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INCORPORATED BY ROYAL CHARTER.

Paid-up Capital.....£1,000,000 Stg.
Reserve Fund.....£255,000 "

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Bank of Ottawa.

HEAD OFFICE, OTTAWA.

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Rest.....\$400,000

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Robert Blackburn, Esq. George Hay, Esq.

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Letters of Credit issued for use in Great Britain and elsewhere.
Collections promptly attended to.

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RESERVE FUND, - \$850,000.00.

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BRANCH OFFICES: Winnipeg, - W. M. Fisher, Manager

Moneys advanced upon Farm and City Properties, MORTGAGES, MUNICIPAL DEBENTURES & SCHOOL DEBENTURES purchased. Scrip held for use of Clients. Clients title deeds are not sent out of the Province but are lodged in the Company's vaults at Winnipeg, where they may be examined at all times. Agents at all principal points throughout the Province.
For further information write to the Manager of the Winnipeg Branch.

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—WHOLESALE—

DRY GOODS,

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Complete range of Samples with Andrew Callender, McIntyre Block, Winnipeg.

RUBLEE, RIDDELL & CO

Commission Merchants

AND IMPORTERS OF

Green and Dried Fruits.

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HEAD OFFICE, - QUEBEC.

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RESERVE FUND - - - 150,000

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E. E. WEBB, Cashier.

F. L. PATTON, Manager, - - WINNIPEG.

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Osler & Hammond,

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(Members Toronto Stock Exchange)

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FINANCIAL AGENTS**

—AND DEALERS IN—

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Real Estate Bought and Sold. Money to Loan.

E. B. OSLER. H. C. HAMMOND. A. M. NANTON.

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TORONTO! Ont.

Manufacturers of ACCOUNT BOOKS,
ENVELOPES, PAPER BOXES.

Importers of all Grades of Staple Stationery.

—DEALERS IN—

PRINTERS' SUPPLIES,
BOOKBINDERS' MATERIALS AND
BOXMAKERS' REQUISITES.

Gillies' Series of Pens.

NO.	DESCRIPTION.	PER GROSS
202	Railway Pen, fine point.....	40c.
212	Peruvian Pen, medium point.....	70c.
222	Queen Pen, fine point.....	70c.
232	Ledger Pen, fine point.....	70c.
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252	Commercial Pen, medium point.....	60c.
262	Electric Pen, fine point.....	60c.
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REST.....\$700,000.00

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Portage la Prairie.....N. G. Leslie, "

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Deposits received and Interest allowed at current rates. Drafts and letters of credit issued available in Canada, Great Britain, United States, France, China, India, Australia and New Zealand.

Municipal and other debentures purchased. Agents in Great Britain—Lloyds Bankers & Boesauquet's Bank (Limited), 72 Lombard Street, London, England. Correspondents—London & Southwestern Bank. Manchester & Liverpool District Banking Co. (Limited). E. W. Yates & Co., Liverpool.

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Municipal, School and other
Debentures negotiated.

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Branch Office—CARBERRY, Man.,
R. T. Rokeby, Manager.

INTEREST ALLOWED ON DEPOSITS.

Union Credit and Protective Association

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For the Collection of Old and Worthless Debts anywhere in the Provinces of the Dominion of Canada or United States.

60 1/2 ADELAIDE STREET EAST, - TORONTO.
489 MAIN STREET, - WINNIPEG.
Business and Correspondence Solicited.

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Investment Broker and Financial Agent.

MUNICIPAL DEBENTURES NEGOTIATED

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Robertson, Linton & Co

CORNER OF ST. HELEN AND LEMOINE STS.,
MONTREAL.

Importers of British and Foreign Dry Goods,
Canadian Tweeds, Cottons, Etc.

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

BRITISH COLUMBIA.

Attention this summer is largely directed to the Sunset Province of the Dominion. All those desirous of obtaining information regarding its mines, farm and fruit lands, timber, real estate; or any other subject connected with its resources, are invited to communicate with C. WETHAM & CO., real estate, insurance, mining, financial, mercantile and commission agents, Vancouver, who will take pleasure in replying fully and promptly to all inquiries.

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WHOLESALE COMMISSION MERCHANTS
ESTABLISHED 1882.
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MESSRS. CUDAHY BROS. Milwaukee
Smoked and Dried Meats, Mess Pork, Lard, &c.
THE SIMCOE CANNING COMPANY, Simcoe
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Pails, Tubs and Woodenware.
DUNBAR, McMASTER & Co. Ld. Gilford, Ireland
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The Ames, Holden Company,

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Dealers in

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**Thompson,
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WHOLESALE GROCERS,

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PORTER AND RONALD,

DIRECT IMPORTERS OF

CROCKERY

GLASSWARE

CHINA

LAMPS,

CHANDELIERS,

CUTLERY,

SILVER-PLATED WARE & FANCY GOODS

380 MAIN ST., WINNIPEG.

GROCERS, ATTENTION!

ASK FOR THE CELEBRATED

"Reindeer Brand"

CONDENSED MILK,

Condensed Coffee and Milk

THE BEST IN THE MARKET.

For Sale By All Wholesale Grocers.

—MANUFACTURED BY THE—

Truro Condensed Milk & Canning Co. Ld
TRURO.

HENDERSON & BULL, Agents,
WINNIPEG.

DU PONT GUNPOWDER

—IS THE—

STRONGEST, CLEANEST AND

BEST POWDER

MADE IN AMERICA.

It can be had from all jobbers at about the same prices as inferior makes.

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WHOLESALE HARDWARE MERCHANTS,
WINNIPEG, MAN.

J. H. ASHDOWN,

Wholesale Dealer & Importer of all kinds of

Shelf and Heavy Hardware,

STOVES AND TINWARE,

PAINTS, OILS AND GLASS,

RAILROAD and MILL SUPPLIES,

The Trade furnished with our Illustrated
Catalogue on application.

Corner Main and Bannatyne Streets,

WINNIPEG.

Cornell, Spera & Co.,

WHOLESALE DEALERS IN

Mens' Furnishings

SMALLWARES, ETC.

SPECIAL PRICES TO CLEAR OUT LINES OF
SUMMER GOODS.

Our travellers are now out with full line of
New Samples of Fall and Winter Goods.

27 Portage Ave. East,
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J. W. CORNELL.

A. R. SPERA

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Fancy Goods and Toys.

ALL THE NEWEST NOVELTIES

FROM THE

European and American Markets.

Represented in Manitoba, Northwest Ter-
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W. S. CRONE.

Mackenzie, Powis & Co.

Have now in Store the most complete
range of

INDIAN TEAS

Bought at the late favorable turn in
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BUYERS SHOULD EXAMINE.

Also on the way first crop choicest JAPANS
together with first crop CONGOUS.

Mackenzie, Powis & Co.,

WHOLESALE GROCERS.

Cor. McDermot & Albert Sts., WINNIPEG

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Jos. McCausland & Son, Proprietors.

TORONTO, ONT.

Memorial and other Windows for
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Household Stained Glass from Original
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J. H. WOODS,

Sole Agent for Manitoba, N. W. T. and British Columbia.

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Redwood Brewery

**Fine Ales, Extra Porter
and Premium Lager.**

Most Extensive Establishment of
the kind in Western Canada.

ED. L. DREWRY,

PROPRIETOR,

WINNIPEG, MANITOBA.

Highest cash price paid for good
Malting Barley.

The Commercial

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

Eighth Year of Publication.
ISSUED EVERY MONDAY
 SUBSCRIPTION, \$2.00 PER ANNUM (in advance).

ADVERTISING RATES.			
1 month weekly insertion	\$0 80	1 line.
3 months, do	0 75	"
6 " do	1 25	"
12 " do	2 00	"

Transient advertisements, 10 cents per line each insertion.

Fine Book and Job Printing Departments.

Office, 4 and 6 James St. East.

JAMES E. STERN,
 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, and including northwestern Ontario, the provinces of Manitoba and British Columbia, and the territories of Assiniboia, Alberta and Saskatchewan. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.

WINNIPEG, AUGUST 4, 1890.

Manitoba.

McCallum & Carr, blacksmiths, Pilot Mound, have sold out to John Pollock.

Four thousand dollars worth of cattle and sheep were sold in Carman one week recently, by farmers of the district.

D. Fraser, the pioneer flour and feed dealer at Virden, has purchased the flour and feed business of W. D. Craig of the same place.

The Morden Monitor places the wheat yield of that district at twenty bushels per acre, and states that some barley has already been cut, and some farmers will commence cutting wheat early this week.

The appeal of the Manitoba Free Press Company, Winnipeg, against a verdict for \$500 in favor of J. H. Ashdown for libel, rendered last April, has been sustained by the full court and the verdict accordingly set aside.

Says the Morden Monitor of July, 30:—Snowden & Nelson of this place shipped two carloads of fat stock last week—one to Winnipeg and one to Port Arthur. Next week they will ship six carloads to Montreal.

Free Press:—A gentleman who has just returned from Wawanesa says that the wheat that was cut down a few weeks ago by hail has recovered and is now all out in head, and gives promise of a heavier yield than the wheat that was not affected by the storm. The heads are quarter of an inch longer and the kernels plumper, but is a week later.

The Manitoba Northwestern mail grievance has been remedied, and a mail is now dispatched from the Winnipeg post office on Tuesdays, Thursdays and Saturdays at 10.30, and mails will be received at Winnipeg on Mondays,

Wednesdays and Fridays. No registered matter will be sent with these mails, but will be forwarded same days as formerly.

Hon. S. C. Wood, general manager of the Freehold Loan & Savings Company and Capt. McMaster, a director of the same company, have returned from a drive through the province, inspecting the crops. Mr. Wood has visited Manitoba at this season of the year for the past ten years for the purpose of inspecting the crops, and he is, therefore, well qualified to give an opinion upon the crop outlook. He and Capt. McMaster went west, northwest and south, covering pretty well the whole cultivated area. Mr. Wood thinks that the wheat will yield from fifteen to twenty-five bushels per acre, with an average of twenty bushels. This agrees with the predictions made by THE COMMERCIAL.

Assiniboia.

F. G. Healey, fruits and confectionery, Moose Jaw, has sold out to F. A. Miller.

Some months ago the Cambrian hotel at Wapella was burned under suspicious circumstances and the proprietor, John Gordon, who has just put on considerable insurance, and an accomplice, Frank Ion, were arrested. The trial came off last week, and both prisoners have been sent to the penitentiary at Stony Mountain for a long term of years.

British Columbia Trade.

Business is featureless. Summer has always been a quiet season in this province and strange as it may appear the greatest activity is noticeable in the wet season.

Shipping is one of the most active elements of commercial life here and business is brisk in that line. Shipping agents report it as one of the best periods with them they have yet experienced and the fleets of the province are pretty generally employed.

The foreign lumber trade is very promising and foreign ships are arriving daily in Burrard Inlet. Several ships have also gone up the Fraser to the McLaren-Ross mills.

Building is not so prevalent as last year, but the prospects are that the aggregate at the end of the year will equal if not exceed that of 1889. Word has been received that the long expected post office building in Vancouver is about to be commenced and the contract has been let. This has been regarded as the signal for a general building boom, many preferring to wait until the post office was an accomplished fact before investing in brick and stone.

The probability is that the salmon pack will be light this year owing to the depression in the market caused by the unusual pack of last year. So far nothing has been done by the canners, who are waiting for the sock-eye run.

Wholesale business is reported as quite satisfactory, although prices have been disturbed by a heavy cut among Victoria houses. There is a stagnation in the dry goods trade of Vancouver, the result of so many clearing out sales. Legitimate business is, therefore, under a great disadvantage.

Real estate is still very quiet and all the dealers are looking to the good time coming. The C.P.P. sale takes place on the 30th of July, after which speculation will be more active, investments for some time having been waiting

for it to come off. The principal investments now are in West end residence property and farms.

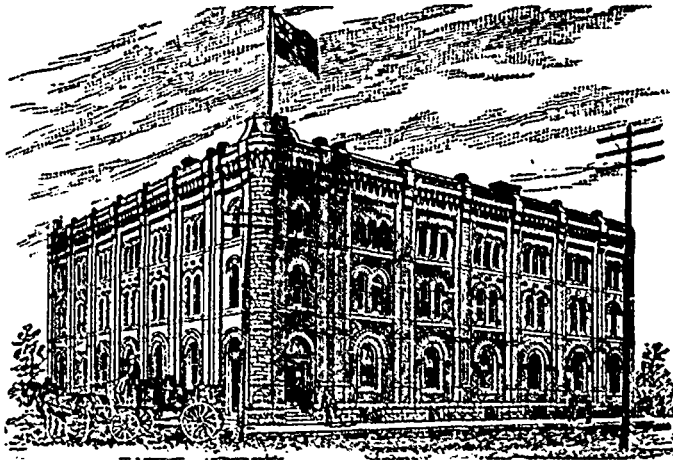
Residents of Vancouver have been gratified during the week past to learn of a certainty of the establishment of another important industry—a foundry and machine shop, which will make marine work a specialty. The sugar refinery, the fruit canning business, the furniture works added to the above, all of which have excellent prospects of success, are among the new industries of this year. Another bridge spanning False Creek, between Westminster Avenue and Granville street bridges, has been commenced.

A matter that has been attracting a good deal of local interest recently is the trade and license by-laws, frequently discussed by THE COMMERCIAL. This taxing of trades is a feature peculiar to British Columbia legislation, and one so antiquated and medieval in its origin that surprise has often been expressed that Vancouver, which boasted of being the embodiment of modernism, should have adopted it. The by-law which was formed last year taxed every blessed occupation that is carried on in the city savoring of trade. Even boarding house keepers were obliged to pay a license. The real estate dealers, however, combined and upset it so far as its provisions related to them and it was indifferently enforced. This year the by-law has been amended, the fees slightly reduced, and is being enforced. The Vancouver Board of Trade has taken the matter up and one of the newspapers, and they are making it interesting for the council, with what success remains to be seen. It does seem inexplicable, however, that the principle of licensing storekeepers, commercial travellers, commission men, etc., to do business, can exist in an era of enlightenment like the present.

Commission business is good and dealers report activity. Old hay is declining in price; oats are scarce and dear; potatoes are becoming more plentiful and are lower in price; fresh eggs are scarce and dear; butter remains plentiful with large lots offering from Manitoba.

Passenger and freight traffic over the C.P.R. is heavy. Travel from the east and south is excellent and the freight both ways surprisingly large in proportions. The China and San Francisco steamers are doing a big business with this port and local shipping is heavy as well. The Alaska business from Victoria is largely augmented and the volume of travel that way is so great that it is surprising that Canadian ports north do not attract some of the travel and that Canadian companies do not share some of the carrying trade.

One favorable feature of the fruit business is, that British Columbia is supplying more and more of the demand and a very considerable advance has been made this year, although the fruit crop marketed has not been nearly so large as was expected. A big improvement has been made in the mode of marketing the fruit both in the neatness and size of the boxes and baskets used, principally through the efforts of the British Columbia Fruit Growers' Association. For the amount of fruit grown in the province and the immense quantity imported fruit to the consumer is lamentably dear. Small fruits have not been retailed at less than 15c. per pound this year and much of it at 20c. The quality is invariably good.

GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,

DIRECT IMPORTERS

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

BRITISH COLUMBIA

This issue of THE COMMERCIAL it will be noticed is devoted very largely to British Columbia. A considerable portion of the space usually given to editorial and general commercial matter is taken up with special articles about the Pacific province. This journal has given a great deal of attention to British Columbia for the past two or three years, and the province has been represented each week in these columns. This feature of THE COMMERCIAL will be continued on even an enlarged scale. The services of one of the ablest writers in British Columbia has been secured recently, and articles upon the province will therefore be prepared by a writer on the spot, who is thoroughly conversant with the situation. In keeping with the general policy of this journal, articles upon British Columbia will be free from political, sectarian and sectional sentiments.

Besides having a competent resident representative in British Columbia, a member of THE COMMERCIAL staff makes occasional visits to the province with the object of keeping thoroughly posted upon the resources and development of the country. A member of the staff has recently returned from a trip to the Pacific province after having spent two months in travelling through the country. The special articles upon British Columbia in this issue are a result of this trip, and a number of similar articles about the province will appear in subsequent issues of this journal.

This number is not prepared as a catch advertising scheme. In devoting so much space to British Columbia, no effort has been made to work a special line of advertising. The advertisements in this issue are such as appear weekly in the journal. This number is prepared entirely at the expense of the publisher, and it will be given a wide distribution at his expense, in the hope that it may do some good in circulating information about the province. No aid has been sought from any source to help defray the cost of publishing and circulating a large number of copies of this issue in addition to the regular subscription list, British Col-

umbians who appreciate the work done by this journal in favor of their province may return the compliment by putting in a good word for the paper as opportunity offers, or by becoming subscribers if they are not already on our list. Our regular advertisers will receive the benefit of the wide circulation given this issue free of extra charge.

THE COMMERCIAL has a large and steadily increasing circulation in British Columbia. It now reaches from fifty to seventy-five per cent. of the business men of the province, and this in every instance includes the best class of the business community. The circulation of THE COMMERCIAL in British Columbia is very greatly in excess of any other paper in Canada published outside of the province. A steadily increasing advertising patronage is also being extended to this journal by the leading jobbers of the province.

SPECIAL TAX.

It is surprising to find the City Council of Vancouver adopting a by-law providing for the imposition of a special tax upon certain business men of this city. It is now generally acknowledged that this mode of raising taxes is unjust in principle. In progressive communities special taxes of this nature are being abolished, as well they should be. The system is about as absurd and erroneous in principle as it could be. It is, therefore, we repeat, a matter for surprise, that in a new and progressive community like Vancouver, the special tax system should be resorted to.

It is proposed by this by-law, to levy a special tax on commercial travellers, wholesale and retail traders, butchers, commission dealers, etc. Now, business men as a rule are the mainstay of a city. They are usually the heaviest tax-payers, and it is certainly unjust to single them out for the imposition of a special tax. The trader pays a tax upon his lands, building and stock. If he is not the owner of lands and buildings, he pays the tax on these all the same in the form of rents to the landlord. A lawyer or doctor may have a larger income than the merchant who pays a tax on a stock of from

WHOLESALE JEWELER.

Manufacturer and Importer of

Watches, Diamonds,

Jewelry, Clocks, Etc.

Tools, Material,

Etc., Etc.

Prices guaranteed as low as any House in Canada. Write for quotations. Call and see us when in the City.

433 and 435 MAIN STREET.

W. F. DOLL.

\$10,000 to \$20,000, yet the professional man has no tax to pay upon stock. He rents an upper room and his personal effects amount to a couple of hundred dollars in office furniture. A special tax upon the lawyer and doctor would be more reasonable than upon the merchant, who is, as a rule, the heaviest taxpayer in the regular way. Besides, if the merchant is taxed excessively, he will be obliged to increase the profit on his goods, and thus the consumer will pay the tax.

Nanaimo's Trade.

The following report has been furnished by the collector of customs of the port of Nanaimo, B.C., for the fiscal year ending June 30, 1890:

IMPORTS.	
Value of dutiable goods.....	\$200,818 00
" " free "	32,572 00
Total value of imported goods...	\$233,390 00
Duty collected	\$ 43,885 00
Other revenues.....	2,967 80
Total collections	\$ 51,852 80
EXPORTS.	
Coal	493,037 tons \$1,921,889
Iron ore.....	4,575 " 9,150
Stone.....	771 " 2,476
Miscellaneous....	1,023
Total value of exports	\$1,934,544

The Far West.

THE COMMERCIAL has secured the services of one of the ablest writers in British Columbia, and hereafter the readers of this journal will be kept posted upon the commercial situation in the Pacific province, by a writer on the spot, who is in every sense competent to furnish interesting and trustworthy information, free from political bias and sectionalism.

McDonnell & Band are building a flour and oatmeal mill at Pilot Mound, near, for R. Whitelaw of Woodstock, Ont. The merchants are giving Mr. Whitelaw \$1,500 as a bonus. The flour mill is to be 36 x 40 feet, the oatmeal mill 24 x 24 feet; kiln 22 x 22 feet, and the engine house 22 x 24 feet. It is to be in running order in September.

W. D. PETTIGREW & CO.

WHOLESALE

—DEALERS IN—

Plaster of Paris,
Plasterer's Hair,
Wheelbarrows

SEND FOR PRICES

528 Main Street,
WINNIPEG.

STEWART HOUSE

COR. MAIN & ELLIS STS., MANITOU, MAN.

First-Class in every respect! Re-fitted! Re-furnished
Good Table! Good Kitchens! Three best Sample Rooms
in the Province.

ROUNTREE & CONNOR, Proprietors.



LAKE OF THE WOODS MILLING CO.

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

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

All Grades of HARD WHEAT FLOUR in Barrels and Bags

FOR QUOTATIONS AND OTHER INFORMATION APPLY TO THE MILLS,

KEEWATIN, - ONTARIO.

G. F. STEPHENS & CO.

—MANUFACTURERS OF—

Stephens' Pure Liquid Colors—Various Shades for Interior and Exterior House Painting.

Stephens' Prepared Carriage Paints—In Scarlet, Black and Maroon. These Paints dry with a Rich Gloss and do not require Varnishing.

