the grades of hard and northern wheats, and simply "hard red wheat" stated. This latter is the only change asked for in the three northern grades. As regards the grades of No. 1 and No. 2 hard, the Toronto board asks for a lower grade than was asked for by the Winnipeg board. As at present constituted these grades call for 85 per cent. of red fife wheat. The Winnipeg board recently petitioned that they be reduced to 66 per cent. red fife; but according to the suggestion of the Toronto board, anything over 50 per cent. "hard red wheat," would answer. The grade "Extra Manitoba hard," the Winnipeg board asked to have reduced to 85 per cent. hard red fife, whilst the Toronto board wants the standard reduced to only 95 per cent. The grade as now constituted calls for an absolutely pure hard red fife wheat. It is merely a nominal grade, as no wheat comes up to the standard, and the reduction to 95 per cent. would still make it a purely ornamental grade. If the grades of No. 1 and No. 2 hard are to be reduced to the standard proposed by the Toronto board, the grade of Extra hard should be

correspondingly reduced, otherwise it will be useless. By placing the "Extra" grade at an impossible point, there will be no encouragement to grow hard fife wheat, and besides, it leaves too wide a range between the grades of No. 1 hard and Extra hard. The Winnipeg board asked for the establishment of one new grade, as follows:—

No. 1 hard white fife wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of not less than three-fourths of hard white fife wheat grown in Manitoba or the Northwest Territories of Canada.

It will be seen the Toronto board asks for two new grades of white fife wheat. The main difference between the suggestions of the two boards is regarding the grades of Extra hard and No. 1 and No. 2 hard. The Toronto suggestions, if carried out, would put the two latter grades on a par with the Duluth grades of No. 1 and No. 2 hard. As Duluth hard wheats are the main competitors with Manitoba wheat, there would perhaps be wisdom in making the grades similar. This action of the Toronto board makes it certain that before the commencement of another crop year, the Manitoba wheat grades will undergo a remodeling.

For some time past, D. T. Reid, of the late firm of Reid & Clark, of Selkirk, has been making arrangements and prospecting as to the advisability of starting a fishing industry at Rat Portage. An ice house will be erected at once, and preparations made to carry on a fishing industry on the Lake of the Woods.

By way of a sort of parting kick at the Manitoba anti-monopoly agitation, the Montreal *Gazette* declares that the question of the wheat blockade has had no influence with the Dominion Government, in its movement to do away with monopoly. Now we venture the remark that the statement of the *Gazette* is utterly absurd. The wheat blockade has undoubtedly been one of the great factors in hastening the matter to a crisis. The *Gazette* then proceeds to lecture the Manitoba farmers and people generally on the necessity of providing grain storage. The *Gazette* need not fear on this point. With monopoly removed, capital for investment in elevators will be far more readily obtained, whilst the prospect of another season like the past winter with its grain blockade, would prove an effectual stopper upon the investment of capital in elevators. As one leading grain dealer stated lately, the more elevators one had this season the worse he was off. The elevators were filled up with wheat at the very commencement of the season, and there the grain has remained ever since. To ship it out has been impossible. This simply meant the locking up of capital, and the expense of carrying large quantities of grain which should have been going forward to market. The *Gazette* says:—"If the warehouse capacity of this winter had been ample to contain the large crop harvested, we should have heard nothing of the lack of transportation facilities, for then the producers would have had a market at hand and been able to sell their wheat for cash at their own sweet will, and no number of independent railway lines into the Northwest will solve the problem of grain blockades unless

barn and warehouse accommodation is provided." All of which is perfect bosh. What on earth is the use of a cash market if the grain cannot be got to the market? There has been no trouble about a cash market for Manitoba wheat during the past winter. The fact has been that Manitoba grain shippers have been obliged to refuse cash offers, owing to their inability to deliver the wheat within reasonable time.

— Burrows, who was connected with the Manitou cheese factory last season, will have charge of the factory to be established in the Pickel neighborhood, near Manitou.

Valencia raisins are developing a decidedly stronger tone as the demand increases, and present supplies are given closer consideration. Inquiries are now more numerous, and freer sales are making, and with the coming of such, holders are inclined to stiffen their ideas somewhat, while in some instances a fraction advance is demanded.

Assistant-Veterinary Surgeon Burnett, of the N.W.M.P. at Calgary, in his annual report to the government says: "If not out of place I would like to say a word or two re the Hutchings saddle, made in Winnipeg. I consider this a good serviceable saddle for the force, having practically tested it, and for work in those districts requiring double cincha saddles it is particularly well adapted. The manufacturer seems to have taken every pains to equal at least the San Francisco saddle of Main and Winchester, with two of the best trees in use in the United States, the Goodell and Viscilia. I consider for the police service that durability and lightness have been combined in the Hutchings saddle, and would recommend that they be adopted throughout the force and thus place us in a more independent position as to our equipage, than being as heretofore solely dependent on the American manufacture which might be closed to us with fatal results."