Stephens' Elastic Enamel—For Household Decorations such as Tables, Fancy Chairs, &c., in a large number of delicate shades.

Stephens' Pure Oxide Paints—(Almost everlasting)—For Elevators, Granaries, Roofs and all Rough Surfaces exposed to the Weather.

—IMPORTERS AND JOBBERS OF—

Window Glass—Ordinary Glazing and Crystal Sheet. Single and Double Strength.

Heavy Polished Plates—Sizes in Stock from 44 to 96 inches Wide.

Ornamental Glass—In almost Endless Variety.

A full Stock of Painters' Supplies including Dry Colors, White Lead, Varnish, Brushes, Etc. Artists' Oil Colors and Brushes.

Plaster Paris, Plasterer's Hair, Portland Cement, Rosin, Pitch, Etc.

MARKET STREET EAST, WINNIPEG.

READ, PONDER AND INVESTIGATE. **MILLERS!** READ, PONDER AND INVESTIGATE

o : 1 e Millers of Manitoba and the Northwest :

GENTLEMEN :—The Hercules Manufacturing Co. of Petrolia, Ont., beg to announce that Messrs. Robert Muir & Co. of Winnipeg have been appointed our Agents for Manitoba and the Northwest, who are prepared to give estimates on all kinds of MILL MACHINERY manufactured by us, and also on the remodeling of old mills to our latest improved system.

THE COCHRANE ONE BELT DRIVE, CONTINUOUS TRAIN OF ROLLS, which are now at the head of all others. A saving of 50% in power doing 35% more work. Can not be put out of Train. A more even granulation, giving a larger percentage of Patent Flour, thereby increasing the capacity of the Bolts. This is the mill of the future; all others have to give place to it. Why spend you time and money on Rolls which the millers of the United States and Canada have tried and found wanting and are replacing with the COCHRANE ONE BELT DRIVE.

THE HERCULES WHEAT CLEANING MACHINERY—Guaranteed to do better work in ONE operation than any other will do in FIVE. Removes fuzz entirely from end of berry—something unattempted by any other Scourer.

THE HERCULES PATENT FLOUR DRESSER and a full line of FLOUR MILL MACHINERY and MILLERS SUPPLIES.

Hercules Manufacturing Company,

Petrolia - Ontario.

Business of a Year.

ANNUAL MEETING OF VICTORIA'S BOARD OF TRADE.

The annual meeting of the Board of Trade was held recently at Victoria in the room, Bank of B. C. building, Mr. Robert Ward, president, in the chair. There were present Hon. D. W. Higgins, Messrs. F. H. Heisterman, James Fell, Louis Redon, T. B. Hall, E. A. McQuade, M. T. Johnston, F. Bourchier, M. Flummerfelt, W. H. Ellis, D. R. Ker, D. R. Harris, M. Strauss and M. Lumbeay. Mr. H. C. Beaton of the firm of Turner, Beaton & Co., provincial agent general in London, also attended.

The secretary submitted a letter from Mr. John Ormston of Galashiels, Scotland, inquiring as to the prospects of establishing a woolen factory either in Victoria or some other part of the province, and what bonus, if any, might be expected.

The letter was referred to the incoming council, also an application from Mr. James Rayment for the position of secretary of the board, which was about to be vacated by Mr. Monteith.

The president submitted the annual report of the council which is condensed as follows by *The Colonist*.

ELEVENTH ANNUAL REPORT OF THE B. C. BOARD OF TRADE.

6th July, 1889, to 11th July, 1890.

To the Members of the British Columbia Board of Trade:

GENTLEMEN:—In accordance with custom, your committee have pleasure in presenting the annual report, containing a brief review of the proceedings of the institution during the past twelve months.

MEMBERSHIP.

At date of the board's last report the total number of members was 97, to which have been added (new members) during the past year 13, making together 110. From this, however, must be deducted, deaths 3, resignations 8, total 11; leaving a present active membership of 99, a gain of two members since the date of last report.

NEW MEMBERS.

Col. James Baker, A. J. Bechtel, Francis Bourchier, Theodore Davie, James Dunsmuir, Alex. Dunsmuir, William Grant, W. J. Macaulay, W. Munsie, E. W. Matthews, F. G. Richards, jr., W. H. Routledge, Thos. C. Sorby.

DEATHS.

The board has sustained a severe loss in the removal by death of three of its members during the past year, viz.: John Boyd, wine and spirit merchant; Wm. Heathorn, tannery proprietor, and T. N. Hibben, bookseller, of Victoria.

RESIGNATIONS.

Within the same period the following resignations have taken place, viz.: R. H. Alexander, Vancouver; E. C. Baker, M. W. T. Drake, W. T. Drake, J. C. Devlin, Carl Strouss, Walter Shears and James S. Yates, Victoria. It is satisfactory to note that, as already shown, by the influx of new members, the institution has not fallen behind as regards the number of active members on the roll.

MEETINGS.

The number of meetings held during the past year was: General meetings, 4; special meetings, 2; council meetings, 13; making in all 19, being two in excess of the total number held during the preceding twelve months.

CHINA-JAPAN MAIL STEAMSHIP SERVICE.

The Board has, during the period under review, sought to secure for Victoria the advantages to which she is entitled as the fifth revenue producing port of the Dominion, and as a point of call by the newly subsidised steamships. The Board after repeatedly memorialising the Imperial and Dominion Governments, received from the former a final reply, that as the contract had been signed, the matter could not be re-opened. The tenor of the communication received from the Imperial authorities is surprising and disappointing, as no practical effort appears to have been made to carry out what was suggested by the board, and promised by the Dominion Government.

MAIL AND TELEGRAPH COMMUNICATION.

The present system can by no means be considered satisfactory, particularly as regards the want of an auxiliary line between this province and the United States, to the establishment of which the Dominion Government have for a long time objected. Its need, however, has been constantly agitated by the board; and its efforts are likely to be rewarded with success, as it is expected that within a reasonable period, a connection from lines operating in the Northwest will be extended to British Columbia, and to the systems on Puget Sound, in the State of Washington.

VICTORIA AND ESQUIMALT HARBORS.

Considerable improvements to the outer harbor of Victoria, undertaken by private enterprise, are in a well advanced stage, and will materially advance the interests of the port, and afford adequate accommodation to vessels of the largest tonnage. The want of a more thorough system of dredging and other necessary improvements in the inner harbor, is greatly felt, the meagre appropriation made by the government not being in keeping with such an important work. It had been hoped that a harbor trust could have been established, but it having been ascertained that the government could not extend its guarantee to the debentures of a trust, the matter has not been pursued further. During the year at Esquimalt harbor, the German barque "J. H. Hustede," under charter to load canned salmon, was forcibly removed from the anchorage assigned to her by the harbor master, by order of Rear-Admiral Heneage in command of H. M. squadron, and although this action was in excess of the admiral's authority the Dominion Government subsequently passed an order in council setting apart for the exclusive use in future of the naval authorities, the whole of that portion of the harbor at present of any commercial value, known as Constance Cove, and running from Duntze Head to Ashe Head. The Board made strenuous efforts to procure a modification of this order, but without avail. Your committee, having regard to the lack of sufficient harbor facilities for merchant vessels, recommends that the Board take steps to see what arrangements can be made with the Dominion with a view to the permanent extension of the harbor by the construction of a breakwater in the outer harbor of Victoria, extending from the vicinity of Holland Point to Broachey's Ledge, which will furnish harbor accommodation ample for future requirements, and form one of the most accessible and commodious harbors on the Pacific Coast.

SHIPPING AND COASTING LAWS.

Upon representations made by local ship-owners, in October last, it was pointed out to

the Dominion government that the facilities afforded to foreign vessels in the matter of coasting seriously interfered with Canadian shipping interests. It was, upon the same representations, suggested by the Board that the Dominion government should consider the advisability of abolishing Fort Simpson as a port of entry, the advantages being almost exclusively enjoyed by foreign steamers. Considerable complications occurred in connection with the first mentioned matter, owing to the misinterpretation on the part of the government of the Board's statements and requests. The matter was finally adjusted, upon a basis in harmony with the tenor of the Board's demands.

LIGHTS, BEACONS AND BUOYS.

The question of lighting and buoying the northern section of the coast line of the province has been strongly advocated by the Board for several years, and in the address presented by the Board to His Excellency the Governor-General, the subject was urgently brought under notice. The recent loss of a valuable steamship off the coast of Queen Charlotte Island, adds further testimony to the correctness of the board's suggestions in regard to this matter. The department of marine and fisheries cannot too soon take the necessary steps for the expenditure of a liberal outlay in connection with beacons, lights and buoys in our waters.

RAILWAY CONSTRUCTION.

The Shuswap and Okanagan railway is now in course of construction, and its completion will probably be effected within two years, when the fine wheat and fruit producing section, through which the line runs, will be brought under cultivation. The mining regions in the Kootenay country adjacent are also to be rendered accessible by the constructions of a branch line, which will connect with the C. P. R. at a point near Revelstoke, where a smelter will shortly be in operation. It is to be hoped that the projected railroad into the Cariboo country may shortly be commenced, and the rich resources of that famous district brought within the reach of enterprise and capital. The Northern Pacific Railroad Co. will, it is understood, at an early date construct an extension of their line to terminate at a point on the southern shore of the Straits of Fuca, adjacent to Victoria, whence, by means of a steam ferry, it will connect with the Esquimalt & Nanaimo railway, thus giving to Vancouver Island the advantage of a third means of direct communication with eastern and southern points. The extension northwards of the Esquimalt & Nanaimo railway referred to in the board's last report is also a matter which cannot be too strongly advocated. All the foregoing enterprises, as also others of a similar character, have received the continuous and earnest support of the board.

IMMIGRATION.

Statistical information, for which the board is indebted to Mr. John Jessop, shows that the flow of immigration into the province continues upon an increasing scale. The demand for unskilled labor, consequent upon the steady decrease in the number of Chinese, is considerably in excess of the supply, and the demand for domestic servants also largely exceeds the supply obtainable. The development of various industries throughout the province should have the effect of stimulating immigration into the country. The action of the local

government in equipping survey parties to ascertain what lands fitted for settlement may exist is highly commendable, and will doubtless be productive of good results. There can be little doubt that a very considerable quantity of land fitted for cultivation and stock raising must exist in addition to those tracts which are already known. The board hopes that should arable land be found, the government will not sell to other than actual settlers, the sale of land in blocks to speculators having a tendency to curtail bona fide settlement.

THE SALMON FISHERIES.

during the year 1889 developed the largest export trade known in the history of the canning industry, owing to an unprecedented supply of fish on Fraser river, as many as 414,291 cases being exported from Victoria to Great Britain, Australia and eastern Canadian points, in addition to the shipments of salted salmon, aggregating a value of nearly two and a half million of dollars. The scarcity of unskilled labor year by year is a source of considerable anxiety to the canneries, whose operations during the fishing season are greatly hampered thereby.

FISHERIES.

During the past year considerable attention has been devoted by the salmon canners to the matter of fishery regulations, a delegation of their association having visited Ottawa in November last, where they had several interviews with the minister of marine and fisheries. The result led to a schedule of suggested regulations for governing fishing operations on the Fraser river, submitted to the canners and practically assented to by them. The department, however, subsequently issued regulations at variance with those previously proposed, which action has resulted in much dissatisfaction and irritation, although several relaxations have been since made. The regulations are of a decidedly discriminating character, particularly as regards the scale of fishing licenses for Fraser river, which are put at \$5 for fishermen, and for cannery men \$20 to \$50, and it is already apparent that the carrying out of this regulation is hardly likely to be of any practicable utility. The board for years has impressed upon the authorities the importance of conserving our fishery wealth while also protecting and encouraging the large interests of those engaged in the industry. The difficulties are fully realized by the board, and it has strongly recommended the minister, or competent and impartial nominees, to personally visit our rivers during the fishing season, which would greatly assist the department in forming practical ideas of local requirements, and lead to the adjustment of a matter hitherto unsatisfactory to both the department and to those who are interested in the salmon fisheries. The minister has intimated his intention, if possible, of visiting British Columbia during the approaching season, and it is to be hoped he will be able to carry it out.

DEEP SEA FISHERIES.

The importance and value of our deep sea fisheries now no longer remains a matter of conjecture. It merely rests with the Dominion Government to devise some means of removing the obstacles which at present prevent the exportation of the produce of such fisheries to the large and profitable market offered by the United States. Until this be achieved the bulk of the raw products in which the province abounds cannot be profitably marketed.

In its last report, the board alluded to the

continued postponement of the promised survey which the Dominion Government has undertaken to make of the various fishing banks off the coast of Vancouver Island and Queen Charlotte Island. Your committee regret having to record the fact of the work not having yet been commenced, and from present appearances the date of its commencement is entirely problematical.

FOR SEAL FISHERIES.

The continued delay in connection with the Behring Sea seizures has operated to the detriment, and has, indeed, caused a partial paralyzation of this branch of our fishery industry. It is greatly to be regretted that the points at issue between the two countries should have been permitted to remain so long unsettled. A satisfactory and peaceful solution of the difficulty will, it is to be hoped, soon be arrived at.

The question of preventing the indiscriminate slaughter of seals is one which demands the attention of both Governments. The port of Victoria fits out annually a large fleet of vessels for the prosecution of this industry.

MINING DEVELOPMENTS.

The action of the provincial government in dispatching surveying parties to investigate and report upon the character and resources of such sections of the country as have not already been fully explored, will, it is needless to say, accomplish much in the direction of developing our mining interests. The future prosperity of the province largely depends upon the putting to practical use of the rich mineral deposits which exist throughout the country, and, for the profitable development of these resources, increased facilities for transport are of primary importance.

VISIT OF HIS EXCELLENCY, THE GOVERNOR-GENERAL.

In accordance with the usual custom, the board, upon the occasion of the recent visit of His Excellency the Governor-General, presented His Excellency with an address of congratulation and welcome, in which were embodied such allusions relating to the general trade of the province as it was deemed expedient to make; the difficulties surrounding the Behring Sea question and their untoward influence upon one of the chief industries of the province were especially commented upon. It is satisfactory to note that several of the more important matters which were brought under the notice of His Excellency, in the address in question, have since then received attention at the hands of the proper authorities.

ESQUIMALT GRAVING DOCK.

The great utility of this work has been amply demonstrated during the past year, when several of H.M.S. ships, as also many merchant vessels, have made use of the dock. In the case of the recent serious accident to H.M.S. Amphion, the existence of the dock probably averted the total loss of a valuable vessel. In view of the fact that the capacity of the dock is insufficient to accommodate vessels of the largest size now constructed, it would undoubtedly greatly enhance its value were steps taken to add to its length. The construction of this dock has called into existence a branch of industry formerly foreign to the port, namely, that of repairing iron vessels. In the case of H.M.S. Amphion, alluded to above, it was demonstrated that work of this character could be accomplished here to the entire satisfaction of the Admiralty. Doubtless, with the facili-

ties which the port enjoys, the building of iron ships may, at no late date, constitute one of our leading industries.

FINANCE.

The finances of the institution continue in a highly satisfactory condition. From the report of the audit committee hereto attached it will be observed that the board is now possessed of substantial assets aggregating \$3,607.82, of which \$2,350 is invested on mortgage at 8 per cent. showing a net gain in the past year of \$428.48. Your committee are fully in accord with the recommendation made by the audit committee of last year, to the effect that the time has now arrived when the advisability of the board's investing its surplus funds in the purchase of a piece of property whereon at some future date may be erected a suitable building for the use of the members of the institution may be discussed.

GENERAL TRADE AND OUTLOOK.

Your committee have special pleasure in directing attention to the substantial progress made by the province in the development of its trade and the promotion of its industries.

The establishment of flour mills of modern type, and of large producing capacity, has given an impetus to agriculture and to the consequent settlement of large tracts of land suitable for wheat growing which were previously of comparatively small value. The immense timber resources of the Province have during the past year continued to attract attention of Eastern lumbermen, and several new mills some of them of very large capacity, have been constructed within the period in question. In the city of Victoria the value of real estate has advanced nearly 100 per cent within the past twelve months, a fact which attests sufficiently the flourishing condition of its trade. Several new enterprises, notably the construction and successful operation of the electric street railway, a large flour mill and other industries have largely contributed to the present encouraging prospects of the port.

The revenue from Customs and Excise duties obtained from the Province during the year ended 30th June last shows a large increase. Of the total amount, the port of Victoria contributed \$972,863, a fact which sufficiently supports her claim to be considered one of the principal revenue producing ports of the Dominion.

Further wholesale changes in the scale of Custom's duties, within the period in question, have again had the usual effect of disturbing trade throughout the country. Despite the continued absence of any legislation in the direction of providing for the equitable distribution of insolvent estates, the mercantile community of the Province has during the past year suffered but little from that cause, owing chiefly to the fact that very few business disasters of the character indicated have occurred within that period.

Your committee, in conclusion, take the opportunity of congratulating the board upon the success it has thus far achieved, in grappling with, and overcoming many difficulties, some of them serious in character; and in pointing to the rapid and genuine progress which is being made by the province, they can conscientiously bear testimony to the fact that in no small degree is this due to the foresight, sagacity and untiring vigilance of a body which, while strenuously opposing all pernicious legislation, and discouraging all but bona fide enter-

prises, is always to be found foremost in aiding and encouraging such measures and schemes as have for their object the advancement of its trade interests, and the welfare of its mercantile community.

All of which is respectfully submitted.

Signed on behalf of the members of the B. C. Board of Trade, this 11th day of July, 1890.

ROBT. WARD, J. P., President.

THOS. B. HALL, Vice-President.

Wm. MONTETH, Secretary.

The President said that he did not think that it was incumbent on him to supplement with any remarks the exhaustive report which he had just submitted. During the year the council had encountered considerable difficulty in carrying on its business owing to the difficulty of getting a quorum. The reasons for this might be summed up. One member had been very ill during the year, and Mr. Rithet had been absent from the province a considerable portion of the time. Others, also had not been able to attend with regularity. For this reason the council had thought it better to alter the constitution so as to increase their number from eight to twelve. Not only must new members be elected, but they should be such only as were able and willing to take a lively interest in all that would further the trade of Victoria. All over Canada, in every city of 1,000 or 1,500 inhabitants, they had their incorporated Board of Trade, and, in this Province also, such boards paid great attention to commercial concerns. He thought that the Board in Victoria could in many ways extend its influence. It had at present 100 active members, and if every one of them would see it to be his duty to assume a larger share of the work of the Board, not only would they soon have double the membership, but a great deal would be done, not in the interest of Victoria alone, but in that of the entire province. The present secretary having found himself unable on account of other engagements to carry on his increasing duties, the council ought to take into their consideration the question of whether or not they should place the salary at such a figure as should enable that officer to devote most of his time to the work of the Board. He was its chief official, and was in a position to do a great deal to promote the trade interests of the city. He (Mr. Ward) was satisfied that the Board could be made much more useful and efficient than it was at present. If, too, the members of the different trade organizations would only join this Board and form their associations under the auspices of this board, he was satisfied that their work could be done more economically and much more satisfactorily, and at the same time all would enjoy a greater amount of influence. He had been much struck with a remark recently made by the Secretary of the Board of Trade of Toronto, which was the most influential board that existed in the Dominion of Canada, which exactly applied to the Board of Trade here. That remark was to the effect that what was wanted in the councils of trade bodies was more life and more interest on the part of men who were actively engaged in commerce, and who were quick to appreciate and act upon the suggestions and the experiences that were every day presenting themselves. As these remarks admirably fitted the case of Victoria, he trusted the members would keep them in view when they came to elect their president and council, and appoint no one to office who was not pre-

pared, energetically and faithfully to fulfil the duties that he had assumed.

Mr. Fell characterized the report as satisfactory and exhaustive, and meriting commendation and approval. He dwelt upon the reference to the non-attendance of members at committees, an experience he had had in numerous institutions, among them the Jubilee Hospital. Much depended on the Council of the Board, and if the Board were not a live institution the city would be left in the back ground. He anticipated great prosperity for Victoria, as one of the most influential and gigantic cities on the Pacific Coast. In fifteen or sixteen years such a city would be seen here as none of us had dreamed of. The city, in his opinion, would grow in the direction of Esquimalt. He trusted that all who accepted office would be ever found at their posts and do all in their power to help the city along. Referring to the exhibits which had been sent from this city to the Toronto exhibition via Vancouver, Mr. Fell observed that he could not see why they should not be sent from Victoria direct. This subject he trusted the incoming council would take up. He commended the change and increase in the membership of the council, and hoped the result would be the obtaining of better and more really representative men. He denounced the filling up of James Bay, saying that the experience of Liverpool and other parts had been that they could not afford to fill up their dock room. He trusted that the board would not allow the old fogies to fill up an inch of dockage space. It would all be wanted. He pointed out that at the gas works there was considerable filling in going on. Mr. Fell deprecated the existing system of drainage into the harbor, urging that the channel should be along Cook and Wharf streets, the other sewers being directed into them. The corporation were, in his opinion, a pack of fools for laying wooden drains, the result being the spread of disease.

Mr. H. C. Beeton said he had listened to the report with much pleasure and he assured the Board that he attached to it considerable value. He had been accustomed to look upon it as one of the most important documents that came to his London office. It gave a perfect stock taking of the province and was to him of extreme interest and value. It gave most reliable and detailed information, more than could be found in any government or official document. This board was undoubtedly one of the most valuable and useful institutions in the province. He should be glad to receive a good number of the reports in order to disseminate in England, by means of them, the fullest and most reliable information as to the resources and prospects of the province. The references to trade relations with the United States were sound and statesmanlike. The province required a market for her natural products, which could only be utilized when she was in the happy position of being able to exchange them with her greatest neighbor, who offered her the best market in the world. Literature, such as this report, could not be over estimated, and the more of it was issued from the province, and the more it was disseminated in England and on the continent, the better. Mr. Beeton dwelt upon the necessity of having a live secretary, and trusted that such a man would be obtained. It was his intention this year to make a longer stay than usual at his residence, Armadale, and he trusted to have the opportunity, before his

return to London, to meet members of the Board at his table.

The report of the auditors was received and adopted, the president remarking that the balance in the hands of the board was increasing, and a proper means of investing it should be found. The board was better off than similar institutions in the province, and he fully realized the importance of having a good shot in the locker.

Mr. Fell nominated Mr. Ward for re election to the presidency.

Mr. Ward said he thought that three years' service was sufficient. He believed the board would be better for a change, besides it would not be personally convenient for him to serve another year. He should, however, be happy to assist the council in every way in his power.

Mr. Flummerfelt proposed Mr. T. B. Hall as president, an honor which that gentleman absolutely declined.

Mr. Fell strongly pressed Mr. Ward to allow himself to be nominated.

Mr. Ward proposed Mr. Rithet.

After some further discussion the election resulted as follows:

President, Mr. R. Ward.

Vice-president, Mr. T. B. Hall.

Council and board of arbitration, Messrs. Rithet, Ker, Flummerfelt, Turner, Johnston, McQuade, Fell, Earle, Hoistermann, Bouchier, Gray and Bullen.

At a subsequent special meeting of the council of the board. F. Elworthy was selected from seventeen applicants for the position of secretary of the board. The annual report, confirmed at the recent general meeting, was ordered to be printed, and letters were read from the presidents of the Chambers of Commerce of San Francisco and Portland, acknowledging the receipt of communications from the Victoria board relative to mischievous and untruthful press dispatches against the Behring's Sea difficulty, and concurring with the sentiments expressed by the board in this matter.

Mission, B. C.

Special Correspondence to THE COMMERCIAL.

From all appearance and what we hear this place is soon to have a direct connection via the Seattle, Lake Shore & Eastern Railway with the "States." Contractor McGillvary will have an extra large force of men on the bridge work at once, as the water has receded at that point. The Railway Co. has commenced to lay rails from the townsite, and tenders have already been called to clear 80 to 100 acres at this point. The company's intentions are not known at present, but it is understood that J. W. Horne, of Vancouver, has a large interest here and is contemplating the erection of a large hotel and store buildings as soon as the land is cleared. There is also a proposition to put in a fruit cannery which I think will not only pay well, but give steady employment to a number of men. The fruit crop has been exceptionally fine this season and the prospects are good for a continuous supply, as the Mission lands are considered the best fruit bearing district in British Columbia.

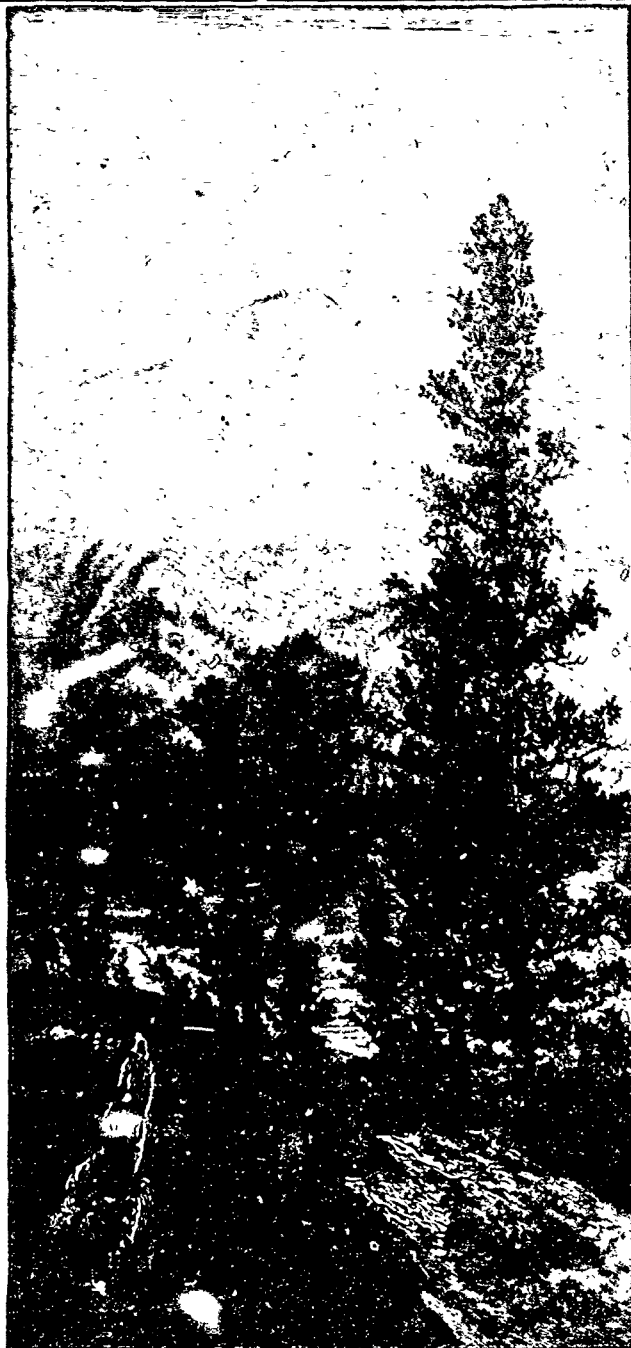
MATSQUI.

The Dundee block, Main street, Winnipeg, has been purchased by William Clougher, through Robt. Young, for \$65,000. It has a frontage of 73 feet.

Over the C. P. R. and through the Mountains to the Pacific.

The traveller who has not made a trip through Canada, over the Canadian Pacific Railway, has not seen the world, or at least, a very large and interesting portion of it. He may have made many visits to the great art, educational and social centres of Europe, and have spent months and even years in seeing the wonders which have there been worked out by genius and labor during the centuries of the past, he may have penetrated the jungles of India, in search of the royal Bengal tiger, or chased the bounding kangaroo on the plains of Australia; he may have bathed in the Jordan, gazed on the ruins of Thebes, braved the dangers of a voyage around the Cape, toiled over the steppes of central Asia, and viewed the splendors of the ancient orient, in fact he may have visited all continents and countries of the globe, but until he has rounded off his travels by the trip referred to above, he can, by no means, lay claim to having "done" the world.

It is not the purpose in this brief article to say anything about Eastern Canada, with its thriving centres of industry and trade, its magnificent lakes and noble rivers, its remarkable progress in commerce and civilization, its peaceful scenes of quiet rural life, nor to dwell upon the transformation of the country from a dense primeval forest to a beautiful country, inhabited with millions of educated and contented people. The struggles and tribulations endured by the pioneers of this great land we will not stop to consider, and the reminiscences of the past we will not dwell upon. We will not even stop to take a glance over the wonderful city of the New West, the growth of a decade, which stands as the gateway to the great prairie region the land of "illimitable possibilities and magnificent distances." Over the vast expanse of fertile prairie, like a new born land fresh from the hands of the Creator, clothed in a robe of verdancy and decorated to profusion with the delicate rose and other wild flowers in great variety, we will hurry as fast as the power of steam will carry us. Thriving villages, some of them to become cities, have grown up within the few years which have passed since the land in all its great loneliness was first disturbed by the advent of the railway. Fields of waving grain and herds of cattle further attest the fact that the country is being aroused from its long dream, and that a new and more active life is before it, while long stretches of uninhabited country, with here and there a wolf or fox or an antelope observed scampering away as the train rushes by, indicate that the influences of civilization are just beginning to take root in this great land. On we go past clumps of poplar trees and the scattered dwellings of western pioneers; past strips of land where the plow has lately done its work in removing the variegated robe which clothed the virgin soil, exposing to view a rich black mould, in preparation for a crop next year; past lakes and prairie ponds, with waterfowl of various kinds floating upon their bosoms, and other varieties of the feathered tribe known as waders, paddling along the banks and in the shallows. We will think that the sun never shone more gloriously, that the sky never looked more clear, nor the atmosphere felt more invigorating than it does here. Though the hours expand into days as we speed through this great ocean-like country, we tire not of the scene, the



A GLIMPSE IN THE ROCKIES.

quiet loneliness of the surroundings are so enchanting. These indentations in the prairie's surface which are observed so frequently, we are told, are the paths made by the buffalo. They are now grown over with grass, and we try to calculate the countless numbers of wild cattle which must have at one time roamed the plains, when they have left the surface of the country for hundreds of miles furrowed every few yards with the paths wherein they walked in single file, one behind another, when on the march from one part of the country to another, or moving in search of water. If of a more practical turn of mind, we will try to imagine the number of domestic animals the country will support, from the evidences remaining of the vast herds of wild cattle which but a few years ago inhabited the region.

As we ponder the future of this great country and picture for it populous cities and millions of inhabitants, we notice on the western horizon

white, fleecy clouds, glistening in the sun. These clouds stretch out in a long line along the western horizon, and as we are attracted by their beauty, we will notice that they move not nor change their shape. Then we hear a passenger remark that the mountains are in view, and we suddenly recognize that these are not misty clouds, but that we are gazing upon the "backbone" of the continent." The fleecy whiteness which fringes the horizon beyond us, shining so brilliantly under the influence of a cloudless sky overhead, is that great upheaval of rock called the Rocky Mountains. The portions visible from the distance, clothed in eternal snow, looks "soft as carded wool," rather than a great mass of jagged and impenetrable rock. As we come nearer the mountains begin to take shape and the full beauty and brilliancy of the scene can be enjoyed. The first view of the mountains is from a distance of over 100 miles, and they appear to rise directly

from the prairie. As we come nearer, we observe beneath the snow-line the dark green of the forests which cover the valleys and foothills and ascend up the sides of the mountains until the region of everlasting ice and snow is reached.

At Calgary, a thriving little city of a few year's growth, and which stands as the western gateway to the prairie region, just as Winnipeg is the eastern gateway, we enter the valley of the Bow river. From this point westward the scene changes, and instead of the prairie we have a run of a few hours through a romantic park-like country. Calgary is the principal town of the western territories, and it is the centre of a large region, famous for stock-raising and agriculture. A considerable lumbering industry is centred here. The logs are brought down the Bow river and its tributaries, from the forests in the foothills and valleys of the mountains, fir and spruce being the principal varieties of timber tributary to these streams. From Calgary the beautiful valley of the Bow River is followed, famous as a grazing country. As we approach the mountains the valley becomes more broken and hilly, the river becomes rapid in places, and broken with cataracts, and the mountains appear to rise like great barriers of impenetrable rock only a short distance ahead. For some time the train rushes on until it would appear that it would be dashed against the solid walls of rock in front, but with a sudden turn in the line the train enters a gap, hitherto unobserved, between two high piles of rock, and before the traveller has realized the situation he is in the heart of the mountains, surrounded by peaks of dazzling height on every side.

From this point onward to the coast, the scene is one continuous panorama of nature. Once the mountains are entered at the Gap, it cannot be said that we are out of them until the coast is reached. The Gap is 2,326 miles from Montreal, and there are yet 550 miles of travelling through the grandest of scenery before Vancouver is reached. Lofty peaks break in upon the view for the moment, and then are lost. Long glimpses of the valley, enclosed on all sides by mountains great and small, are occasionally afforded by the curves of the track, and then again the vision is confined to narrow range by the surrounding peaks. Here is one with its snow-capped summit lost in the clouds, while a less lordly mount is covered to the top with forest growth. Dashing, boiling, seething, foaming, leaping cataract after cataract, the river rushes onward as if possessed of life—as if its existence depended upon its reaching a certain point in an almost impossible time. Again peaceful lakes and little Garden-of-Eden-like parks—resting spots in the mountains—come in on the view, but are lost again as quickly. Glaciers, gulches, rapid rivers, mountain torrents, canyons which enclose the turbulent waters within deep, perpendicular walls of rock; bridges innumerable, high trestles, cascades, like streaks of foam, descending the sides of the mountains from the melting snow in the gulches above; silvery streams rippling over gravelly beds, with the pebbles glistening through the clear water, and in their deeper portions reflecting the towering mountains above; spray of falls. Such is the ever-changing panorama which can be gazed upon for hour after hour in passing through the mountains over the Canadian Pacific. And all this can be enjoyed in ease and luxury through the unequalled service provided by the Railway Com-

pany. Every comfort and convenience for travellers that money will procure is at hand. The perfect equipage of the road, including sleeping, dining, observation and tourist cars, make the traveller feel as comfortable and as much at home as if resting in a first-class hotel.

Shortly after entering the Mountains Canmore station is reached. This is a divisional point on the railway, and is likely to become an important place, owing to the rich discoveries of coal at that point. The Canmore coal is pronounced the best quality yet discovered in the West, and it is claimed that it is in such quantity that it can be cheaply worked. The railway people have put a bridge across the Bow river and run a spur track to the mine, and the property is now being developed. The Canmore mines must not be confounded with the Anthracite mines, eight miles farther west, and which are closed down at present.

Banff station, thirteen miles west of Canmore, is the depot for the Canadian National Park. Travellers cannot afford to pass this delightful spot without remaining over a few days to view at leisure the glories which nature has here provided. It would require a small volume to do justice to this place. Here are situated the famous hot springs, which, with their wonderful curative effects, add additional attraction to the place. Accommodation equal to the city of Montreal can here be enjoyed at the luxurious hotel established by the railway company, while those wishing good plain hotel accommodation can also have it at moderate rates. Hunting the wild sheep and the mountain goat, fishing for trout, boating, bathing, mountain climbing, etc., are among the attractions of the National Park, combined with a cool summer climate.

The railway follows the Bow river pass to the source of the river at the summit of the Rockies near Stephen. The summit of the mountains means really the summit of the pass through the range, and is about one mile above the level of the sea. But though at the summit of the pass the mountains still tower above six or seven thousand feet. Here rise two streams, one which becomes the Saskatchewan river and flows into Hudson's Bay, and the other flows into the Columbia river and thence to the Pacific Ocean. We now enter the province of British Columbia.

From the summit the railway follows a stream which rises here and dashes down the western slope until it is merged in the Columbia river. This stream and the pass through which it runs are commonly known by the uncooth name of "The Kicking Horse." After a run through the wildest scenery for something less than 50 miles, the Columbia river valley is reached at Golden. Here a little town has grown up, which promises to become a mining centre. A smelter is being established here this summer, and will be ready for operation in a few months. The country south of Golden, which can be reached by navigation on the Columbia river for a distance of 100 miles, is supposed to contain great mineral wealth. Many claims have been taken up, and some are being developed. As soon as the smelter is completed miners will be able to send their ores in for treatment, and this is expected to encourage and hasten the development of the mineral resources of the region.

From Golden the railway turns and follows the Columbia valley to Donald, where the river is crossed and the railway continues down on

the opposite side. Donald is the terminus of the western division and the beginning of the Pacific division of the railway. It is an important supply point for the railway. Travellers going westward will here turn back their watches one hour to keep track with the railway time. Leaving Donald the railway follows the Columbia through canyons and along precipices until the Selkirk range of mountains is entered by the Beaver valley and for about twenty miles the ascent of the ranges is made through tunnels and snow-sheds innumerable. This is a heavily timbered country, the fir and cedar trees attaining large size. About the summit of the pass through the Selkirks the climax of grandeur is reached. Mighty glaciers are here seen in all directions—vast masses of ice and snow which have endured for ages, and beside which the glaciers of the Alps are said to be small indeed. Here the engineers were put to the greatest test in finding a practical route for the railway. Near the foot of one of these great glaciers the railway company has erected a handsome little hotel, where travellers may remain for a day or two and undertake adventures among the surrounding peaks. At Illecillewaet a number of silver mines are being developed, and the prospect is good.

Descending the western slope of the Selkirks by the Illecillewaet valley, the Columbia river is again reached at Revelstoke. Here a little town has grown up, with good prospects of becoming a mining centre. A smelter has been lately completed here, and is ready for operation as soon as the mines in the surrounding country can be sufficiently developed to supply the quantity of ore required. The Columbia river is navigable southward from Revelstoke away down into the state of Washington, and is also navigable about 50 miles northward from Revelstoke. A short line of railway is being built in the interior, from Sproat on the Columbia river to Nelson on Kootenay Lake, thus connecting two large stretches of navigable water. This railway will permit of the shipment of ores from the mines on Kootenay Lake to the smelter at Revelstoke. The railway will be completed this fall. The Columbia valley is heavily timbered, the cedar especially attaining large size and being very abundant. There is a good opening for a lumbering interest here. The slopes of the mountains both eastward and westward from the Columbia are also well timbered.

The railway again crosses the Columbia river at Revelstoke by a bridge about half a mile long, and at once strikes into the Gold range of mountains. This range is crossed through the Eagle pass, which provides an excellent and easy route for the railway. The highest point on the railway in this pass is only 525 feet above the Columbia river. The pass is narrow, fairly straight and deep cut, and would appear to have been provided by nature purposely for a railway. The Gold range is heavily timbered with cedar, fir, spruce, hemlock, balsam, black pine and other varieties of timber, some of them attaining very large size. The last spike in the great railway was driven at Craigellachie, on Nov. 7, 1885, construction from the east and west having met at this point. Emerging from the pass the Shuswap Lakes are reached, a famous region for the sportsman. Waterfowl are plentiful, and the deer family is represented by several varieties, including cariboo. Fishing is also good. Sicamous station is the distributing point for

the Okanagan and Spallumcheen districts, which lie to the south of the railway. These settlements are reached by steamer from Sicamous, and by wagon roads which have been constructed by the provincial Government of British Columbia. This region is one of the most noted farming sections of the province. A roller flour mill, the only one in British Columbia, is in operation at Enderby, about thirty miles south of Sicamous, and great crops of wheat are grown in the region. Apples and other fruits also do remarkably well. Work has been commenced on a railway, called the Shuswap and Okanagan, to extend from Sicamous to Okanagan lake, a distance of about 57 miles. The railway is intended to open up the region and connect with Okanagan lake, which affords a considerable stretch of navigable water.

Gradually after leaving the Gold range the country becomes more lightly timbered, and by the time the Thompson river is reached, a plain country has been entered. This is the ranching district of British Columbia. It is a rolling country, more or less broken with hills, some of them approaching to the size of respectable mountains. There is a fringe of small timber along the river, and here and there small evergreen trees are dotted over the hills. The climate of this region is dry, and this will account for the absence of timber. The dry belt may be said to extend from about Lytton to fifty miles east of Kamloops. The mountains to the east and west of the dry region absorb the moisture from the atmosphere, leaving the intervening space comparatively arid. The country is not entirely without rain, but the precipitation is not sufficient to ensure crops. Where irrigation has been resorted to, as it has in some instances, good crops are grown, fruits, including apples, grains, etc., doing remarkably well. The climate is very healthy. In the winter there is very little snow, and this usually does not remain long upon the ground. A rather sharp spell of weather usually sets in about the first of January, but its duration is very short. Stock-raising is the principal occupation, and this region is looked to as the source of beef supply for the province. Horses are also raised extensively, and a good many car lots have been shipped from here to Manitoba and the Territories. Very little attention is given to sheep. No provision is made for feeding stock in the winter, and animals forage for themselves all the year around. The bunch grass which grows here is very nutritious. Kamloops is the principal town of the ranch country, and is looked upon as the distributing centre for the interior of British Columbia.

Aldcroft, a point on the railway further west, is the point of departure for the famous Cariboo mining country, lying some distance to the north. At Lytton the Thompson river joins the Fraser. After leaving Kamloops the hills begin to gradually grow in size and become more rocky in their formation. Tunnels are frequent. Further down, the river becomes more rapid, and is frequently forced into canyons. We are soon again in the mountains, this time the Cascade range. The scenery again becomes one of terrible grandeur, almost rivaling anything we have seen in passing through the Rocky and Selkirk ranges. Indeed, passengers are frequently heard to declare that this section of the road surpasses anything seen beyond. The noble Fraser river is here a boil-

ing, bubbling chaldron, forcing its way along at a terrific speed through narrow walls of naked rock, the seething waters meeting with fresh obstacles at every bound, as though nature were endeavoring to impede their maddening progress to the sea. The railway passes through this narrow gorge, sometimes hundreds of feet above the foaming waters, like a line cut along the face of the cliffs, while the snow-covered peaks again tower overhead, among the clouds.