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.

GRENFELL HOUSE,

GRENFELL, - - - ASSINIBOIA

Free Sample Room for Travellers. Quiet House with Home Comforts.

JOHN MITCHELL, - PROPRIETOR.

The Clarendon Hotel.

The splendid building, located on the corner of Portage avenue and Donald street, Winnipeg, and known as the McKenzie Hotel, has been opened under the above name, by W. Bennett, late of the New Douglas House. Mr. Bennett is well known to the travelling public, having for the past six years been connected with leading Winnipeg hotels. For the past four years he has had charge of the New Douglas House. He will conduct the Clarendon as a first-class house in every particular, for which his past experience amply fits him.

The Clarendon is one of the finest buildings in Winnipeg. In fact the great size of the building, has in the past been one of its drawbacks, and has heretofore prevented its being opened as a regular hotel. Mr. Bennett, however, has at last had the courage to take the house in charge, thinking that with the removal of railway monopoly and the improving prospects as to the future of the city, the time is opportune for the establishment of such a house in Winnipeg. The Clarendon has a frontage of 100 feet on Portage avenue, and 125 feet on Donald street, and is five stories high and basement. Portage avenue is block paved past the house, and the street cars run by the door, to the Government and Legislative buildings. From the main entrance on the avenue a spacious hall-way leads to the rotunda, size 40x100 feet. There is also a less public entrance from Donald street. The floor of the rotunda and hall-ways are of marble. The office, in the rear of which are the vaults, faces the rotunda from one side of the building. In the rear is the bar and billiard room, which will be in charge of George Rutley, size 70x40 feet. Opening upon the rotunda from all sides are other rooms, which will be used as public and private reading rooms, sample rooms, etc. A news stand, with telegraph office, will occupy a portion of this floor, and another convenience will be a drug store, also a barber shop, baggage and check rooms, etc. The sample rooms are specially fine, with plate glass fronts and fifteen feet ceiling. Ascending in the elevator to the first flat, the principal feature is the dining room, size, 70x40, and capable of seating 250 persons. The ceiling is high and the room is lighted on both sides, from Donald street, which it faces, and the court. There are also private dining rooms on this flat. In the rear of the dining room is the kitchen, furnished with steam heaters, hot and cold water, and all conveniences. Immediately underneath the kitchen is located the bakery department, furnished with ranges, baker's oven, etc., and connected with the upper kitchen by a steam hoist. The reception rooms and parlors are on this flat, and in addition there are about twenty bed rooms. The floors are of British Columbia fir, handsomely oiled and polished.

The second flat is arranged with a wide hall-way clean round the building, on either side of which are bed rooms, some 42 in all. The inner row of rooms are lighted from the court. The remaining flats are arranged on the same principle. The sleeping apartments contain radiators for heating, the building being warmed by steam throughout; also hot and cold water pipes. They are large, airy and well ventilated.

Ventilation was made an important consideration in erecting the building, and this was done on scientific principles. Air shafts run all through the building, and every room can be properly ventilated at will. There are a number of suits of rooms of two and three apartments each, furnished with baths, closets and all conveniences, making the house a palace of home comfort. Exceptionally fine views of the city may be had from the upper rooms. There are baths, closets, etc., on five flats. All the doors in the house are furnished with double locks, so that when locked on the inside they cannot be opened from the outside, and vice versa. Fire protection is an important matter in a large hotel, and in this, the house is well supplied. On the top of the building is a large tank of water, which is filled from a steam pump in the basement. Hydrants are located on every floor, and by the simple turn of a handle a heavy stream of water can be instantly supplied. In addition to this, pails full of water, axes, etc., are always kept in convenient places. The building is furnished with three fire escapes, in addition to the elevator, there are five stairways from the top to the bottom of the house. Seven trap doors, with ladders in position, afford a means of exit onto the roof.

It would not do to pass over without a reference to the basement, as this is to the building what the engine room is to a steamer. In the basement is located the internal machinery of the house, put in at a cost of \$21,000. There are first three steam boilers, furnishing forty horse power, and used for steam heating, hot and cold water, and various purposes. The elevator can be worked by steam or hydraulic power. There is also an engine for furnishing power for electric lighting; also large iron tanks for steam and hot water. Another steam pump is used for pumping all soakage and drainage into the sewer. A portion of the basement is taken up with a steam laundry, claimed to be the most complete in the city. A vault, under the office vault above, can also be used if occasion requires. Cold storage rooms for meats, vegetables, etc., steward's rooms, engineer's rooms, are also located in the basement. Solid brick and stone walls divide the building into compartments, in the basement and upper flats, serving as protection against the rapid spreading of a fire.