Finally we emerge from the canyons at Yale. The river now has a more peaceful course through a wider valley, and is navigable from this point to the sea. The mountains are still in view all the way to the coast, but they do not crowd in upon us on every hand as they did a few moments before, restricting the vision to narrow range. Yale and Hope were important places in the early days of mining in British Columbia, being outfitting points for miners. Chinamen may still be seen at work along here washing in the flats of the river for gold. From here to the coast the evidences of civilization increase. The valley widens out, and a considerable portion of the land is being brought under cultivation. We are now in the damper coast climate, and vegetation is luxuriant. It is the first of May, and apple and pear trees are in full bloom in the gardens. The traveller from the dry climate of Manitoba will be surprised to observe green moss covering the roof of some old building. At Agassiz station is located the Dominion Government experimental farm. This is also the point of departure for the famous Harrison Hot Springs, five miles distant from the railway. A good hotel has been erected at the springs, and is visited by many in search of health or pleasure. South of Harrison Station is the famous Chilliwack country, one of the finest agricultural sections in British Columbia. The timber in the lower Fraser valley has been mostly cut or destroyed by fire, but the stumps here and there remaining show that the trees which grew here were veritable giants of the forest. The country is now covered with a dense second growth of timber and shrubbery, where not cleared for agricultural purposes.

Near Mission station a line of railway now being constructed northward from Seattle, on Puget Sound, state of Washington, will form a junction with the Canadian Pacific. A bridge is being built across the Fraser river at Mission, for this railway, which it is expected will be completed this year to its junction with the Canadian Pacific Railway. A little further on Westminster junction is reached, from which point a short branch line runs to New Westminster, the progressive city on the Fraser river. The main line continues westward and in a few minutes salt water is reached at Port Moody, near the head of Burrard Inlet. For thirteen miles the railway runs along the shore of the Inlet. Soon we will get a glimpse of a ship riding at anchor, or taking on lumber at one of the saw mills for export across the broad Pacific to Australia or Asia or down the coast to South America. And then we step from the train at the western terminus of the great transcontinental railway—the longest and most wonderful railway in the world, and ponder the vastness of our great Dominion, and as we see the thrifty young city of Vancouver rising up before us, we think of what has been accomplished in the brief time that has elapsed since the work of building up this handsome city was first undertaken.

Lumbering in British Columbia.

Lumbering may be classed as the third in importance among the industries of British Columbia. It is only exceeded in magnitude of exports by the mineral and fishery interest, and between the two last named it is nip and tuck for first place. Like the other two great industries of the province, lumbering has made great progress during the last year or two. It is almost within this period that lumbermen from Eastern Canada and the United States had their attention drawn to the timber wealth of the Pacific Province, and this has been followed by large investments in timber lands and lumber manufacturing plant. Several new mills have been established, old ones have been enlarged and remodelled, and further investments in the same direction are either in contemplation or have already been undertaken.

ON VANCOUVER ISLAND.

The present standing of the lumber industry may best be understood by a reference to the principal lumber centres, and the individual industries of these places. Though the largest mills are located on the mainland, considerable manufacturing is also done on Vancouver Island, and the industry is extending there. At Victoria there is one mill working on a fairly large scale. This is the mill owned and operated by W. P. Sayward. The business is entirely of a local nature, and owing to the large amount of building doing in Victoria, the mill has been worked to its full capacity to keep up with the demand, besides which a large quantity of lumber has been brought into the city from outside mills. The capacity of the Sayward mill has been doubled within the past year, and is now about 75,000 feet per day. The mill occupies a fine site on Rock bay, an arm of Victoria harbor, which affords fine facilities for bringing in logs. Planing machinery is operated in connection with the mill.

This is the only large saw mill at Victoria. There are, however, several sash and door factories, some of which also cut some lumber. The Queen City Planing Mill, operated by Johanson, Walker & Flett, is one of this kind. This mill also has a good site on an arm of the harbor, which affords good facilities for shipping. The proprietors saw lumber on a small scale, principally for use in their sash and door factory. The factory has been kept very busy working to its full capacity, and a quantity of new machinery has recently been added, including a new engine from Toronto. The site is a good one for a saw mill, and the proprietors contemplate branching out in this direction.

Muirhead & Mann have been established in the sash and door business at Victoria for many years, and they now do a brisk trade, their establishment having been kept specially busy for the last year or two. This factory is located close to the Sayward mill.

Samuel Grey also does a lively trade in sash and doors, general joinery work, stair manufacturing, etc., his specialty being a patent spiral stair, which is a great convenience and saver of room when used in business premises. This factory is being enlarged this summer by an extensive addition. There are also two or three other factories where sash and doors and general woodwork is manufactured.

The principal lumber manufacturing industry on Vancouver Island will be located at Chemainus, on the Esquimalt and Nanaimo railway, north of Victoria. The company operating

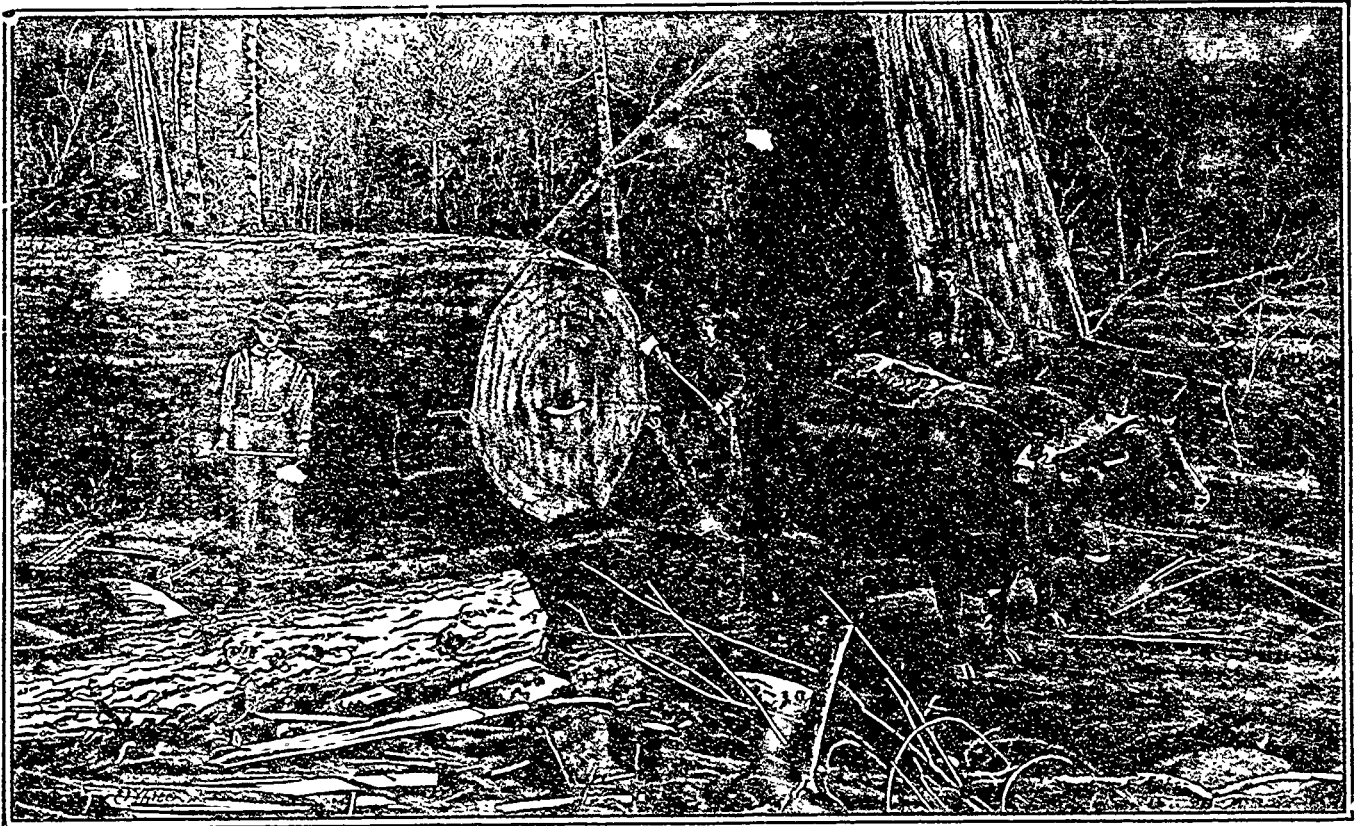
here is known as the Victoria Lumber and Manufacturing Company. This is a new company formed a year or so ago. The company purchased the Chemainus saw mill, then owned by Croft & Angus, and is now erecting a large new mill at the same place, to have a capacity of between 200,000 and 300,000 feet per day. The old mill has a capacity of about 35,000 feet per day. It is now cutting for local trade and for the material for the new mill. The new mill will be completed early next year, and following this the old mill will be converted into a planing factory and machine shop. This company was worked up by W. J. Macaulay, who is known as the pioneer lumberman, of Manitoba, and who is vice-president. The other officers are: John A. Humbird, president; A. J. Goss, treasurer; W. H. Phipps,

points on the island, but these are unimportant, and confined to a little local trade. A new mill is being established at Shawnigan Lake by Losee & Co., which will be an important addition to the lumbering industry of the island. A large mill is also projected at Victoria.

AT VANCOUVER

Burrard Inlet upon the shore of which the city of Vancouver is located has long been regarded as the most important lumber centre of British Columbia. Long before Vancouver was heard of and before the great transcontinental railway had even been projected, the woods of Burrard Inlet echoed to the hum of the saw. The inlet was selected as a site for the erection of two saw mills, owing to its splendid harbor and to the value of the timber which grew in the immediate vicinity. Since the early days

On the Vancouver side of the inlet stands another old landmark known as the Hastings mill. This mill was established nearly a quarter of a century ago. This mill has lately passed into the hands of a new company, called the British Columbia Mills, Timber and Trading Company. This is the same company which controls the Royal City Mills at Vancouver and Westminster. The Hastings mill is at present practically closed down for remodeling, and when work is again resumed it will be a new concern to all intents and purposes, with a capacity of about 150,000 feet per day. About \$25,000 will be expended in new machinery, including eight boilers, two engines, new gang saw, resaws, gang edgers, etc. This mill has an extensive general store, machine shops, etc., in connection. R. H. Alexander is manager.



A BRITISH COLUMBIA TOOTH-PICK.

secretary; all of Hudson, Wisconsin. E. J. Palmer, formerly of Minneapolis, Minnesota, is the resident manager. A branch yard is kept at Victoria for the local trade, where H. C. Macaulay is in charge. This mill will saw largely for export. Chemainus harbor affords every facility for shipping direct from the mill. The company own extensive timber limits on Vancouver Island.

At Nanaimo, farther north on the island, about 75 miles from Victoria, A. Haslam operates a mill with a capacity of 50,000 feet per day, the mill having been lately increased. This mill is well equipped with modern machinery, including two planers, double circular, and a twenty-five saw gang, gang edger, etc. A sash and door factory has also been established this year in connection with the mill, and this is now just about ready for operation. The factory has been fitted up with a full line of new machinery, from the works of Cowan & Co., of Galt, Ont.

There are two or three small mills at other

the vicinity of Vancouver has kept up its reputation as a lumber centre, and as may be imagined the industry has made great progress here since the advent of the railway.

The Moodyville mill, now operated by the Moodyville Saw Mill Company, is the oldest industry on Burrard Inlet, having been first established in 1863. The mill is located on the north side of the inlet, opposite the city of Vancouver. R. P. Ribbet, of Victoria, is president of the company, and J. H. Ramsdale is the manager. The capacity of the mill is 140,000 feet per day of ten hours. This mill saws almost entirely for export by water, though a yard for local trade is kept at Vancouver. The company employs about 500 men in all departments. The company has a large amount of property in connection with the mill, including timber lands, shipping, stores, hotel, etc. The particular boast of this mill is a large planer, said to be as large as any on the Pacific coast, and the largest in the province.

The mill has worked largely for export trade.

Since the construction of the Canadian Pacific railway a number of new mills have been established at or near Vancouver. Some of these are located on Burrard Inlet, while others have been erected on False Creek, which is simply another inlet on the south side of the city. One of the first of these mills to be built on the inlet was the Port Moody Saw Mill, known as Tiffin's mill, and located near the head on the north side of the inlet. This mill has a capacity of 15,000 feet in ten hours, also shingles, mouldings, etc. A branch yard is kept in the city at Vancouver. A specialty is made of manufacturing cedar lumber. J. B. Tiffin is manager.

The Vancouver Saw Mill Company operate a mill established about a year ago on the south side of the inlet, the capacity of which is about 75,000 feet per day, ten hours constituting a day. This mill was recently purchased by J. A. Webster and H. V. Edmonds, who operate it under the corporate name given above.

Previously it was operated under the style of the Vancouver Lumber Company. The new proprietors are making extensive improvements to the mill, putting in the two planers, re-saw, etc., which will bring the capacity up to 25,000 feet per day.

On False Creek Leamy & Kyle have been operating a mill for some years, the capacity of which is 40,000 feet per day; planing machinery and lath mill in connection. J. G. Woods is the manager of the business. The firm own a steamer and extensive limits and employ about 45 men, exclusive of those engaged in getting out logs.

Another extensive lumber and manufacturing industry on False Creek is the Vancouver branch of the Royal City Planing Mill Co., now merged in the business of the British Columbia Mills, Timber and Trading Co. This branch of this extensive company is under the management of R. C. Ferguson. The capacity of the saw mill is 50,000 feet in ten hours; 35,000 lath and 60,000 shingles per day can also be turned out at this mill. There is also a sash and door factory in connection, where almost anything in wood work can be turned out. About 150 men are employed in connection with the False Creek mills and factories of the company, including men engaged in getting out logs in the woods.

Still another saw mill on False Creek is that now operated by H. R. Morse. Mr. Morse comes from Alpena, Michigan, where he is known as an old lumberman of that State. He purchased the mill the past spring. Previous to this time it was known as the Fader mill. Mr. Morse has recently moved to Vancouver. H. R. Morse, jr., and A. G. Boggs manage the business. The capacity of the mill is between 75,000 and 100,000 feet daily. Lath are also manufactured. There is a sash and door factory in connection with the mill, but in a separate building close by.

The Vancouver Manufacturing and Trading Co. is another institution located on False Creek near the last mentioned mill. E. H. Heaps is president, and D. Carmel secretary. This is a new company incorporated early this year. A factory has already been erected. The manufactures of the company are sash, doors, blinds, mouldings, shingles, planing and general wood work. The company has since it was formed amalgamated with the Vancouver Woodenware Company, without changing the name of the former. It is the intention to manufacture tubs, pails, barrels, furniture and a number of specialties such as refrigerators, washing and wringing machinery, etc. The buildings of the company are being extended with the object of increasing the manufactures.

In the sash and door line there is also the large factory operated under the style of Geo. Cassidy & Co., Geo. Cassidy manager. This industry is also on False Creek. The manufactures are doors, sash, mouldings, shingles and general factory work. About 30 to 40 men are employed in the factory. The building is fitted with a steam elevator, and has a Wheelock Corliss engine which the manager claims to be the finest engine on the coast.

Another industry on False Creek is G. F. Slater's shingle mill. Mr. Slater has made a specialty of manufacturing fine red cedar shingles, and from a small portable mill with which he started a few years ago, he has now a plant for the manufacture of 140,000 shingles per day, and the most complete shingle plant on

the coast. He also manufactures clear red cedar lumber, specially for factory use. A lot of new machinery is being put in this season. A specialty is made of the Manitoba trade, and a large portion of the output from this mill finds its way to the east of the mountains.

This makes quite a formidable list of lumbering and kindred industries at Vancouver and in the immediate vicinity, but the list is not complete, as extensions are continually being made. A company of eastern capitalists incorporated as the North Pacific Lumber Company, are building a large saw mill on the south side of the inlet, a few miles east of the city. This mill will be one of the largest in the province and the capacity will be at least 100,000 feet daily, perhaps double this amount. The North Pacific Lumber Company is understood to be composed principally of the same parties who have erected the McLaren-Ross mill on the Fraser river. Other mills are also projected, and one is being erected on the inlet by a party named Buse. This is a saw mill, located about three miles up the inlet from Vancouver. The advantages of Vancouver for lumbering are the shipping facilities afforded both by water and rail. The main line of the Canadian Pacific runs for fourteen miles along the south shore of Burrard Inlet, while a spur track reaches the mills along False Creek. The rapidity with which the city has grown up has also encouraged the extension of lumbering, through the large demand for building material.

ON THE FRASER RIVER.

Lumbering on the Fraser river at New Westminster and vicinity, has also made great progress of late, making this place the second of importance as a lumber centre. The most important undertaking of recent date on the Fraser is the great McLaren-Ross mill, erected within the past year, by the Ross-McLaren Lumber Company. This mill is owned by Eastern Canada capitalists, and the names mentioned in the corporate name are familiar to the lumber trade of the East. The mill is situated on the north bank of the Fraser river, three miles east of the city of New Westminster. A spur track from the Westminister branch of the Canadian Pacific railway reaches the mill. The main building of the mill is 455 feet in length, by 72 wide, with a separate engine room containing ten boilers of 600 horse-power each. The machinery consists of one large double circular saw, one band saw, one 52-inch iron frame oscillating gang saw, two double edgers, two trimmer tables, several timber trimmers, etc. The capacity is 200,000 feet in ten hours. The burner, for burning the refuse, is 28 feet in diameter and 140 feet high. The company has secured very extensive timber limits in the province, and has also invested in shipping. Its tug, the Mastic, is one of the most powerful on the coast. The mill is specially designed for export trade, and every convenience has been arranged for loading ships direct from the mill, while the railway affords facilities for shipping by rail.

The Brunette Saw Mill Company has its headquarters about a mile from Westminster. The mill is also located on the north side of the Fraser river. The Company has operated a mill here for some years, and this year is making extensive improvements. A new building which will be used for the saw mill has been erected and this has been fitted with entirely new machinery throughout, with a capacity c

100,000 feet per day of ten hours. The size of the main building is 58 wide by 300 long. The machinery in the old mill has all been sold, and the old building will be fitted up for a sash and door factory, also with new machinery. Shingles and lath will also be manufactured. A large industry at this mill is the manufacture of boxes for the salmon canneries on the river. The Brunette mill manufactured 100,000 of these boxes last year. The Westminister branch of the Canadian Pacific runs through the mill yard, affording good facility for shipping by rail, and the river may also be utilized for shipping by water. The Company has a branch yard at Vancouver and owns two steamers. The new establishment is now about ready for work and about 300 men will be employed.

Another new mill on the Fraser river near Westminister is the Mechanic's mill owned by Ackerman Bros. This mill was completed the past spring. It has a capacity of 15,000 feet of lumber per day. Attention is principally given to the sash and door factory department, where sash, doors, blinds and anything in the line of general factory work in wood is undertaken. The factory is fitted with a full line of wood-working machinery. About twenty men are employed in connection with this industry.

Last but not least at Westminister is the business of the British Columbia Mills, Timber & Trading Company, formerly operated by the Royal City Planing Mills Company. This is the same company controlling the Hasting's saw mill on Burrard Inlet and the mill and factory on False Creek at Vancouver. The capacity of the Westminister mills is 100,000 feet of lumber in ten hours; also shingles and lath. There is also, an extensive sash and door factory in connection with the Westminister mill. From 300 to 400 men are employed by the Westminister business of the Company. Shipments can be made by water or rail direct from the mill. John Hendry is president of the Company, D. McNair, secretary. C. M. Beecher, manager, at Westminister.

INTERIOR AND OTHER MILLS.

There is a great wealth of timber in the interior of British Columbia which cannot be made tributary to the coast mills. Since the construction of the railway several mills have been established at points along the railway in the interior. At Kamloops Jas. McIntosh operates a saw and planing mill, cutting fir, cedar, white and yellow pine, etc. The logs are brought down the Thompson river to Kamloops.

At Revelstoke there is a small mill. At this point there is a good opening for an enterprising lumberman. The valley of the Columbia river is heavily timbered with cedar and fir of fine quality, cedar especially being abundant. This timber can be readily taken down the streams and the Columbia river to Revelstoke.

The Columbia River Lumber Company have two mills near Beaver station, west of Donald. These are both new mills erected last year. One of these mills is run by water power, and the other by steam. The timber cut here is mostly cedar and fir, with some spruce. The two mills have a combined capacity of about 75,000 feet per day. Jas. Ross is president of the Company, W. G. Neilson is secretary-treasurer and F. Robinson, manager. The Company owns about 100 square miles of timber limits on the Columbia and Beaver rivers.

W. C. Wells has a mill at Paliser station, in

the Kicking Horse Pass. G. O. Buchanan has a saw, planer and shingle mill at Nelson, in the Kootenay district, established last year. Capacity of mill, 50,000 feet per day. Gonello Bros. have also established a mill at Sproat, in the same district, recently. Up the Columbia river from Golden station about twelve miles, H. J. Cannon & Co. have a mill of about 10,000 feet capacity. This mill was established last year, and is run by water power. A new mill is being established at Gambier Island, on the coast, by the West Ray Mill Co., with head office at Vancouver. It will have a capacity of about 40,000 feet per day. There are some other small interior mills which have escaped our notice, but the list is sufficient to show the development which has taken place in the lumber industry of the province.

A Great Mineral Country.

Elsewhere in this journal will be found an article on coal mining in British Columbia. This, though an important industry, is only one branch of mining which may be carried on profitably in the province. British Columbia contains almost every mineral known to the mineralogist. Gold, silver, coal, iron, copper, galena, mercury, platinum, antimony, bismuth, plumbago, molybdenum, cinnabar, mica, marble, slate, salt, paint are among the minerals already discovered. These are scattered all over the province, through the immense area of British Columbia, placed at 341,335 square miles. A great portion of this vast extent of country has as yet been very imperfectly explored, and where so much has already been discovered, far more valuable finds may yet be looked for. To the prospector for mineral wealth, British Columbia is the most inviting field in the world at the present time. Only enough is known to prove the great wealth of the country, while the real work of prospecting is yet in its infancy.

GOLD.

Gold is distributed over a very wide range of country, and gold mining has been carried on since 1856. In 1858 the great rush of miners to the province took place. A couple of years later the famous Cariboo district was discovered. In 1858 the yield of gold for the province was placed at \$520,353. The following year it increased to over one and a half millions, and in 1861 the yield was placed at \$3,735,850, of which \$2,801,888 was actually exported by the banks, and the balance is estimated to have been taken away by private parties. This was the "boom" year in gold mining in the province. The following year the yield decreased to \$3,491,205. Between the years 1865 and 1881 the annual yield of gold ranged from \$1,000,000 to \$3,500,000. Since 1881 it has been under one million dollars. Last year the yield was the lowest on record since 1858, being only \$593,923. The total yield of gold since 1858 is placed at \$52,236,753.

The decrease in the yield is due to the washing out of favorite localities, and decrease in the number of miners, while quartz mining has been largely neglected. Where such vast wealth has been obtained by the primitive process of placer mining, it is certain that greater things will be accomplished when an era of active quartz mining sets in. Up to the present time quartz mining has not been prosecuted to any extent, but the last year or two considerable progress has been made in this direction, and

the immediate future promises a great development of the mineral resources of the country. The influence of railway communication through the country is now being felt, machinery is being introduced and the prospect is that the development of quartz mining will soon again increase the yield of precious metals to an amount in excess of the palmiest days of placer mining.

The return of statistics for last year shows 179 companies working in the Cariboo district, thirteen of which were quartz claims. Thirty-seven companies were working in the Cassiar district, all of which were placer mining. In the West Kootenay district ten companies were working, six of which were quartz claims. These quartz claims in this district are principally silver. In Eastern Kootenay eighteen companies were operating, all being placer claims. In Lillooet thirty companies were working, and in Yale 136 companies, thirty-five of which are reported as quartz claims. It must be noted that a great many of the companies working are simply prospecting, and the quartz claims, with a very few exceptions, have not been developed to a great extent. A large number of new claims were located during the year, as for instance in Eastern Kootenay about 150 new claims were recorded. The Cariboo district is still the principal gold producing region, the yield last year in this district being \$231,892. Cassiar produced \$54,010; East Kootenay \$49,000; Lillooet \$60,364, and Yale \$46,300. West Kootenay produced \$47,873 worth of silver. The output from the other districts was all gold. The yield from the Cariboo district is almost entirely from placer mining, and it is sufficient to show that great things could be accomplished by the development of quartz mining in the district. The Provincial Government established reduction works in 1889 at Barkerville, in the Cariboo district, with the object of encouraging quartz mining. These works promised to be of great value, and several companies commenced to take out ores, but unfortunately the works were destroyed by fire before they were able to accomplish much. The distance from the railway retards the development of quartz mining in the Cariboo country. The The Omieuca and Cassiar districts are farther north, the former lying just north of Cariboo, and the latter in the far northwestern portion of the province. Lillooet and Yale are older and more accessible sections, being closer to the main line of the Canadian Pacific.

The Kootenay district has been given a great deal of attention of late, and it is here that the greatest progress has been made during the last year or two. This region is more accessible, as it has several stretches of navigable water running through it, which can be reached from the railway. At Big Bend in Western Kootenay, some placer mining is being done, with varying results. In Eastern Kootenay placer mining is carried on at a number of points for gold, with fair returns. In the Yale district a number of quartz claims have been developed to some extent, particularly at the Nicola mines, and some rich assays of gold and silver have been made.

SILVER MINING.

The Kootenay district is being looked to as a future great silver mining region. At Illecillewaet considerable development work has been done, and some valuable galena ore has been taken out. Several companies

are operating at this place. At Fish Creek a valuable galena vein has been struck, assaying 80 to 150 ounces of silver to the ton. On the south arm of the Upper Arrow Lake, a number of claims have been located and some good samples of ore have been taken out. The Toad Mountain section is another division of Western Kootenay, about which a great deal has been heard. A good deal of work has been done on some of the claims in this region and some very rich ore has been taken out. This district is the centre of attraction at present. Some of the claims show a considerable yield of gold. In the Nelson district some ores showing good assays of gold and silver have been found, while wonderful discoveries of copper have been made. The Hendrix mines are among the most noted of the Nelson region. They contain very valuable galena ores.

All these claims are in West Kootenay. In Eastern Kootenay a large number of claims have been located all over the district, and some rich, gold, silver, galena and copper ores have been discovered, besides other minerals. The principal districts of East Kootenay are Jubilee Mountain, McMurdo, Windermere, Findlay Creek, Toby Creek, Spillemcheen, etc.

The most hopeful indications for the Kootenay country are the establishing of smelters at accessible points. At Revelstoke in West Kootenay, the Kootenay Smelting and Trading Syndicate have this spring completed a smelter, with a capacity of sixty tons per day, and a sampling works of 120 tons per day. Everything is now complete, and the smelter is now ready for operation as soon as the quantity of ore available is sufficient to warrant the commencement of work. The company is prepared to purchase all the ores offered. This has stimulated work throughout the country tributary to Revelstoke. Revelstoke is situated on the Columbia river, at a point where it is crossed by the Canadian Pacific railway. The river is navigable from Revelstoke clear down into the State of Washington. The Canadian Pacific railway is now building a short line of railway to connect the Columbia river with Kootenay Lake, and as soon as this is completed, which will be some time this fall, the valuable mines in the Nelson district and around Kootenay Lake will be placed in communication by rail and water with the smelter at Revelstoke.

At Golden, in East Kootenay, the Golden Mining and Smelting Company is erecting a smelter with a capacity of forty tons per day. In connection with this smelter, roasting furnaces are being established, for treating sulphurous ores; also sampling works. This smelter will be completed this fall. Golden is on the main line of the Canadian Pacific, and has a considerable stretch of navigable water tributary to it, on the upper Columbia river, along which are situated many rich mines, in various stages of development.

WOULD TAKE A VOLUME.

This is but a hop, skip and jump sketch of mining in British Columbia. It would require a large volume and ample time and great study to do the question justice. A couple of hours devoted to a running article must of necessity be very imperfect. Many valuable mineral discoveries have been made in addition to those mentioned. So far as gold is concerned it may be said that it can be found in almost every part of the province, on the mainland and Vancouver

Island. Copper is found over a wide area of country, in the interior and along the coast and islands off the coast. Some very rich copper veins have been discovered along the coast at Howe Sound, Texada Island, and other parts. There is a great wealth of iron ore on Texada island, where the mines have been worked and the ore exported to the United States. Iron is found in other parts, along the coast and in the interior of both the island and mainland. Slate quarries are worked near Golden, and granite is quarried near Nanaimo, on Vancouver island, whence it is exported to the United States.

This great mineral country is yet in the earliest infancy of its development. It is only within the past two or three years that attention has been directed to quartz mining, and only within a few months that the first complete smelter has been made ready for operation. From this time forward development may be expected to go on more steadily and rapidly, with the promise that British Columbia will eventually become the greatest mineral region of America.

Coal Mining on Vancouver Island.

Coal mining in British Columbia is practically confined to Vancouver Island, and that mainly to the Nanaimo district. It is not to be inferred from this that coal does not exist in paying quantities in other parts of the province. On the contrary many discoveries of coal have been made both on the mainland and island, but as none of these have been developed to any extent, the possibilities of these discoveries cannot be estimated. The wide area over which coal has been found, in the absence of actual development of the finds, would lead one to suppose that at least some of the properties will turn out valuable.

On the mainland a good quality of coal has been found in the Kootenay country. This coal is not a true anthracite, but approaches anthracite in its nature, and is an excellent article. If it turns out to be in sufficient quantity it will be a very valuable property. Discoveries of lignite and bituminous coals have been made in the Vancouver, Westminster, Kamloops and other districts of the mainland. On Queen Charlotte Island, anthracite coal has been discovered, and spasmodic attempts have been made to work the mines, but they are yet in an undeveloped state. This is the only anthracite coal discovered on the Pacific coast in Canada or elsewhere, and if the coal is in sufficient quantity, a great mining industry will eventually grow up on that northern island.

On Vancouver island coal has been found in different parts of this large island, and further prospecting for the article is being carried on quite extensively of late. Development on a large scale, however, has been confined mainly, as stated, to the Nanaimo district, though during the last year or two a great deal has been expended in developing coal mines at Comox, a point about 60 miles north of Nanaimo, on the island.

The coal mining industry in the Nanaimo district has become one of the great if not the greatest industry in the province. This coal is of the bituminous class, but it is the best quality of coal mined on the Pacific coast, consequently there has been a large and steadily growing demand for the article for export as well as

local trade. The growth of the industry may be shown from the official figures of the output. In 1874, the first year of which a record is given, the output amounted to 81,000 tons. Since then there has been a gradual increase almost every year. In 1875 the output went over 100,000 tons, in 1870 it had increased to considerably over 200,000 tons, by 1884 the figures went over 300,000 tons, and in 1887 over 400,000 tons. In 1888 the output was 489,300 tons, and in 1889 it reached 579,830 tons. The last mentioned year includes about 30,000 tons from the Comox mines. This shows a gradual and rapid increase in the output, while the prospect ahead is equally as good if not more favorable.

It is obvious that a large portion of this output must be exported. Exports of coal for the last three years are officially given as follows: Exports in 1887 were 374,839 tons. In 1888 they increased somewhat, and were 365,714 tons. In 1889 exports again expanded, reaching 443,675 tons. The home consumption for last year is placed at 124,574 tons, leaving a small balance on hand at the mines at the end of the year.

San Francisco is the principal export market for Vancouver island coal. Of the total exports for 1889, about 418,000 tons were sent to San Francisco. Vancouver island was the principal source of supply for the San Francisco market for 1889, Australia coming second with 408,000 tons and Puget Sound third with 372,514 tons, while small quantities were drawn from other sources. The advantageous position held by the Vancouver coal is owing to its superior quality, especially as compared with the Puget Sound article.

In value the coal exports of Vancouver island for 1889 are placed at about \$2,000,000, out of a total export of all products from the province for the year of about \$5,800,000. This shows the great value of the coal mining industry, in comparison with the total trade of the province.

Three companies are operating in the Nanaimo district at present. These are: The New Vancouver Coal Mining and Land Company, operating the Nanaimo colliery; R. Dunsmuir & Sons, who operate the Wellington colliery; and the East Wellington Coal Company. The output of the different companies last year was 223,870 tons for the Nanaimo colliery, 273,353 for the Wellington colliery and 51,372 tons for the East Wellington colliery.

The Union Colliery Company, which operates the mines at Comox, the only other mine in operation on the island, put out 31,204 tons of coal last year. The Union mines were in their first year last year, and a very large output from them was not expected. The coal from this district is claimed to be fully equal if not superior to the other mines. A large expenditure has been made upon this property, including the construction of a railway connecting the mines with the harbor. A good deal of capital is still being expended to further develop these mines.

Regarding the different collieries the official report for 1889 shows as follows: Nanaimo colliery—Number of men employed, 875; wages, for men \$2 to \$4 per day; boys, \$1 per day; Chinese, \$1 to \$1.25. Wellington colliery—Number of men, 862; wages about the same. East Wellington Colliery, 190 hands, wages \$2.25 to \$5 for men, \$1 to \$1.50 for boys and \$1 to \$1.37 for Chinese. The total number of

Chinamen employed was about 200, and only about 30 boys, the balance being white men. The provincial legislature has since passed an Act forbidding the employment of Chinamen in the mines. The Union colliery gave employment last year to 132 whitemen and 182 Chinese, wages for whites being \$2.50 to \$4, and Chinese \$1 to \$1.25.

Coal exports are made by water, all the mines being close to the coast. The New Vancouver Company ships from the Nanaimo harbor. The Wellington and East Wellington collieries ship from Departure Bay. The three companies are only a few miles apart. The Union mines at Comox are connected with Comox harbor by a short railway, about ten miles long.

Nanaimo is the town of the older mining region, and gives its name to the district generally. It is a progressive place, with a population estimated at seven to eight thousand, and has water works, gas, a good fire department, fine opera house, chartered bank, county court buildings and jail, custom house, United States consulate, board of trade and a number of local manufacturing industries, etc.,

British Columbia Fisheries.

In speaking of British Columbia and its resources the impression is very often conveyed that it is first of all a mineral country. Many Canadians who have never visited the province, and even some who have, entertain the idea that were British Columbia deprived of her mineral wealth, there would be very little remaining. To say nothing of the lumbering, agricultural, fruit growing and stock-raising interests, all of which are important, there is another great source of wealth which vies even with mining for first place. This is the fishery interest. The coast waters of the province contain great marine wealth, while the rivers also abound in fish of various varieties. In fact, exports of produce of the fisheries for the year 1889 actually exceeded in value by a few thousand dollars the value of exports from the mines. The figures are:—Fishery exports, \$2,518,319; mineral exports, \$2,513,192. For a series of years, however, mineral exports had been in excess of produce of the fisheries. In addition to exports to foreign countries, a large quantity of fish is consumed within the province, or shipped to other parts of Canada. The value of fish consumed in the domestic trade cannot be accurately estimated, but it would certainly very largely exceed the value of mineral products used at home. The report of the Dominion Fisheries Inspector estimates the total value of the yield of the fisheries for 1889 at \$6,605,467. This would place the value of the fisheries largely in excess of the mines, as the produce of the mines is very largely included in the export figures, while in the case of the fisheries the greater portion is consumed in the domestic trade.

SALMON CANNING.

Salmon canning is of course the principal item under the head of the fisheries. The year 1889 was a very favorable one for the canneries, the run of fish being simply phenomenal. On the Fraser River the pack was the largest ever made. On the other rivers a fair pack of fish was made, the total pack for the province amounting to 414,294 cases, valued at \$2,288,617, of which 405,149 cases were exported. The exportable portion of the pack was shipped nearly all direct to London and Liverpool,

England, seven ships having cleared from Victoria for those ports, via Cape Horn, with canned salmon. About 24,000 cases were exported to Australia and a few hundred cases to South America.

This remarkable pack of salmon for the season of 1889 brings the exports of produce of the fisheries up to unusually large figures. In 1888 the pack amounted to 184,040 cases, in 1887 to 204,083 cases, in 1886 to 161,265 cases, in 1885 to 108,517 cases. In 1876, the first year in which a record is kept, the pack was 9,847 cases. Since that time there has been a steady increase, though the variations in the run of fish in different seasons has caused fluctuations in the figures of the annual pack. Of the pack of 1889 over 300,000 cases were put up at the Fraser River canneries, where sixteen canneries were in operation. The Skeena River came next with 58,165 cases, put up by six companies. On Rivers Inlet two companies operated, packing 25,704 cases. On Naas river three companies put up 19,410 cases, and one cannery at Alert Bay put up 7,140 cases.

The Dominion Government established a fish hatchery on the Fraser near New Westminster in 1885, mainly for the purpose of propagating the salmon, in order that the salmon canning industry might be kept up. That factory has done good work, and millions of salmon fry are now annually taken from the hatchery and deposited in favorable locations. The Government has also provided rules for the regulation of fishermen, with the object of preventing the depletion of the salmon fisheries.

SEALING.

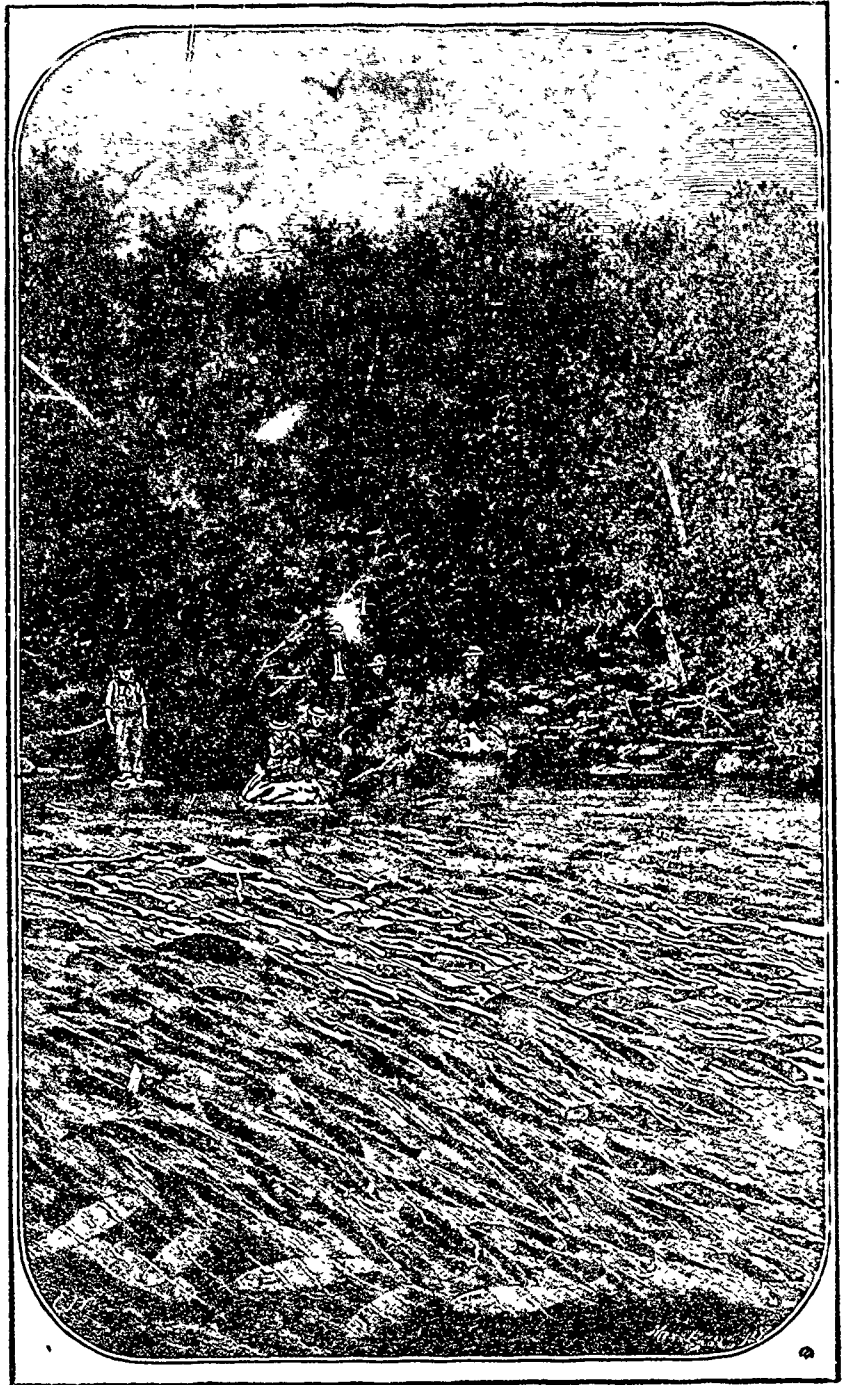
Following canned salmon, the next important item in the exports for 1889 under the head of fisheries, was the export of 35,000 seal skins, valued at \$245,000. The sealing industry is centred at Victoria, where a large number of ships annually market their catch of seal. The seal are taken all along the Pacific coast from Cape Horn and up into Behring Sea. Victoria had twenty four schooners engaged in sealing last season. This year the fleet has been increased to about thirty vessels. Two of them were purchased in the United States and entered as Canadian vessels. Between 600 and 700 men were engaged in the industry last year, over half of whom were Indians. In addition to the schooners owned in Victoria, quite a number of United States ships market their catch there. There are both fur and hair seal.

British Columbia has other

GREAT SOURCES OF FISHERY WEALTH

besides salmon canning and sealing. Very little, however, has yet been done in the way of developing the deep sea and coast fisheries. The waters off the coast swarm with valuable food fish, which will yet add millions of dollars annually to the trade of the province. Some of the varieties of food fish which abound are: Halibut, herring, sturgeon, oolachans, trout, smelts, sardines, shad, cod of several varieties, skil, or black cod, clams, crabs, muscles, etc. There are also valuable oil-producing varieties of fish. The dog fish is taken by Indians to some extent for its oil. Last year 141,420 gallons of fish oil were marketed, valued at about \$70,000. Sea otter may also be classed in the list of marine life, and whale visit the coast in large numbers.

Outside of the salmon canning and sealing industry there has not been much done in the way of developing the fisheries. The exports for last year only include \$45,000 in addition to canned salmon and seal skins, and this item is



SALMON ASCENDING THE FRASER RIVER.

made up of fish in pickle. All the varieties of food fish mentioned are taken for the local trade, and some varieties are shipped eastward to Manitoba and the Territories, and even to Eastern Canada, in a fresh state. Salmon is the principal variety shipped in this way, and the fish for this purpose are taken mainly on the Fraser river. A small quantity of halibut, smelt, cod, etc., is also shipped eastward in a fresh state.