Altogether the opening of this splendid building will furnish Winnipeg with a hotel, which will compare favorably with the leading hostelrys of most Canadian and American cities of even a much larger population than Winnipeg. The prices will be graduated, according to location of rooms, ranging from \$1.50 to \$3.00 per day. The cost of building alone was \$150,000

Spring Fancies.

The usual number of spring novelties are now appearing on the counters of the large stores, perhaps a few less than in previous years, and certainly less marked in their departure from familiar styles, but still sufficiently attractive to demand comment at our hands. The current of invention seems of late to have run in stereotyped channels; there is a feeling that last year's styles were sufficiently appreciated by the public to warrant their popularity for

another season; and consequently we are more called upon to chronicle the elaboration and extension of last year's ideas than to admire any new or startling departures.

For early spring costumes there is a marked return to rough Scotch tweeds and cloths, such as dressmakers usually term chevots whether they be plain, striped or checked. The leading pattern is a tiny check of a pretty mixture of colors in which no one predominates over the others. Limousine, too, is a stripped wollen material that has taken the popular fancy so well that long mantles in the redingote style, are now made of it as well as dresses, and for street wear the cloth costume is decidedly the favorite. Gray, as we have said before, is the coming color and it is predicted that mouse-gray is the coming shade and that steel-gray and dove-gray must take second position, but we still find a strong feeling for mixtures of beige and seal-brown and it is evident that the day of the browns and tans is by no means past. In these new costumes the tunic is usually draped on the right side with one large plait which is covered with a handsome pattern being braided round the foot of the underskirt. Braiding is more stylish than ever; but it is to be noted that flat braiding is more fashionable than that on edge, and that it is considered good form to use black braid, no matter what the ground color may be, and further, that braid to match the material in shade is looked upon as out of style.

It is difficult to say what the prevailing style for bodices will be during the coming year. Fashion, this spring, is by no means exclusive, and an amount of latitude is allowed to the modiste in this respect which she has seldom enjoyed before. Peaked bodices still rule, although by no means not so entirely as a few months ago, and for evening dresses is still very much worn; but on the other hand, in new costumes for the early spring, one is struck with the number of round waists shown. These are not shorter than usual or placed under the arms, but appropriate length and encircled by a skillfully draped sash or faille, moire or surrah. If this style holds or becomes popular we may expect to see the scarf-sash and demi trained skirt again in favor but peaked bodices and long waists still hold their ground, especially in this province, and hence it is to early to venture upon any prognostications.

There appears to be brisk revival of the demand for both gold and silver beads to be worn about the neck in necklaces of festooned strands. The first row fits closely to the neck and each succeeding row is slightly larger than its predecessor and falls just beneath it so as to give a very rich and elaborate effect when five or six strands are worn. The association of gold and silver together in jewelry, which is comparatively a new departure, promises to become popular. Hair pins and combs of oxidized silver decorated with gold knobs or twists of gold wire are very effective and have met with gratifying success. Ornaments for the hair in the shape of decorative combs, hair pins and buck combs, are more called for than ever and are offered in a variety of novel designs of varying cost. The prongs may be made of tortoise shell or metal and perhaps those are most preferred which have shell prongs with tips of gold or silver. Anglo-

maniacs in New York and Boston have adopted the silver finger ring in imitation of the English fashion, and some of these are beautifully chased and set with gems, but this is a style that will never take here. In gold finger rings there is an endless variety in shape; jewelled hoops, the marquise shape and the cluster, are the most popular makes while of course every fashionable lady must have at least one solitaire in her collection.—*Journal of Commerce.*

Grain and Milling News.

A. K. McLeod, of Birtle, has rented the flour mill at High Bluff.

Voting on the mill bonus by-law will take place on May 22, at Treherne, Man.

A joint stock company is being formed at Birtle, Man., for the purpose of erecting a flouring mill.

J. M. Lawrie, grain dealer, Birtle, Man., has procured the site and made arrangements to erect an elevator of twenty thousand bushel capacity at Birtle.

At the last meeting of the council of South Cypress, Man., it was decided to submit a by-law to the ratepayers for the purpose of issuing debentures to the amount of \$3,000, to be offered as a bonus to secure the erection and operation of a roller process flour and grist mill in the town of Glenboro. The municipality of Argyle is expected to give \$2,000.

The *Herald*, Battleford, Sask., says: The arrangements between the Indian Department and Mr. Prince concerning a promised bonus to the mill on account of grinding for the Indians, which has been under consideration for a long time, were completed last week. Mr. Prince is placed under obligation to grind for the Indians on terms agreed upon for six years.