There is, however, vast room for extension of the industry all around. Though the waters swarm with whale at certain periods, these marine monsters are not molested. Whaling might be made a profitable industry. Curing the various food fishes for domestic and export trade should grow to a great industry, while the shipment of frozen and fresh fish is yet but a small item, compared with what it doubtless will be in the future.

Curiosities from Hudson's Bay.

C. N. Bell, president of the Historical Society, Winnipeg, is the owner of four "Tokens of Trade" coins used on the east coast of Hudson's Bay by the Hudson's Bay company in trading with the Indians. They are made of brass and vary in size, according to the value represented on the face, from a fifty-cent piece to ten cents. On one side appears the coat of arms with the inscription "pro Pelle Cuten." On the other appears the value of the token, and letters "H. B." and "M. B." (made beaver). All the trade on the east coast of the bay is conducted on the basis of "skins," each beaver-pelt representing so much value, as the silver money in this country.

Alberta.

Geo. Long of the Sturgeon settlement, Edmonton district, has rye seven feet in height. It was sown to be cut for hay.

The Calgary Woolen Manufacturing Co., Limited, is being formed at Calgary to take over the business of S. W. Shaw & Co., woolen mill. This mill is located about seven miles from Calgary. The capital of the new company will be \$25,000 in 2,500 shares of \$10 each.

Mining in Northwest Ontario.

Development in the silver mines of Algoma, west of Port Arthur, has been most extensive of late, and the district is now full of prospectors from the old country and the United States. The Beaver mine has now in sight over \$2,000,000 worth of ore of the best quality. The Badger mine has just struck a third fine lode and the Porcupine mine, recently opened, is turning out well. These mines are in Rabbit Mountain district. In the Silver Mountain district the prospects are equally encouraging. The Crown Point mine is turning out large quantities of rich silver ore, and it is expected many new mines will be opened within the next few months.

Prices at Vancouver.

Jobbing quotations at Vancouver, B.C., are about as follows:

Oat meal, granulated, \$3.50 per sack, and standard, \$3.40. Flours are quoted as follows: Manitoba patents, \$6.50 per barrel; Manitoba bakers, \$6; Oregon, \$5.25; California, \$5.50; Premier, \$5.90; 3 star, \$5.35; graham, \$6 Bran, \$25; shorts, \$27; wheat, \$37; corn, \$35; oats, \$45; chopped feed, \$38; rolled oats, \$7 per barrel; cornmeal, \$2.85, and hay \$16 to \$18 per ton.

The vegetable market is well supplied at the following prices. Cabbage, 1½c; cauliflower, 50c; turnips, 20c per dozen; green peas 2½c; string beans, 5c; rhubarb, 2½ to 3c; cucumbers, \$1.75 per box; tomatoes, \$2 per box; onions, \$45 per ton; potatoes, local grown are worth \$25 and California \$30 per ton.

Fruits—Bananas, \$4.50 to \$5 a bunch; pears, \$1.75, Bartlett's, \$3.75 for large boxes; peaches, \$1.75 to \$1.85; apricots, \$1.70; plums, \$1.50; cherries, are nearly out of the market, a few are selling at from 10 to 12½c a pound; raspberries, 12½c; currants from 5 to 7c; blackberries, 10c; nectarines, \$2 per box; apples, \$2.50; crab apples, \$1.25; grapes, \$2.40.

Good fresh butter is worth from 20 to 30c; Manitoba dairy from 13 to 17c, of medium quality; new creamery, 23c.

Fresh eggs are worth 35c and case eggs 20c. The fish market is well supplied; salmon, 6½ to 7c; halibut, 7c, and small fish, 8c.

Spring chickens are worth \$4.50 per dozen; old hens, \$8.50 to \$9; ducks from \$8 to \$9.

In meats, ham, 16c; smoked, clear side bacon, 15c.

Mrs. Prentiss, fruits and confectionery, Winnipeg, has sold out to H. A. Seed.

Geo. Clements, tailor, Winnipeg, sustained a slight loss by fire last week; covered by insurance.

Mrs. Vanderwae, fruits and confectionery, Winnipeg, was burned out last week; insured for \$1,000.

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PASSENGER DEPOT, WINNIPEG

NORMAN Lumber Mills

H. BULMER, Jr.

MANUFACTURER AND WHOLESALE DEALER

Lumber, Lath, Shingles, Etc.

NORMAN, Ont.

KEEWATIN LUMBERING & M'F'G CO'Y

(LIMITED)

MANUFACTURERS AND DEALERS IN

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Saw Mills, Planing Mills and Factory at

KEEWATIN MILLS, Ont.

JOHN MATHER, Manager.

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MANUFACTURER AND WHOLESALE DEALER IN

Red Cedar Shingles

—AND—

Red Cedar Lumber

NOW IN STOCK:

3,000,000 - RED CEDAR SHINGLES,

I make a Specialty of the Manufacture of Red Cedar Lumber for Sash and Door Factories.

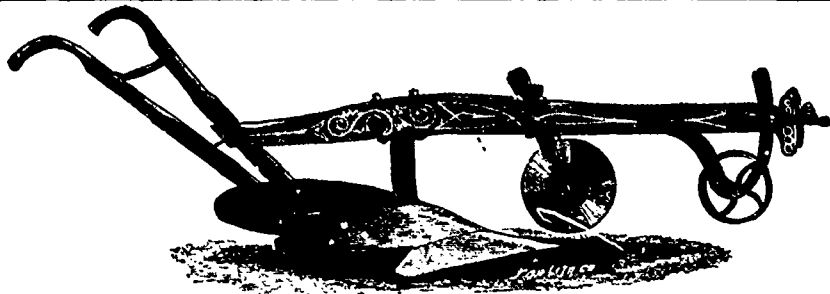
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PLOWS

There is neither sense nor reason in buying United States made Plows, and paying duty on them, when we can furnish them of Canadian make

BETTER, CHEAPER AND MORE DURABLE.

See ours before you buy any others.



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WE ARE NOW SELLING
Contractors & Teamsters

WAGONS

FITTED WITH THE CELEBRATED
STUDEBAKER WROUGHT
STEEL SKEIN

The same as used in the finest American Wagons.

We have always on hand a large stock of BUGGIES, CARRIAGES, BUCKBOARDS and other Wheeled Vehicles of the finest makes.

R. COCHRANE & Co.

39 and 41 Market Street West, - Winnipeg.

Pure Highland Scotch Whiskies.

THE FAMOUS
LAGAVULIN DISTILLERY,
ISLAND OF ISLAY,
SCOTLAND.

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

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

ASK FOR THE LAGAVULIN.

MACKIE'S
PURE OLD BLEND
10 YEARS OLD.

GOLD LABEL

AS PATRONIZED BY ROYALTY AND THE LEADING PHYSICIANS.

ASK FOR IT.

JOHN McPHERSON & CO.

MANUFACTURERS

FINE SHOES

HAMILTON, ONT.

MACKENZIE & MILLS,

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Special attention given to

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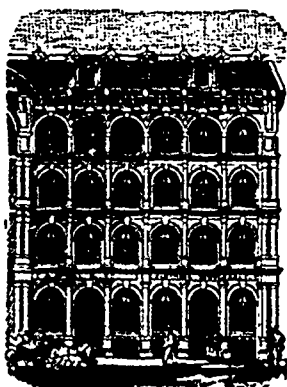
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TRY OUR

"SILVER ASH"

Cut Smoking.

A Strong, Mellow and Lasting Smoke in
10 CENT PACKAGES.

—ALSO OUR—

"Standard Kentucky"

FINE CUT CHEWING

The Superior of any Cut Chewing Tobacco in
Canada.

WORKS: NEW YORK CITY, AND
ESPLANADE, - TORONTO

WINNIPEG WHOLESALE TRADE.

DRUGS.

Business is keeping fairly brisk in this branch, but without change of prices in staples. Quotations here now are as follows: Howard's quinine, 60 to 75c; German quinine, 60 to 60c; morphia, \$2.25 to \$2.50; iodide of potassium, \$4.25 to \$4.75; bromide potassium, 65 to 75; English camphor, 80 to 90c; glycerine, 30 to 40c; tartaric acid, 65 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$6 to \$8; bicarb soda, \$3.75 to \$4.50; sal soda, \$2.50 to \$3; chlorate of potash, 25 to 30c; alum, \$4 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5; American blue vitrol, 10 to 12c.

DRIED FRUITS.

There is a very firm feeling in dried fruits. In California fruits especially is this the case. The consumption has been very large, and new fruit will come on a bare market. This, with the prospect of a heavy demand this year, makes the situation in California very strong, and prices there are advancing. Dealers expected there would be a decline in values as soon as the immediate wants of the trade had been supplied with new fruit. It is now the belief that prices will be maintained, and advanced, rather than reduced. The shortage in the fruit crop elsewhere will cause a heavy demand for California fruit. Fruit crop reports from all over note light crops. Apricots, the first new California fruit to come on the market, have already advanced in California 2 to 2½c since the season opened, and are expected to go to 20c per pound there. Mediterranean fruit is also strong, and the balance of old fruit held in eastern markets, is quoted at much higher prices than earlier in the season. At New York, for instance, prunes show an advance of about 1c. New fruit will therefore come on a firm and high market. New California apricots have been received in the Winnipeg market, and are firm at 23c per pound, with higher prices looked for. Quotations here are as follows: California London layer raisins, \$3.00 per box, do. ½ boxes, \$1.00; Valencia raisins, \$2.80 to \$2.90 per box; Valencia layer raisins, \$3.25 per box; currants, 7c per lb.; dried apples, 7½ to 8c per lb., evaporated apples, 14½c; choice new Eleme figs in 10 lb. boxes, 16c per lb.; choice figs, 13c per lb.; fancy Eleme layer figs, 20 lb boxes, 18c per lb.; figs in 1 lb cartoons, per doz., \$1.75; golden dates, in 50 lb. boxes, 9c per lb.; California evaporated fruit—apricots, 22 to 24c per lb.; peeled peaches, 27 to 30c per lb.; pitted plums, 13c; raspberries, 35c; prunes, 7½ to 11c per lb. as to quality, the higher quotation for choice of best varieties; nectarines, 21 to 23c.

FISH.

Fresh halibut are in good supply and held at 16c per pound. Fresh salmon remains at 15c per pound, and Lake Winnipeg whitefish at 6c per lb. Smoked goldeyes 40c per dozen; salt whitefish, \$5 per keg of 100 lbs. Oysters are expected to be in the market next week.

GROCERIES

Sugars are steady. Teas steady and firm. New Rio coffee is reported to have arrived at New York where it sold at a stiff figure. The Toronto Empire says: "Three cars of canned salmon have arrived from British Columbia this week, and it was reported that a big cut had been made in the selling prices. Whether this be the case or not could not be definitely ascertained. It would seem, however, to be a

foolish move, as there is every probability of their all being required before the arrival of the new pack. To-day \$1.50 to \$1.65 was asked, top being for horseshoe." In the Winnipeg market prices are: Sugars, yellow, 6½ to 7c as to quality; granulated, 7½ to 8; lumps, 8½ to 9c. Coffees, green,—Rios, from 24 to 25c; Java, 27 to 29c; Old Government, 29 to 32c; Mochas, 33 to 35c. Teas: Japan, 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; yound hyson, 26 to 50c. T. & B. tobacco, 56c per pound; lilly, 7s, 52c; diamond snacco, 12s, 48c; P. of W., butts 47c; A. of W., caddies, 47½c; Honeyaukkle, 7s, 55c; Brior, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d thick Solace, 6s 48c; Brunnette Solace, 12s, 48c. McAlpine Tobacco Co's plug tobacco: Old Crow, 46c; Woodcock, 52c; Beaver, 63c; Jubilee, 60c; Anchon, 59c; cut tobacco: Silver Ash, 65c; Cut Cavendish, 70c; Senator, 80c; Standard Kentucky, light, 85; do dark, 80c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000. Mauricio, \$42.50; Soudan Whips, \$40.00; Turkish Caps, \$35.00; Commercial Traveller, \$25. Lion "L" brand mixed pickles, in kegs, are quoted: Three gallons, \$2.50; do five gallons, \$3.50; do 10 gallon kegs, \$6.50.

GREEN FRUITS.

California fruits are coming forward more freely, and the market is now well supplied. Apples are improving in quality, with a liberal supply. Oranges remain high in price and firm. Lemons continue very high and scarce. The hot weather keeps up an enormous consumption, while it also causes a shrinkage in stocks. Tomatoes were scarce last week. Prices are:—Rodi oranges, 200 size, \$9; 300 size, \$10.50 per box; Messina lemons, \$10 to \$10.50 per box; bananas, yellow, \$2.50 to \$3.25; tomatoes, 90c to \$1 per box; watermelons, \$5 to \$5.50 a doz. California fruits are quoted: Peaches, \$2.75 to \$3 per box; pears, \$5 to \$5.50 per box; plums, \$3.00 to \$3.25 per box as to variety; grapes, 10 lb baskets, \$1.35 to \$1.50; California grapes, \$3.75 per half crate; new apples, \$5.50 to \$6.00 per barrel. In native fruits, blueberries have been offering in large quantities, and have been held by dealers usually at 5c per pound for good, though sales have been made as low as 4c per pound. Red currants are offering on the market freely at 1.00 to \$1.25; blueberries, at 75c per pail. gooseberries, at \$1.00 per pail; raspberries, at \$1.50 to \$2.00 per pail.

HARDWARE.

Latest British advices show an improved tone. Prices have averaged somewhat better and the feeling seems to be improving. In the local market quotations now are as follows:—Cut nails, 10d, and upwards, \$3.25; I. C. tin plates, \$5.75 to \$6.25 as to grade; I. C. tin plates double, \$11.75 to \$12.50; Canada plates, \$4 to \$4.15; sheet iron, \$4.25 to \$5.50, according to grade; iron pipe, net prices, 1 inch, 10½c; 1½ inch, \$13½c; 2 inch, \$16½c; 2½ inch, 25½c per foot; ingot tin, 30c per lb; bar tin, 31c per pound; sheet zinc, 7½ and 8c per lb.; galvanized iron, 28 guage, 7½ to 8½c lb; bar iron, \$3.50 per 100 lbs.; shot, 6 to 6½c per lb.; tarred felt \$2.30 to \$2.40 per 100 lbs.; barbed wire, 6½ nett.

LEATHER, LEATHER GOODS AND FINDINGS.

Prices are as follows: Spanish sole, 26 to 28c; slaughter sole, 26 to 30c; French calf, first choice \$1.25 to \$1.50; Canadian calf, 75c to \$1.00; French kip, \$1 to \$1.10; B Z kip,

85; Bourdon kip, 70c; slaughter kip, 55 to 65c; No. 1, wax upper, 40 to 45c; grain upper, 50c; harness leather, 26 to 29c for plump stock. English oak butts, 60c; buffe, 17 to 21c a foot; cordovan, 17 to 21c; pebble, 21c; colored linings, 12c; shoe uppers, from \$1.25 to \$2.75. Horse collars—Short straw, \$22 der dozen; long straw, \$33 per dozen; long straw bodies, \$22; Boston team (thong), \$27 der dozen.

PAINTS, OILS AND COLORS.

Turpentine is quoted 2c lower. Oil unchanged. Prices are: Turpentine in barrels, 76c per gallon; in 5 gallon cans, 81c gallon; linseed oil in barrels, raw 81c; boiled 84c; benzine and gasoline, 50c; pure oxide paints, in barrels, 90c per gallon; coal tar \$6 a barrel; Portland cement, \$4.90 a barrel; Michigan plaster, \$3.25 a barrel; putty, in bladders, 3½c a pound, bulk in barrels, 3c; whitening in barrels, \$1.50 a cwt; Crown pure white lead, \$7.25; Royal Charter, \$6.75; Railroad, \$6.25; Elephant pure white lead, \$7.25; Elephant No. 1. do., \$6.25; Bulls head do., \$5.75; Calsomine, \$6 per 100 pounds; Alabastine, \$7.25 per case of 20 packages. Window Glass, first break, \$2.10.

WINES AND LIQUORS.

Quotations are unchanged and as follows: Canadian rye whiskey, five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Rohin brandy, \$4.50; Bisquet Debouche & Co., \$4.50; Martel, 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; Jamaica rum, \$4 to \$4.50 DeKuyper red gin, \$12.00 per case; DeKuyper green gin, \$7.00 per case; Tom gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$15.00 per case of 12 bottles; v. o., \$20.00; v. s. o. p., \$22.50.

WHOLESALE PRODUCE MARKETS.

WINNIPEG.

WHEAT.

The strong upward movement in wheat, which started at Chicago during the closing days of the previous week, continued during the first day of last week. On Tuesday, however, there was a drop of nearly 1c at the close, and on Wednesday prices again closed about 1½c lower. For the rest of the week the feeling was nervous and irregular, with prices generally tending lower. The spurt of a week ago was partly speculative and partly owing to crop scares, owing to excessively hot weather in the north-western states. Crop news have continued to be conflicting. Some damage has likely been done by the very hot weather, but while some reports spoke of damage, others stated that Minnesota and Dakota will still give a good crop. European news are also conflicting, and it is impossible to correctly sum up the situation there. The visible supply on Monday last showed a decrease of 140,665 bushels, making the total supply now 18,416,491 bushels, against 12,134,511 bushels a year ago. The amount on ocean passage increased 160,000 bushels, and the total available supply now is 40,428,491 bushels against 28,036,511 bushels a year ago.

FLOUR.

Flour maintains a firm tone, but is unchanged. Jobbing prices to the local trade are now quoted as follows: Patents \$2.60; strong bakers, \$2.40; XXXX, \$1.25; super-

fine, \$1.15; middlings, \$2.60; Graham flour, \$2.40 per 100 pounds.

MILLSTUFFS.

The feeling is very strong, as this commodity is below a parity with other similar stuff, and also below a parity with prices in outside markets. Local competition, however, keeps prices down. Quotations are nominally given at \$10 per ton for bran and \$12 per ton for shorts, but both these quotations are freely cut to \$1 per ton lower.

GROUND FEED.

Prices have again advanced. There is now very little ground corn and oat feed held in the city, and owing to the sharp advance and high prices outside dealers are afraid to bring in more. Small lots are now held at \$24 to \$25 per ton in a jobbing way. Both corn and oats have advanced sharply south, owing to a crop scare on account of hot dry weather over a number of the central and northwestern States.

MEALS.

Prices are very firm. Oatmeal has advanced 10c east, and are firm, on higher prices for oats. Prices are expected to go higher here, but at present stand unchanged as follows: Oatmeal, standard, \$2.60; granulated, \$2.65 per 100 lbs.; rolled oats, \$2.75 per sack of 90 lbs. Rolled oats are also obtained in 80 lb sacks at \$2.65. Cornmeal is held at \$1.50 per 100 lbs. Pot barley, \$2.75 per 100 lbs.

OATS

The steady advance south in oats has continued, and prices are again higher here. Jobbing prices are now up to 55 to 56c per bushel. Dealers are now very careful about taking new lots with new oats almost in view, which means lower prices.

BEANS AND SPLIT PEAS.

White beans are jobbing at \$2.25 per bushel in small lots. Split peas are held in the same way \$2.75 per 100 pounds.

BUTTER.

Receipts are not very large of choice quality. The range of prices is about the same. Dealers are able to dispose of a small quantity at about 12 to 14c, as to quality, for new dairy, and up to 15c per pound has occasionally been obtained for a selected package. A sale of a round lot of good old is reported at 12c, which may be considered a big price. In Eastern Canada markets the tendency of butter prices is decidedly downward. Prices at Toronto and Montreal are 1 to 2c lower than Winnipeg, on the same qualities. This shows that present prices here are not on a safe basis to buy on, as in the natural order of things the difference in values should be the other way. Winnipeg should be below and not above eastern markets.

EGGS.

Receipts of eggs continue very light. Prices are again 1c higher, and eggs are now jobbing at 17c per dozen.

LARD.

Unchanged at \$2.50 per 20 lb. pail. 60 lb. cases of tinned lard held at \$6.75 per case.

CURED MEATS.

The situation in cured meats is very strong, and some slight fractional advances are being asked on some lines. Hams are stiff at 14½c for everything, and expected to advance. Breakfast bacon is quoting higher. Prices are firm at the following quotations: Dry salt bacon, 10c; smoked long clear, 11c; spiced rolls, 12½ to 13c; boneless breakfast bacon canvassed, 13½ to 14c; smoked hams, canvassed, 14½c. Mess pork \$18 to \$18.50 per barrel. German sausage, 9c lb.; Bologna sausage, 8c lb.; ham, tongue and chicken sausage, 9c per ½ pound package.

CHEESE.

Jobbing at 10 to 10½ per lb.

DRESSED MEATS.

Prices have been steadier during the past week, and have apparently reached about the bottom for the present. Jobbing prices are as follows: Beef ranges from 5 to 6½ as to quality.

The top quotation is not now obtained except for something extra choice, and the usual range is from 5½ to 6c per pound. Mutton holds at about 11c and ranges to 12c per pound for choice, or when temporarily scarce. Lamb 2½c. Pork holds at 8 to 8½c per pound. Veal ranges from 5 to 7q per pound as to quality.

LIVE STOCK.

Cattle may be given a range from 2 to 3c per pound live weight, as to quality. Cows and poor go as low as the bottom price. Hogs would bring from 5 to 5½c, though the top range is a little high and could hardly be expected. A small lot of heavy hogs sold at 5c, and a larger lot of mixed at equal to about 5½c per pound. Sheep are worth \$1 to \$5 per head, and lambs \$3 to 4 per head for good. Some cattle are being shipped to Montreal, and the local market is well supplied.

HAY.

Abundance offering on the market at \$3 to \$5 per ton. New pressed also offering by rail, at \$7 to \$8 per ton.

SENACA ROOT.

Quiet and worth 23 to 25c per pound.

VEGETABLES.

Prices are lower nearly all around, new potatoes have dropped to 75c per bushel, and some sales were made at 50c per bushel. Importations and heavy offering of home grown caused a decline, old potatoes were worth about 40 to 50c per bushel, but are nearly out of the market. Cauliflower, unchanged at 75 to \$1.25 per dozen head, and cabbage lower at 40 to 60c per dozen. Cucumbers unchanged at 40c per dozen. Tomatoes lower at 90c per box of 12 lbs. Tomatoes are the only thing on the list not of native growth, except southern onions which are held at \$5.25 per barrel or 4½c per pound. Green beans are lower at 75c to \$1 per bushel; peas in pod, 76c to \$1 per bushel; celery, 30c per doz. heads; vegetable marrow are offering at \$1 to \$1.50 per dozen. Green stuff in bunches is quoted: Radishes, 20c per dozen bunches; beets, 20c; lettuce, 10c; green onions, 20c; rhubarb, 25 to 30c; turnips, 20c; carrots, 20c.

HIDES.

In the local market prices are unchanged. Heavy steers are still quoted at 5c per pound for No. 1, and cows at 4½c for No. 1. For No. 2, 3½ to 4½c is quoted, and 2½ to 3c for No. 3. Calveskins, No. 1, 5c; No. 2, 4c. Sheep pelts, are now worth 25c each for fresh killed; lambskins, 40c each for new. Tallow, 2½c for rough and 4½ to 5c for rendered.

WOOL.

Ordinary unwashed is quoted at 10½c and up to 11 and 12c for fine downs; washed 13 to 15c.

POULTRY.

There is a good demand for poultry, in comparison with the supply. Spring chickens are rather small yet, but will bring 40c per pair. Good older chickens will bring 50 to 65c per pair. Turkeys are worth 12½c per pound, live weight.

Manitoba Crop Outlook.

Last week was very favorable for the crops. The weather was clear and fairly steady, and though not so excessively hot as the previous week, was quite warm enough to be desirable. A heavy thunder shower was experienced in the Winnipeg district at the close of the week. It is believed that the hot weather of the week before last has not done any material damage, though it has hastened the ripening of the crops and brought them on earlier than was counted upon a short time ago. We are now on the ragged edge of harvest and with every indication of fine weather at the time of writing. The first reports of the commencement of harvesting came in last week. Some wheat was cut at Gretna, southern Manitoba, Aug. 1st, and the

report said harvesting would start on Monday, Aug. 4, on a number of farms. Emerson reported some wheat and barley cut in that neighborhood. Dominion City reported the same, and a little barley was cut in two or three other sections. Morden reported that wheat and barley harvesting would commence to-day. With this week as favorable as last, harvesting will be general by a week from today, while by the close of this week there will be odd fields here and there all over the province cut.

British Columbia.

B. Goulding, cigars &c., Victoria, is dead.

Miss L. Kearns, has opened a restaurant at Vancouver.

Peter Fink, general storekeeper, North Bend is dead.

E. Hird, tailor, Nanaimo, has moved to New Westminster.

Robert Stewart has opened a blacksmith shop at Haney.

New Westminster will erect a new public library building.

J. B. Scuito, rancher &c., has opened a hotel at Campbell Creek.

Stevens & Cousins are opening a sash and doors factory at Victoria.

The establishment of an edge tool factory at Vancouver is contemplated.

Young, Bickle & Co. will shortly open a store at North Field, near Nanaimo.

John Whitfield, boots and shoes, Nanaimo, contemplates opening again.

Chas. Lang, tobacco &c., Vancouver, contemplates moving to Victoria.

F. J. Grady & Co., general storekeepers, Windermere, have assigned.

C. L. Terry, dry goods &c., Victoria, is reported disposing of his business.

Leet, Dubbleton & Co., real estate &c., Victoria, have dissolved partnership.

Webb, of the firm of W. H. Webb & Co., boots and shoes, Vancouver, has left.

Grindley & Barret, real estate &c., Victoria, have changed their style to Barrett & Carpenter.

The B. C. Printing, Binding & Publishing Company of Victoria, has applied for incorporation.

Kirschberg & Langberg, clothiers, Victoria, are reported to be closing their Vancouver branch.

Richardson, Heathorn & Jones, manufacturers agents, Victoria. J. D. Jones of this firm is retiring.

The Y.M.C. Associations of Vancouver and New Westminster, are each erecting a fine block this summer.

A Joint Stock Company is being formed to carry on the business of R. T. Williams, book-binder etc., Victoria.

Several carloads of fish plates have arrived for the Westminster Southern Railway. Locomotives are daily expected.

Campbell & Simpkins, tailors, Victoria, have dissolved, Wm. Simpkins retiring. D. Campbell, becomes sole proprietor.

Charles E. Tisdale, gunsmith and dealer in sporting goods, Vancouver has just issued a very neat illustrated gun catalogue, descriptive of his goods, which he claims to be the first gun catalogue published west of Toronto.

JUST TO HAND PER S. S. OCEAN KING,
221 Packages Fine English Confectionery.

ROWNTREE'S JUBES AND PASTILES

IN 7 LB. BOXES,
— AND —

Craven's Crystallized Sweets

IN 5 LB. BOTTLES.

ALL THE LEADING FLAVORS IN BOTH THESE LINES.

JUST THE THING FOR HIGH CLASS DRUG AND CONFECTIONERY TRADE.

We are also Headquarters for Heavy Drugs, Patent Medicines, Perfumery, Toilet Soaps,
Cigars and Tobacconist's Goods.

Dawson, Bole & Co.
WINNIPEG.

Geo. H. Frost, of Nanaimo, has been awarded the contract by the Dominion Government, for the erection of a lighthouse at Camanno Point.

A Victoria clothier has been fined \$60 for selling a suit of clothes to a deserter from a war ship. It is an offense to sell clothes under these circumstances.

Wm. Jensen, of the Occidental Hotel, Victoria, is circulating a petition asking that the necessary steps be taken to establish a public market in that city.

It is reported that the Hudson's Bay Co. will open a number of new trading posts in the northern portion of the province. A store will be opened at Skena.

There is a good opening at Haney for a saw-mill. The brickyards and farmers in the vicinity use a considerable amount of lumber, and the shipping facilities are good.

At a meeting of the shareholders of the B. C. Tanning Company of Nanaimo, recently it was decided to send for a number of machines for the manufacture of boots and shoes.

The Provincial Exhibit Association of British Columbia will send a fine exhibit to the Toronto Industrial Exhibition. An effort will be made to eclipse the exhibit sent to Toronto a year ago.

The British barque Cordelia has arrived at New Westminster from England, with the first load of rails for the Westminister Southern railway. The Captain reports rather a rough voyage around Cape Horn.

A meeting was held at Victoria recently to organize a tanning company. It was decided to organize the British Columbia Tanning and Manufacturing Company with a capital of \$200,000, divided into 2,000 shares of \$100

each. Over 100 shares were immediately subscribed for. The promoters are, Robinson, Feiling and McManus.

The Dominion Deputy Minister of Marine is calling for tenders for the construction of a steel screw steamer for buoy and lighthouse service in British Columbia, of the following dimensions; length, 170 feet; breadth, 31 feet; depth, 13.6 feet. The tenders are to include the building of the vessel, hull, machinery, tackle and equipments, as specified.

Among the recent important additions to the wholesale trade of British Columbia is the establishing of a branch business of the clothing, hat, cap and fur house of Carscaden, Peck & Co., at Vancouver. This well known house, which has been established for some years in Winnipeg and Montreal, secured premises in the fine Van Horne block at Vancouver early this year, and now carries a full stock of goods in their line at Vancouver.

A company has been formed at Victoria under the title of the British Columbia Brewing Company, for the purpose of acquiring and extending the Vancouver Brewery, owned by Thomas Carter. The object is to supply the demand for lager beer. It is also the intention to add a distilling department. The estimated cost of the plant for the brewery extension, including working capital is placed at \$75,000. The price to be paid for the Vancouver Brewery by the promoters of the present scheme is \$12,000

Saskatchewan.

Track laying on the Regina and Prince Albert railway has reached and passed Duck Lake.

The fifth annual exhibition of the Central Saskatchewan Agricultural Society will be held at Saskatoon on Wednesday and Thursday, October 1 and 2. A very handsome poster and prize list for this exhibition has been issued. Now that Saskatoon has railway connection with the outside world, the show this year will no doubt surpass previous ones.

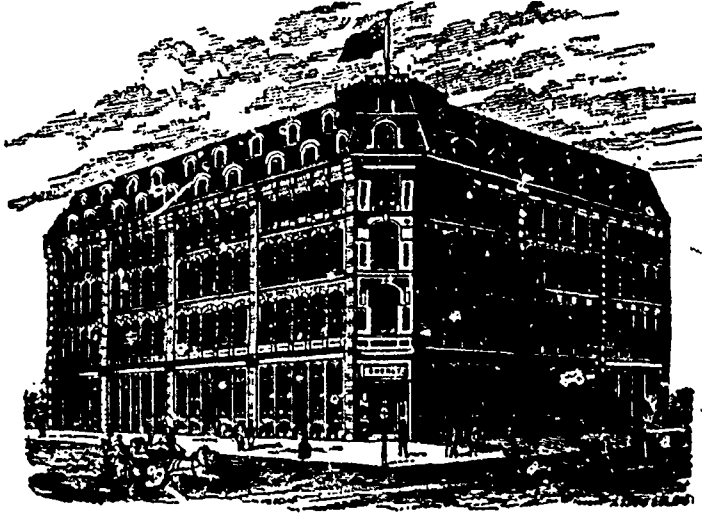
Banfield & McKiechan, dry goods and clothing, Winnipeg, sustained slight loss by fire last week; covered by insurance.

There are two fleets of vessels says the Port Arthur *Sentinel* laden with rails for the C. P. R. on their way to Port Arthur. A portion of the rails will be unloaded here in the harbor, and the remainder over at Fort William. One of the fleets should reach here shortly.

The C.P.R. depot at Winnipeg suffered considerably from fire on Friday evening, during the thunder storm, which was started by the electric current entering the despatcher's office. That department was badly demoralized. The firemen succeeded after a hard struggle in subduing the flames.

Walter S. Crone, representing H. A. Nelson & Sons, wholesale fancy goods and toys, of Toronto and Montreal, is in Winnipeg. Mr. Crone has his holiday and Christmas trade samples with him, and he will go as far as the Pacific coast. He has a very fine line of samples this year. A new thing is a line of German silver, oxidized silver and Persian silver goods, in toilets, jewel boxes, work boxes, ladies' sets, shaving cases, manicure sets, etc. These goods are this year supplanting plush articles of the same class, which have had such a run for a long time. He also has samples in plush and leather, in holiday goods.

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



Our Samples for the Autumn and Winter Season, 1890, are now on view at No. 18 Rowand Block, cor. Portage Ave. & Main.

H. SHOREY and CO., CLOTHIERS, WHOLESALE
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—WHOLESALE DEALER IN—
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Pigs Feet, Bologna and Sausage Casings.
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Chicago Board of Trade Prices.

After the activity at the close of the previous week the markets opened strong on Monday, July 28. September wheat opened at about 96c per bushel, or 1½c higher than Saturday's closing price. The range for this option during the day was from 94½ to 96c. December ranged between 96½ and 98c. Corn was very strong, at one time selling 2½c above Saturday, and 8 to 10c higher than a week ago. Oats also gained 1c over Saturday. The hot weather and further reports of damage from excessive heat and drought caused the strong feeling. Provisions were also strong, pork showing a gain of about \$1.50 per barrel within a week. Closing prices for futures were:—

	July.	Aug.	Sept.	Oct.
Wheat.....	93	93½	95½	—
Corn.....	—	46½	47½	47½
Oats.....	33½	33½	33½	32½
Pork.....	12.75	11.69	11.40	10.60
Lard.....	6.12½	6.12½	6.27½	6.40
Short Ribs.....	5.20	5.23½	5.37½	5.45

Wheat was active but easier on Tuesday, and opened ½ to ¾ lower. September option started at 94½c, and ranged between 93½ and 96c per bushel. December closed at 96½c. The feeling was nervous, and crop reports, which are the principal matter of interest were conflicting, both from Europe and the Northwest states. Other cereals were in about the same condition as wheat. Closing prices for futures were:—

	July.	Aug.	Sept.	Oct.
Wheat.....	92½	92½	94½	—
Corn.....	—	45	45½	46½
Oats.....	34½	33½	35½	33½
Pork.....	12.60	11.75	10.75	10.40
Lard.....	6.10	6.10	6.25	6.37½
Sh. at Ribs.....	5.20	5.22½	5.37½	5.45

On Wednesday wheat opened a shade higher, but later declined 1 to 1½c, and after a temporary spurt again declined, closing 1½ to 2c lower than on Tuesday. September ranged between 92½c and 95½c per bushel. December ranged from 95 to 97c per bushel, closing at 95c. Provisions averaged easier and closed lower all around. Closing prices for futures were:—

	July.	Aug.	Sept.	Oct.
Wheat.....	90½	90½	92½	—
Corn.....	45½	45½	45½	—
Oats.....	34½	33½	33½	—
Pork.....	12.00	12.05	11.30	—
Lard.....	—	6.05	6.20	6.32½
Short Ribs.....	—	5.20	5.32½	5.40

Wheat opened strong on Thursday and one cent higher, but declined on liberal offerings of long wheat. The news at the opening was bullish, but later there were bearish despatches and cables. Light rains and lower temperature were reported in many places in Dakota and Minnesota. The market closed nearly 2c lower than it opened, and ½c lower than last night. Closing prices were:—

	July.	Aug.	Sept.	Dec.
Wheat.....	—	90½	92½	94½
Corn.....	—	46½	47½	—
Oats.....	—	34	33½	—
Pork.....	12.00	11.85	11.15	—
Lard.....	—	6.02½	6.17½	—
Short Ribs.....	—	5.12½	5.27½	—

On Friday wheat opened weak and ½c lower and declined 1½c more on the prediction that Minnesota and Dakotas will yield more than an average crop. Under free buying the market advanced to above the opening figures, but just before the close was again depressed by free realizing and some short selling. September closed ½c lower than yesterday. December wheat closed at 94c. Closing prices were:—

	July.	Aug.	Sept.	Dec.
Wheat.....	—	80½	79½	94
Corn.....	—	45½	46½	—
Oats.....	—	33½	33½	—
Pork.....	—	12.00	11.50	—
Lard.....	—	5.07½	6.12-15	—
Ribs.....	—	5.07½	5.22½	—

Jobbing Prices at Victoria.

Flour—Hungarian.....	\$ 6 50 @	\$ 7 50
Portland roller.....	5 25 @	5 50
Salem.....	—	5 25
Snowflake.....	—	5 50
Wheat, per ton.....	40 00 @	45 00
Oats, per ton.....	40 00 @	45 00
Barley, per ton.....	35 00 @	40 00
Middlings, per ton.....	30 00 @	32 50
Bran, per ton.....	—	25 00
Ground Feed, per ton.....	—	32 50
Oil Cake, per ton.....	37 50 @	40 00
Corn, whole.....	35 00 @	40 00
" cracked.....	—	45 00
Cormeal, per 100 lbs. Canadian.....	—	2 50
Oatmeal, per 100 lbs. Saanich.....	—	3 75
Beans, large white, per 100 lbs.....	—	4 00
" small " ".....	—	4 00
" Bayo " ".....	—	5 25
Potatoes, now, per ton.....	20 00 @	25 00
Onions, per 100 lbs.....	—	2 50
Now, ".....	—	2 50
Hay, baled, per ton.....	20 00 @	22 50
Straw, per bale.....	—	1 25
Apples, Newtown pippins, per box.....	—	2 00
Pears.....	—	1 75
Apricots.....	—	1 50
Peaches.....	—	1 50
Plums.....	—	1 75
Raspberries.....	10 @	15
Sicily Lemons, per case.....	—	7 50
Black Currants, per 3 lbs.....	—	25
Cherries, per 3 lbs.....	—	25
Cucumbers.....	1 75 @	2 00
Tomatoes.....	—	2 50
Eggs, Island, per doz.....	28 @	35
" Imported ".....	20 @	25
Butter, roll, Island, per lb.....	30 @	35
" tuborfirkin, creamery.....	27½ @	30
Cheese, Canadian, per lb.....	—	20
" California, ".....	—	20
Hams, Evans, per lb.....	—	15
" American, ".....	15 @	16½
Bacon, Evans, Breakfast, lb.....	14 @	16
" American, per lb.....	—	16
" Rolled ".....	—	14½
Shoulders, per lb.....	—	12½
Lard, ".....	14½ @	15
Meats—Beef ".....	12 @	18
Mutton, per lb.....	15½ @	18
Lamb, forequarter.....	12½ @	18
" hindquarters.....	1 00 @	1 50
Pork, hindquarters.....	1 50 @	1 75
Pork, fresh.....	—	15
Veal, dressed, per lb.....	—	15
Tallow, per lb.....	5 @	6½
Duck, per pair.....	2 00 @	2 50
Chickens, each.....	1 00 @	1 25
Hides, per lb.....	5½ @	—
Skins, sheep, each.....	20 @	25
Fish—Salmon, per lb.....	—	12½
Halibut, ".....	—	10
Cods, 3 lbs for.....	—	25
Miscellaneous (small).....	—	10
Sturgeon, 3 lbs.....	—	25
Kipperd Salmon.....	—	15
Lettuce, Radishes, etc. per doz.....	—	25

Lumber Cuttings.

Steam was got recently in the new mills of the Brunette Saw Mill Co. at Mow Westminster, and the machinery was found to work well. The whole establishment is now in running order.

Over 100,000 feet of logs are waiting for the completion of Davys & Tolson's saw mill, Kootenay, B. C. The machinery for the mill will

arrive this week and everything is in readiness to make a start as soon as it can be placed in position.

A party of men have been surveying and staking off a large tract of timber land at Nanaimo River, B. C., for the Cheminus Lumber Company. Timber is said to be very plentiful in that district.

Recently we gave the capacity of Slaters large shingle mill at Vancouver, B. C., at 130,000 per day. This was just 10,000 too small, the recent improvements to the mill having increased the capacity to 140,000.

Among a boom of logs at Leamy & Kyle's mill on False Creek, Vancouver, B. C., is a tree cut into four 24-foot logs taken from one tree, which is one of the largest specimens of the Douglas fur that has ever been cut in this Province, whose record for giants of the forest is world-wide. Those four logs were respectively 84 inches, 76 inches, 70 inches and 60 inches, and in none of them was there a knot or other defect. The total number of feet of lumber that can be cut out of this tree is 23,614. This piece of lumber was cut in Leamy & Kyle's limits at Port Neville.—World.

The Columbian, Westminster, B. C. says:—Ackerman Bros' planing and saw mill is running now at full blast. They have commenced cutting an immense boom of specially selected logs which they received the other day and their thirty odd mill hands are kept as busy as possible. The mill has been fitted with all the latest improvements in wood-working machines, and a very expensive plant is in the buildings. The power is supplied by a large boiler at the west side of the mill and it runs the whole of the machinery from the grindstone up to the patent planer. The mills are turning out some fine high-class, ornamental work.

Eastern Cheese Markets

At London, Ontario, on July 26, twenty-seven factories offered 5,735 boxes of July. Sales were: 1,160 at 8½c, 3,475 at 8½c, 250 at 8½c, and 270 white at 8½c. A large attendance of both buyers and sellers. Market brisk.

The Engravings.

The cuts used in this issue of THE COMMERCIAL, in connection with special articles on British Columbia, will not be new to the majority of our British Columbia readers. They will, however, be new to a great many readers of this journal outside of the province. The cuts were prepared by R. T. Williams, publisher and bookbinder, of Victoria, for his British Columbia directory, and they first appeared in one of these volumes. To Mr. Williams we are indebted for the use of the cuts.

Wonderful stories are told of the enormous numbers of salmon which sometimes visit the rivers of the Pacific province. One of these cuts will convey an idea better than it could be done in words, of the crush of these fish in ascending the rivers to spawn. The cut is an exact reproduction of a photograph, and is true to life. Last year during the immense run of sockeye salmon up the Fraser river, the waters of Harrison Lake rose over two feet. This could be attributed to no other source than to the effect produced by the millions of fish which had suddenly crowded into the lake, as it happened at a time when there had been nothing to produce a rise in the waters, but rather the contrary.