A correspondent at Gladstone, Man., writes: The adjourned meeting to discuss mill and elevator matters, was held on Saturday. Those who were there expressed a strong desire for building a 75-barrel roller mill. A committee was named to canvas the county to find out what amount of stock the farmers would likely take and report. From what I have heard since the meeting, it is not at all likely that the farmers will undertake the work without outside assistance.

Grave complaints having come from Manitoba grain dealers that their wheat shipments were not holding out weight in the returns from Fort William, C.P.R. Supt Whyte says he investigated the charges in weighing and handling grain at the Fort William grain shed and could get no evidence there of their truth. He says he will have the grain carefully weighed before it is shipped, and if there is found to be a surplus he will divide it pro rata among the grain shippers who claim losses.

Montreal Trade Bulletin: A singular freak in the flour trade is the ordering of a lot of flour shipped to this market back to Toronto a few days ago, as the owner stated that it would pay him better to pay the extra freight of 25c per bbl from Montreal to Toronto, than accept the low price offered for it here. The quality of the flour was said to be an Ontario patent. It is thought that as there are English buyers

in the West, the owner of the flour can get a better price for it on the cheap freight rate from Toronto through to a U.K. port, than by selling it here, or shipping it from here.

Adam Nelson, of Mountain City, Man., has leased the mill at that place, lately operated by Frank Bedford.

Dairy Matters.

J. L. Legare has recently erected a building for cheese factory at Willow Bunch, Moose Jaw district.

— Burrows, who was connected with the Manitou cheese factory last season, will have charge of the factory to be established in the Pickel neighborhood, near Manitou.

The *Mercury*, Manitou, Man., says: There is likely to be a bloom in the cheese business during the coming season, and arrangements are being completed for opening factories at different places. A meeting was held at LaRiviere on Saturday last, and definite preparations made for establishing a factory at that point.

The farmers in the vicinity of Grenfell, Assa. have formed a joint stock company for the purpose of erecting a cheese factory. The machinery has been ordered from Ontario, and it is expected that the factory will be in running order not later than the first day of May. R. E. Sherlock has been mainly instrumental in forming the company.

The *Montreal Trade Bulletin* says: Further advices from England state that Canadian and United States butters have been almost entirely superseded by the New Zealand product, which is greatly preferred to that of Canadian. This is startling when it is considered that butter from the Antipodes to England has to be carried a much longer distance than shipments from Montreal, and yet the New Zealanders are outstripping us and driving our creamery and Eastern Township dairy out of the English market. The sequel to this is that our Australasian competitors are landing a fresher article in London than we are, notwithstanding that they have to ship it six times a greater distance and across the torrid zone. It is forwarded by steamers in refrigerators in wooden packages similar to those in use here. The New Zealanders are beating us not so much in the quality of the butter when first made, as in marketing it more promptly. Consequently the advantage is all on the side of our competitors, whose sole aim is to offer it to the consumer as fresh as possible, whilst in this country the object of the farmers appears to be to season it with a good old age before selling.

A meeting of the shareholders of the Federal bank was held lately, when a statement of the bank's affairs and of the reasons for winding up its business were submitted. A resolution was unanimously passed approving the action of the directors in making the arrangement in January last with the other banks for assistance; also, approving the scheme for winding up affairs under the present board, and appointing an executive committee of three, viz., Mr. Hammond, president, Mr. Nordheimer, ex-president, and Mr. John Hoskin, and further approving application being made to authorize the persons

to wind up the bank. Mr. Thomas Long was added to the board.

Board of Trade.

A meeting of the Winnipeg board of trade was held Wednesday afternoon. J. H. Ashdown, who acted as delegate from the board on the deputation which waited upon the Dominion Government at Ottawa two weeks ago reported that he had taken part with the delegation in pressing upon the Government the importance of deepening the canals and reducing tolls on grain and merchandise transported from the Northwest.

S. W. Farrell addressed the board on the the importance of barley grown in this country and presenting testimonials from American malsters and brewers showing that No. 1 Manitoba barley was superior in germinating power and went further in the manufacture of beer than any other barley grown on the continent. Mr. Farrell was requested to confer with the board of grain examines with the object of placing the information obtained by him in the form of a circular to be distributed amongst the farmers in the province and large brewing and malting firms in Canada and the United States. The circular will be prepared as soon as possible for distribution.

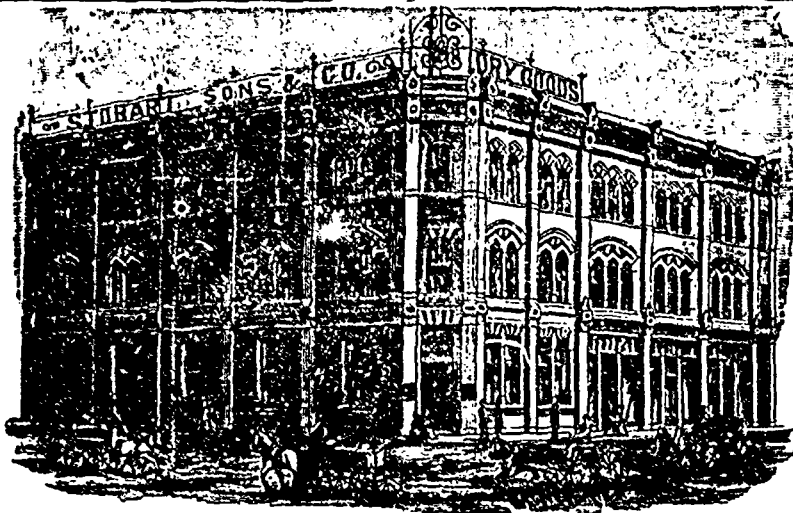
The schedule of grain standards of Manitoba hard wheats recently adopted by the grain section of the Toronto board of trade was discussed and it was unanimously decided to press upon the government the adoption of the schedule of standards framed by the Winnipeg board last December and accepted by the Government but which was afterwards rescinded.

Magnus Wilson is preparing to start a lumber yard at Newdale, Man.

— Tait, of the Bird Tail Creek limits, Riding Mountain, reports over 3,000,000 feet of timber cut and on the bank ready for the water. The logs will be sawn at Birtle, Man.

A Montreal telegram says: A V. Morris & Bros., the largest cordage manufacturers in Canada, have withdrawn from the Cordage and Binder Twine association or combination. In a circular letter to customers the firm says: "In coming to this conclusion we have not been guided or influenced in the slightest degree by the prospect of any legislation at Ottawa regarding 'combines,' but have taken the step simply believing it is the proper course to pursue under the circumstances, and must result eventually to our mutual benefit. The cordage and binder twine combinations are organized on a pooling basis, and therefore necessitated us, as the largest manufacturers, paying a very large sum into the pool or trust, which has been devoted to the worthy object of supporting and strengthening smaller competitors. Now experience teaches us that these moneys have been wrongly applied, and greater satisfaction would naturally ensue if buyers received the benefit of reduced values. We have lost all faith in combinations and are convinced that sooner or later such organizations will not be allowed to exist." The cordage 'combine' has existed about a year and a half, and as 50 per cent. of the business done was transacted by this firm, there is hardly any hope it will pull through the crisis,

Importers British & Foreign Dry Goods.



A Full Range of Canadian Staples
always in stock.

STOBART, SONS & CO., PORTAGE AVENUE, WINNIPEG.

Business East.

ONTARIO.

Alex. Cuthbertson, grocer, Hamilton, has sold out.
Chas. Bissell, dealer in stoves, etc., have sold out.
A. Falk, furniture dealer, Mount Forest, has sold out.
Wm. Sharp, baker, Hamilton, is reported missing.
M. J. O'Doherty, tailor, Ottawa, has assigned.
W. J. Gallagher, printer, Pembroke, has assigned.
Geo. Pitman, grocer, etc., Port Cowan has assigned.
Wm. McArthur, tinsmith, Renfrew, has assigned.
Wm. Worden, commission, Toronto has assigned.
J. C. Fox, general storekeeper, Olinda was burnt out.
R. S. White, publisher, Blyth, has removed to Winnipeg.
Edgar C. Harvey, druggist, etc., Bridgen, has sold out.
D. Gould, physician, etc., Goodwood, sold out grocery business.
E. F. Robinson, druggist, Hamilton, is removing to Toronto.
Wm. McEdwards, dealer in hardware, Sarnia, is compromising.
Thos. Wilson, general storekeeper, Niagara Falls, closed by sheriff.
Harrison & Leslie, general storekeepers, Beaverton, have sold out.
Burr Bros., general storekeepers, Bloomfield, are succeeded by P. Burr & Son.
Jas. Alexander, dealer in dry goods, Peterboro, is offering to compromise.
Fleming & Walker, dealers in sewing machines, Chatham, are dissolving.
Dockham & Weldon, jewelers, London, have dissolved; Dockham continues.
Hogan & Watson, dealers in fancy goods, Seaforth, have dissolved—Miss Watson continues alone.
John McPherson & Co., manufacturers of boots and shoes, Hamilton, have dissolved and new partnership formed.
The following were burnt out at Berlin: J. Steinnacker, dealer in picture frames; J. A. Mackie, general storekeeper; C. Keller, baker.

Ira Marks, grocer, Toronto, has sold out.
Alex. Gibb, saloonkeeper, Toronto, has sold out.
Thos. Hunt, hotelkeeper, Elmira, has sold out.
R. Killaby, grocer, etc., Lindsay, was burned out.
T. S. Williamson, hotelkeeper, Simcoo, is dead.
Jos. A. B. Smith, tailor, Kingston, has assigned.
Wm. Worden, commission, Toronto, has assigned.
Bullen & Spafford, grocers, Trenton, have dissolved.
Wm. A. Willoughby, physician, Colborne, has assigned.
A. J. Maley, hotelkeeper, Cornwall, has compromised.
Wm. Searles, grocer, Norwich—style now Searles & Stover.
H. L. Smith, dealer in confectionery, etc., Seaforth, has sold out.
F. Wheeler, steam heaters, Toronto,—stock will be sold April 4th.
Thos. Wilson, general storekeeper, Niagara Falls, closed by sheriff.
Hunton & Living, dealers in hardware, Ottawa, have dissolved.
Wm. McEdwards, dealer in hardware, Sarnia, is compromising.
Mrs. R. Laughlin, furniture dealer, Wallacburg, is out of business.
R. Stanley, dealer in dry goods, St. Catharines, has compromised.
Skelton, Decatur & Co., dealers in dry goods, Shelburne, have dissolved.
J. L. Coburn, dealer in agricultural implements, Alliston, has assigned.
Robt. Reid & Son, foundry, St. Marys—succeeded by Thos. Bennett
W. A. Snyder & Co., dealers in canned goods, Toronto,—sheriff in possession.
Henry Oppertshausen, blacksmith, Elmira,—succeeded by M. H. Hemmerich.
Alfred White, dealer in gents' furnishings, Toronto, is offering to compromise.
Pedlow Bros., dealers in hardware, etc., Jarvis, have dissolved—Robt. Pedlow continues.

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

McCready & Co., dealers in clothing, Trenton have assigned.

Goldstein Bros., general storekeepers, Lanark, have assigned.

J. L. Carr, fire extinguishers, Toronto,—bailiff in possession.

E. H. Allport & Co., jewelers, Toronto, stock damaged by fire.

T. Mills & Co., hatters, Kingston, have opened a branch at Ottawa.

Hiscock & Farron, general storekeepers, Teeswater, have dissolved.

L. Richoy & Son, builders, Toronto, has called a meeting of creditors.

McCrimmon Bros., dealers in dry goods, Lindsay, stock damaged by fire.

W. D. Matthews & Co., wholesale produce, Toronto,—W. D. Matthews, Sr., dead.

Spillman Bros, hotelkeepers, Fenelon Falls, have dissolved and are out of business.

Jacob Dunke, dealer in dry goods and clothing, Elmira,—succeeded by Henry Dunke & Co.

QUEBEC.

H. Garipey & Co., grocers, Montreal, have dissolved.

Etienne Bergevin, grocer, etc., Beauharnois, has assigned.

Giguere & Robillard, soda water, Montreal, have dissolved.

M. C. Healy, dealer in books, Montreal, stock advertised for sale by auction.

F. & J. Leclair & Co., dealers in wholesale dry goods, Montreal,—A. A. Deschamps of this firm is dead.

—Grocer (to boy)—What are you doing James?

James—Puttin' sand in the sugar.

Grocer—Well that won't do. You must put the sugar in the sand, and then if a customer asks if we put sand in our sugar you can truthfully say no. You will find, James, as you acquire more business, that, in the long run, truth always pays.

Manitou Mercury: F. E. Fairchild was in town lately. He is looking after the interests of the firm and intends going out to the end of track. We understand Chalmers Bros. & Bethune have been appointed agents at this place for the sale of his agricultural implements.

Western Notes.

The Calgary council will send Mr. Reilly to Winnipeg, and perhaps to Port Arthur, to look after immigrants.

The satisfactory business done by the Hudson's Bay Coy's Manitou branch, has induced the Company to decide to provide more commodious premises for carrying on the trade. Preparations are being made for the construction of a new block on the site of the old stand. The structure will be 40x48, two stories high, brick front.

Rapid City Spectator: The agricultural implement business is opening out brisk this spring. Last week Malcolm Thompson, agent for Harris, Son & Co., in this place booked the following orders some of which were delivered at once: 1 sulky plow, 22 seeders, 14 self binders, 7 mowers, 8 rakes, 6 wagons, 16 plows, 15 harrows and over 15,000 pounds of binding twine. One encouraging feature in this spring's implement trade is the fact that the cash accompanies the greater part of the orders.

Calgary Tribune: 420 acres of a school section of land in the neighborhood of Canmore on which there is coal, was sold by public auction at Calgary recently. There was considerable competition between the Anthracite Coal Company and Mr. Brinckerhoff, for a St. Paul company, who made the application for the purchase of the lands having the adjoining lands on either side. The upset price was \$20 per acre, and the price kept creeping up, sometimes at 5 cents a bid, till \$70.50 per acre was reached, when Mr. Brinckerhoff quit and the

property was knocked down to the Anthracite Coal company. The School Board of the Territories is thus the richer by \$29,610, and the Anthracite Coal company has probably shut a competitor out of the field for the present.

Sir John Macdonald has introduced the bill to change the form of Government in the Territories. Its chief features have already been foretold. It provides for a council of not more than 25 nor less than 20 members who shall be elected by the people. The schedule of representation for the various districts is still under consideration. Provision is also made for their nominative members. During the first term of three years, these members to be legal experts, who shall advise the council, and may take part in discussions, but shall not vote. After the first term it is hoped there may be more legal talent in the territory, who may be eligible for election by the people, when it will not be necessary to appoint any members at all. The terms of each council is extended to three years, and household and income suffrage are introduced. The Lieutenant Governor will no longer sit in council, but shall be entirely separate. No provision is made for an executive council, it being considered that it would be a retrogressive step rather than one in advance.

— MacKay, manager of the new government experimental farm at Indian Head, left Winnipeg on Tuesday last for the west on one of the special colonist trains which was carrying stock and implements for the farm. Mr. MacKay bought the stock down east and the

machinery here in Winnipeg. He says the farm consists of 680 acres, partly light and partly heavy soil. Though it has been previously cropped it is in bad shape, and he proposes to summer-fallow most of it so as to start fair next year. This season, however, he will erect the necessary buildings, a barn, stables and three houses, one for himself, one for the horticulturist, and one for the help. The farm will also be fenced off into fields and a start will be made with the stock. It is proposed to raise three breeds of sheep, three of horses and three of cattle, to see which is best adapted to the country. A number of seeds and seedlings of fruit trees brought from Russia will be planted, also roots from northern Europe, and seedlings of forest trees Michigan. The operations on the farm in the future will consist of experiments to test the capabilities of the country.

Brandon Sun: The amount of wheat marketed last week was 27,307 bushels, making 1,039,014 bushels up to Saturday night last. Price 43 to 51 cents. Oats 23 to 25 cents, and the delivery fair; barley, delivery good, 28 to 30 cents; butter 16 to 20 cents, very little fresh coming in; eggs, scarce, 25 cents; potatoes, supply fair, 30 to 36 cents per bushel; hay 6 to \$7 per ton; wood, scarce \$4.50 per load; beef, live, 3½ to 4 cents; carcass beef 6½ cts.; pork, scarce, 7 cents; poultry, scarce, at chickens 10 cents and turkeys 15½ cents per pound.

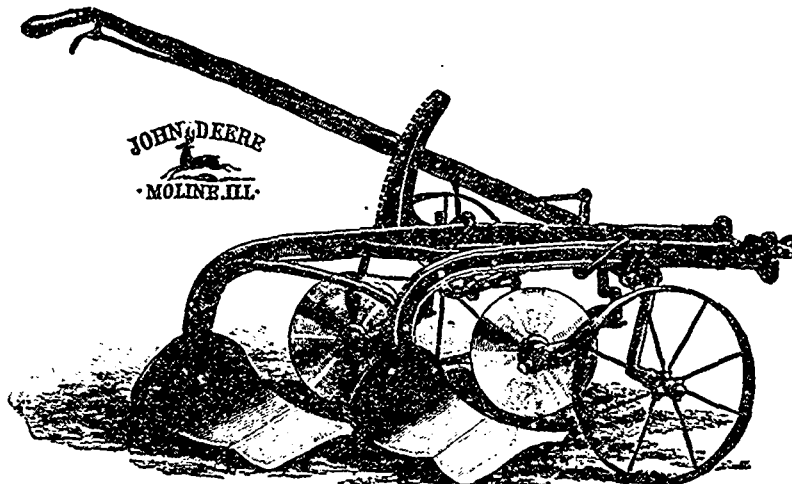
The British barque, Elizabeth Nicholson, has completed loading at the Hastings Mill, Vancouver, B. C. Her cargo consists of 640,000 feet, for Adelaide, Australia.

F. A. FAIRCHILD & CO.

—WHOLESALE DEALERS IN—

AGRICULTURAL IMPLEMENTS, CARRIAGES, SLEIGHS, &c.

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



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

CLOSE PRICES TO DEALERS.

SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.

* * * * *

WINNIPEG.

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Lumber Cuttings.

The saw mill in township 5, range 8, near Manitou, Man., has commenced operations again under the management of H. Clements.

The ship Syren has completed loading at the Moodyville mill for Sidney, Australia. Her cargo consists of about 1,200,000 feet of lumber.

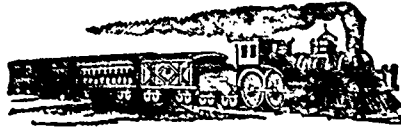
J. Kean is busy putting the Coal Company's saw mill at Lethbridge, Alberta, in running order. The company intend using the bulk of the lumber cut this summer in their mining operations.

The logging camps of the Royal City mills of Westminster, B. C., are now running full blast. At the Mud Bay camp the company has a canal 2 1/2 miles in length, by which the logs are conveyed from the limits to the bay. The railroad the company is constructing for the purpose of hauling logs to the waters edge, is expected to be completed and in readiness for traffic by June 1st.

Westminster Columbian: A gentleman from New Brunswick, representing a large lumbering company on the St. John river, has been in the city lately with a view to securing a suitable site for the erection of extensive saw mills, which will cut lumber for the export trade only. The gentleman in question made a tour of the coast and came to the conclusion that Westminster was the most convenient and suitable point for the erection of the mills. He has now gone east to report, and it is probable that something definite will be done in the matter during the next six weeks.

Mississippi Valley Lumberman The implacable opponents of the removal of the duty on lumber are making liberal use of the statement of D. M. Charlton, M. P., a large dealer in lumber on the Canadian side of the line, that the removal of the duty may increase the price of lumber in Canada, but that it will reduce it in the States, and that the difference will be shared by the Canadian producer and the American consumer. It is probably true, as Mr. Charlton says, that the removal of the duty will admit of some of the lower grades of Canadian lumber finding its way into the American markets, but the amount is not so great that it need cause any uneasiness upon the part of American manufacturers. The more the matter of the removal of the duty on lumber is studied the less tenable becomes the ground for the opposition.

The big timber ship being built at the Joggins, Cumberland county, by James D. Leary will be about 650 feet long, 100 feet longer than the raft which was lost last year. It will be built in the same general way as the raft, only the ends will be sharpened and will be bulkheaded to resist the action of the waves. This raft will be ship-rigged, with six large masts, and will need no tugs. A large gang of men have been at work for several weeks, under the supervision of H. R. Robertson, who built the raft, hauling the huge timbers, which are being chained together into one giant bundle. The timbers are by far the largest that have ever been shipped from Nova Scotia. The work is about half completed, and the monster will be ready to launch some time in July or August. The cost of construction will be nearly half as much again as that of the raft.



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Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, August 15th, 1897

No. 4 MIXED	No. 2 PASS	STATIONS.	No. 1 PASS	No. 3 MIXED
LEAVE	LEAVE		ARRIVE	ARRIVE
13 00	13 00	Portage la Prairie	14 45	14 45
15 31	14 50	... Gladstone	13 01	12 20
17 25	16 02	... Neepawa	11 35	10 00
19 45	17 00	... Minnedosa	10 45	8 40
	18 10	... Rapid City	9 00	
22 30	18 48	... Shoal Lake	8 52	5 05
21 10	19 55	... Hirtle	7 45	3 30
	22 25	... Blinacarth	5 10	
	23 45	... Russell	3 45	
	1 05	... Langenburg	2 30	
ARRIVE	ARRIVE		LEAVE	LEAVE

Meals.
No. 4, Mondays and Thursdays No. 1, Wednesdays and Saturdays No. 2, Tuesdays and Fridays No. 3, Tuesdays and Fridays.
Trains leave Minnedosa for Rapid City Tuesdays and Fridays at 17 10; returning leave Rapid City Wednesdays and Saturdays at 9. For Langenburg leave Hirtle Fridays only at 21 00, returning leave Langenburg Saturdays only at 2 30. For Russell leave Hirtle Tuesdays only at 21 returning leave Russell Wednesdays only at 3 45, making connection with main line trains.
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
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General Passenger Agent.
J. S. McCULLOUGH, M. M. WHEELER,
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ROSSELL MILLER, A. V. H. CARPENTER,
General Manager. Gen'l Pass. and Tkt. Agt.
J. F. TUCKER, GEO. H. HEAFFORD,
Ass't Gen'l Manager. Ass't Gen'l Pass. and Tkt. Agt.
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Chicago, Burlington, Kansas City and Des Moines Ex.....	a8 45 a.m.	a9 25 a.m.
St. Louis Fast Ex.....	b6 25 p.m.	b7 05 p.m.
Chicago Fast Ex.....	d6 25 p.m.	d7 05 p.m.
Des Moines Passenger.....	a6 25 p.m.	a7 05 p.m.
Excelsior and Watertown.....	a8 00 a.m.	a8 45 a.m.
Arlington and Excelsior.....	a4 15 p.m.	a4 50 p.m.
Mankato Express Accom.....	a3 15 p.m.	a4 00 p.m.
a Ex Sunday b Ex Saturday d Daily.		

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