The Superior hotel, near the C.P.R. depot, Port Arthur, was burned last week. The building and contents are a total loss. Value, \$5,000; insurance, \$2,500.

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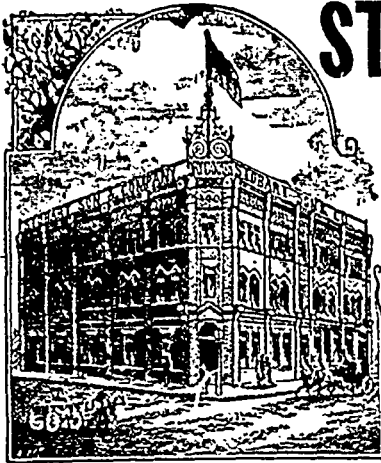
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10 45 Daily.	St. Paul Express for Morris, Grafton, Grand Forks, Fargo, Minneapolis, St. Paul, Duluth, Chicago, St. Louis, Detroit, Toronto, Montreal, etc.	13 50 Daily.
10 45	Connects with Mixed for Morden, Manitoba, Killarney, Deloraine and Intermediate Stations.	13 50
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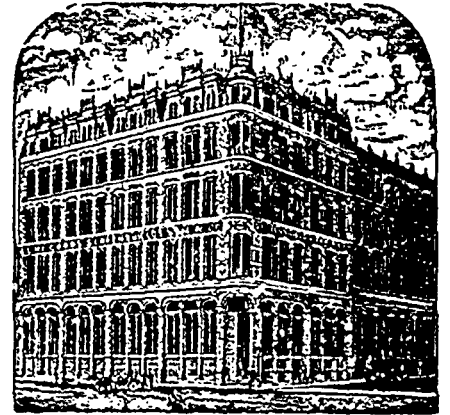
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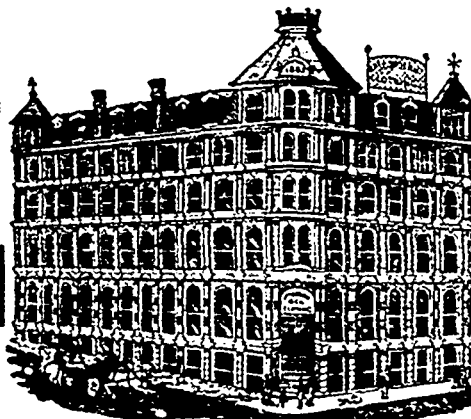
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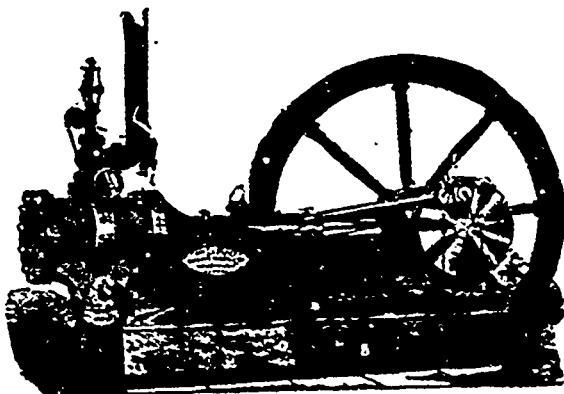
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A Short Trip on Vancouver Island.

Many people who have rushed through British Columbia on the main line of the Canadian Pacific Railway, and crossed in the steamer from Vancouver to Victoria, go away with the belief that they have thoroughly "done" the province and have seen all that is worth seeing. This is a great mistake. There are a number of beautiful trips that can be taken by water on such streams as the Fraser river and other lakes and rivers of the interior, without resorting to staging it across the country, to say nothing of the voyages that can be made up and down the coast of the main land and Vancouver Island. But there is another trip by railway which may be taken, of which it is our purpose to speak. This is over the Esquimalt and Nanaimo railway, sometimes known as the Island Railway.

With the exception of a short line of railway at Comox, connecting the Union Coal mines with the harbor, this is the only railway on Vancouver Island. The Esquimalt and Nanaimo railway connects Esquimalt harbor and the city of Victoria with the coal mines at Nanaimo and Wellington. The length of the road is 80 miles. The railway enters Victoria near the heart of the city, upon a splendid steel bridge across the harbor, and from the depot on the water front trains leave daily for the other end of the track. The headquarters and general offices of the company are at Victoria. A. Dunsmuir is president, Joseph Hunter, general superintendent, and H. K. Prior, freight and passenger agent.

Leaving Victoria on this railway a short run of about three miles will bring us to Esquimalt naval station and we get a glimpse of this magnificent harbor as we pass. One or more of Her Majesty's ships will always be observed in the harbor. The selection of Esquimalt as the British naval station for the north Pacific, where so many fine harbors are available, is alone a guarantee that the harbor is a most valuable one. Here are located the arsenal and naval stores. A fine dry dock has also been established by the Dominion Government, and it is the only one in British Columbia. The village of Esquimalt is a picturesque little spot with its cottages almost hidden by the luxuriant vegetation. The vine-covered cottages remind one of an English village, and it may be noted that the plants and shrubs growing here are nearly all of the same varieties as are grown in England, whence they have been brought. The climate is very similar to the south of England. To Esquimalt is a favorite drive from Victoria, and a delightful drive it is, through the shrubbery which lines the road. An extensive pottery is passed on the line between Victoria and Esquimalt.

The scenery along the line of the railway is of a varied and interesting nature. The country is well timbered the entire distance, with occasional little patches of prairie extending over a few acres. The timber appears to be of good quality, especially toward the northern end of the road, and many of the trees attain large size. Altogether the country would appear to possess great value for its timber alone. The prairie patches are nearly all under cultivation, and in some places the lighter timber sections have been cleared to some extent for purposes of cultivation. Quite a number of settlers are scattered through the country along the railway, and many neat farm houses, and some handsome residences with tidy surroundings,

are observed. Where there are now but a few settlers, however, there is room for thousands. The country is not so broken as that seen from the railway on the mainland, and a great deal of the land would appear to be well adapted for cultivation if cleared of the timber. Land which produces such magnificent trees as some of those tall, straight firs which are seen from the car, should also produce fine crops. The mild climate would permit of the cultivation of a large variety of fruits, as well as grains and vegetables. The general appearance of the country would indicate that it would support a large population.

The scenery, though of a quieter nature than on the mainland, is fine. There are picturesque little lakes and clear streams. Now and then a glimpse of the dark green salt water is obtainable in passing one of the many deep inlets which indent the coast of the island in every direction. The run through dense forest is frequently broken by the appearance of a little grassy meadow, where cattle are feeding, or a prairie patch under cultivation. Then there are hills which approach mountains in size, and occasional ravines, which are crossed on high trestles. The broad-leaved maple of Vancouver Island is a handsome tree which attracts attention as we pass. Many good wagon roads are crossed. At Chemainus a saw mill has been established for some years, and a large new mill is being erected this year, by the Victoria Lumber Company. Chemainus has a good harbor.

At Nanaimo we get into the great coal region. In this district three companies are operating mines. The coal here mined is claimed to be the best quality anywhere obtained on the Pacific coast, either in the United States or Canada. The output from the different mines aggregates in the neighborhood of 50,000 tons per month, and the principal export market is in California. The valuable coal mines of the Nanaimo district were of course one of the principal causes which led to the construction of the railway. The coal is mainly shipped direct by water from the fine harbors at Nanaimo and Wellington, but it was thought necessary to connect the mining towns with Victoria by a more rapid and direct route than is afforded by water. Coal can also be transported by rail direct to the naval station at Esquimalt, which is an important consideration in case of an emergency. The company have a very valuable land grant received as a bonus in aid of the road, and these lands are offered on easy terms to settlers.

The extension of the railway to the extreme northern end of the island is contemplated, and in time this will no doubt be accomplished. At Comox, about sixty miles beyond Nanaimo, new coal mines were opened last year, and it is not unlikely that the railway may be extended as far as Comox before long, especially as there is a good agricultural settlement in that district.

Remarkable Exports.

It is in the figures of exports that British Columbia's trade shows up most prominently. People who rush through the province on the railway, often go away with the idea that the country possesses very little natural wealth. This is a most absurd conclusion, and one which can be refuted by figures which do not lie. Exports from British Columbia will compare favorably with any part of Canada, in propor-

tion to population, and these exports are nearly all made up not of manufactured goods for the production of which the raw material has been imported, but are the natural productions of the country. Exports from British Columbia for the year 1899 foot up a total of \$5,811,511. These figures are the largest ever reached in the history of British Columbia, and for a province with an estimated population in the neighborhood of 80,000, they are really enormous. What portion of Canada or of the continent with a like population, can show such export figures? In the light of these reliable figures, the idea sometimes expressed that British Columbia is not a valuable country, cannot reasonably be entertained. Following are the export returns for the year 1899, of the principal products of British Columbia:—

MINERALS.	
Coal exports, 450,000 tons, at \$4.50 per ton.....	\$2,025,000
Gold	488,192
Total	\$2,513,192
FISHERIES.	
Canned salmon, exports, cases, 405,149.....	\$2,228,319
Fish, in pickle, 3,000 barrels	46,000
Seal skins, 35,000	245,000
Total value of fisheries.....	\$2,518,319
FURS.	
Total shipments.....	\$ 300,000
LUMBER.	
Exports, 32,000,000 feet.....	\$ 480,000
Total value of exports	\$5,811,511

... TO THE ...

Lumber * Trade.

As Red Cedar is the proper name for the timber of this province that has been commonly called cedar, without the qualifying word RED, I will hereafter designate my shingles and lumber manufactured from this timber as

Red Cedar Shingles --

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-- Red Cedar Lumber.

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100,000 Ft. RED CEDAR LUMBER

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Best Market Price obtained for all Goods and Prompt Settlements.

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Vancouver Board of Trade

At the last monthly meeting of the Board, the following communications were received: From Arthur Lindsay, secretary of the Postmaster-General, stating that the communication of the board re daily mail service with Nanaimo was receiving the attention of the Minister. From John Hardie, Deputy Minister of Marine, acknowledging the receipt of the letter of the board re the appointment of an agent of that Department with head-quarters at Vancouver. From Mr. Wolf, secretary of the Nanaimo board of trade, enclosing the following resolution passed at a meeting of that body: "That owing to the unnecessary delay in receiving eastern mails and freight, we, the council of the Nanaimo board of trade, respectfully urge that a daily mail service be subsidised to run between Vancouver and Nanaimo, such service to be performed by boats, capable of making the run in all weather."

The dry dock question was discussed informally, but nothing new elicited.

A lengthy discussion followed on the False Creek question. The value of the creek was admitted by all. The points discussed were the building of bridges across the creek, and the dumping of refuse from the mills into it. The building of bridges without draws, so as to interfere with navigation, was condemned. Finally Mr. Berteaux moved, seconded by Mr. Clark, that the secretary be instructed to communicate with the Harbor Master, and request him to put a stop to the throwing of refuse by the mills into False Creek. Carried.

Mr. Skene then brought up the question of the Trades License By-Law. He reminded the meeting of the strong position which the board took last year in regard to this by-law number 79, and also the strong public feeling there was against it. The board had at that time sent a deputation to the city council, and an understanding had been arrived at that the by-law should not be put in force. Now it seems that the by-law was being amended, though not as the board desired. Mr. Skene then took up the objectionable clauses and pointed out how they would adversely affect trade. The clause taxing commercial travellers \$10 was one; and that in which the wholesale trader was taxed \$25 was another, and the most objectionable feature of the by-law. He pointed out also that the clause in which real estate dealers were exempted while other commission men were taxed, was inconsistent, as real estate men were nothing else than commission men.

A general discussion followed in which decided opinions against the by-law were expressed.

Mr. Berteaux said that the by-law was smuggled through the council.

Mr. Skene moved the following resolution, which was carried by the board:—

In reference to by-law No. 102 of the city of Vancouver, as published in the *British Columbia Gazette* of July 17th, inst., this board is surprised to find that, notwithstanding the strong expression of public feeling and the representations made by the board to the city council regarding by-law 79, it is still intended to levy a trading tax on commercial travellers, wholesale and retail traders and butchers; and, further, that while by clause 10 of said by-law, real estate agents are specially exempted, the same clause levies a tax of \$20 on commission merchants or others

doing business on commission; and this board considers the imposition of such taxation as prejudicial to the commercial interests of the city, and strongly urges on the city council that by-law No. 102 should be amended by striking out the clauses referred to; and, further, that clause 57 of by-law 79 should be rescinded.

Mr. Berteaux moved, seconded by Mr. Ferguson, the following resolution:—

Whereas, by resolution of the city council of Vancouver, a special tax is being imposed upon resident traders in the city, this board desires to protest emphatically against such action as detrimental to the best interests of the city, inasmuch as resident traders already pay their share of civic taxation. This board considers that any such special tax is invidious and unfair to the citizens doing business in this city, and is class legislation which is to be deplored, and that a copy of this resolution be forwarded to the city council.

The meeting then adjourned.

The Business Situation.

It may be freely confessed that while the total volume of general trade is quite large, possibly larger, as has been claimed, than at any similar preceding period, yet there are several features which leave something to be desired.

The unsatisfactory conditions in the iron and steel industries, the woolen goods manufacturing industry, the coal trade, and, of necessity, the traffic in raw wool are more particularly noticeable. These taken in connection with a marked increase of labor disturbances within three months, has excited something more than curiosity as to underlying causes. There is no doubt that an enormous quantity of iron is going into consumption each week; in fact the total active blast furnace capacity on July 1 has been reported as only about 3,000 tons less than on June, 1, and this with the added statement that stocks of crude iron have not been accumulating at the furnaces. Yet prices have slowly, but surely, reacted \$1 to \$2, and the question is an open one whether the bottom has actually been reached.

The steel rail mills are fairly well employed and are said to have orders enough to keep them employed for three months to come. But the price—\$31 at eastern mills—is much complained of, notwithstanding it is \$4 per ton higher than a price at which rails have been sold over and over again.

The eastern woolen industry is in a distinctly unfavorable position. The increased list of failures among manufacturers and jobbers has been a matter of common notoriety, and recent similar failures would seem to indicate that the trouble has not all been eliminated. A very large proportion of New England woolen spinning machinery is idle, and the prospect is not for an early revival. There was an advance in prices for anthracite coal on July 1, and another on August 1 has been promised, but the consumption of anthracite since the first of the month has not called for the active distribution anticipated. In fact, the mid-summer business of the large coal producing companies has been disappointing.

The cotton and leather markets, on the contrary, have steadily improved both as to price and demand, and the outturn of boots and shoes has not only been very heavy, but in at this time noticeably large. Quite a number

of cotton mills have shut down, owing to the high price of raw cotton, but the industry as a whole has enjoyed a year of reasonable prosperity. The advance in the price of cotton is due primarily to the world's increased requirements thereof, but secondarily to the American crop having been very generally overestimated by the trade early in the season.

Live stock and provision exports, including hog, beef and dairy products, have been heavier than usual, and prices have been fully sustained. The leading cereals, too, have been well maintained in price, considering the excesses carried over on July as compared with like totals a year ago. Wheat goes into the new cereal year 9 to 10c. per bushel higher in price than one year ago, after a crop, as the government reports, 78,000,000 bushels larger than in 1888. It has now become an important subject of discussion in the grain trade whether wheat will be able to weather the opening months of the cereal crop year 1890 91 and hold on to the advance in price; for harvesting season is a time of decline.

But it is not alone in these conspicuous lines of trade and industry that the bulk of the enormous volume of general trade moving throughout the country is to be found; rather in the many thousand minor metal, woodworking or other isolated industries that have been constructed throughout the south, west and northwest within a decade. These smaller industries are generally encouraged and protected by the lines of railway along which they are located, and it is to them to a large extent that a large proportion of our industrial growth is due. The purely commercial side of the account is shown in our reports of bank clearings to have been expanded relatively much more at cities west of the Alleghanies than at the large Atlantic ports. Notwithstanding this, of course, New York city continues to furnish two-thirds of the total volume of bank clearings at 61 cities throughout the country as reported each week. This brief resume would seem to indicate, therefore, that relatively the greater activity in trade and industry is to be found at this time south and throughout the great west.

—Bradstreets.

Dairy Matters.

The cheese factory plant at Grenfell, Assa. has been sold to go to Lethbridge, Albert.

The new cremery at Fort QuAppelle, Assa., is now in operation under the management of Mr. Herbison.

It is a well-known fact that a given quantity of cream in Manitoba produces more butter than a similar quantity in Eastern Canada.

The new cremery at Saltcoats, Assa., has been completed and put in operation, with Robert Herbison, late of Clinton, Ont., in charge.

Speaking of California butter, which is so largely consumed in British Columbia, a Vancouver commission merchant says:—Its only recommendation is that it is got up in neat rolls, is always hard, even in the dogs days, and is of course clean, also cheap. It is a mixture of tallow and butter. Its proper name is "butterine," and therefore is prohibited according to law. This is a matter that should interest the whole Dominion, but more especially that portion of it west of Winnipeg.

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Insolvent and Trust Estates Managed with Promptness and Economy.
Special attention to Confidential Business Enquiries.

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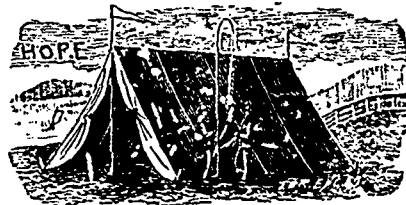
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SHEEPSKINS AND WOOL

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

CONVENIENT TRAINS to and from Eastern, Western, Northern and Central Wisconsin points, affording unequalled service to and from WALKERSHIRE, FOND DU LAC, OSHKOSH, NEENAH, MENASHA, CHIPPEWA FALLS, EAU CLAIRE, HURLEY, WIS., and IRONWOOD and BERSERKER, MICH.

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February 1st, 1890, the St. Paul, Minneapolis & Manitoba Railway and Branches became the

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

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

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

TICKETS AT LOWEST RATES, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 169 East Third Street; Minneapolis, 13 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

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

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

Canadians, Attention!

Minneapolis & St. Louis Railway Albert Lea Route

In connection with the Northern Pacific and St. Paul, Minneapolis & Manitoba Railways, will during the months of November, December, 1890, and January, 1891, run a series of

CHEAP EXCURSIONS

To Ontario and Quebec Points.

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

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

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

C. H. HOLDRIDGE, Gen. Ticket and Pass. Agt., MINNEAPOLIS.

Northern Pacific And Manitoba Railway.

TIME CARD.

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

North Bound		STATIONS.		South Bound	
Freight. No. 119. 3rd Class.	Passenger. No. 117. 1st Class.	Miles from Winnipeg.	Central Standard Time.	Passenger. No. 118. 1st Class.	Freight. No. 120. 3rd Class.
1.16p	5.35p	0	Winnipeg	10.05a	5.16p
1.00p	5.27p	3.0	Portage Junction	10.13a	5.45p
12.33p	5.13p	9.3	St. Norbert	10.27a	6.04p
12.00p	4.58p	15.3	Cartier	10.41a	6.20p
11.20a	4.39p	23.5	St. Agathe	11.00a	6.67p
11.00a	4.30p	27.4	Union Point	11.10a	7.10p
10.35a	4.18p	32.5	Silver Plains	11.22a	7.27p
9.55a	4.00p	40.4	Morris	11.40a	7.54p
9.27a	3.45p	46.8	St. Jean	11.56a	8.17p
8.44a	3.29p	56.0	Letellier	12.18p	8.44p
8.00a	3.03p	65.0	West Lynno	12.40p	9.20p
7.00a	2.50p	68.1	Pembina	12.50p	9.35p
	10.55a	101	Grand Forks	4.45p	
	6.25a	207	Winnipeg Junction	9.10p	
	1.30a	354	Brainerd	2.00a	
	8.00p	404	Duluth	7.00a	
	8.35a	481	Minneapolis	6.35a	
	8.00p	492	St. Paul	7.05a	

Eastward.		Main Line. Northern Pacific Railway.		Westward.	
No. 4. Atlantic Express.	No. 2. Atlantic Mail.	No. 1. Pacific Mail.	No. 3. Pacific Express.	No. 5. Pacific Express.	No. 6. Pacific Express.
4.16a	9.45a	287	Winnipeg Junction	9.10p	4.03p
3.05p	2.05a	487	Bismarck	9.27p	11.30p
7.48a	1.43p	756	Miles City	8.50p	9.57a
10.00p	4.05a	1019	Livingstone	8.00p	8.16p
4.45p	10.55p	1173	Helena	1.50p	1.30a
11.18p	6.35a	1654	Spokane Falls	5.40p	5.05p
5.25p	12.45a	1693	Pasco Junction	11.27a	10.50p
			Tacoma	11.00p	10.50a
			via Cascade div.)		
			Portland	6.30a	6.30p
			(via Pacific div.)		

PORTAGE LA PRAIRIE BRANCH.

Mixed. No. 5. 2nd Cls.	Miles from Winnipeg.	STATIONS.	Mixed. No. 6. 2nd Cls.
10.25a	0	Winnipeg	5.05p
10.13a	3	Portage Junction	5.17p
9.40a	33	Headingley	6.04p
9.17a	21	White Plains	6.27p
8.52a	25	Gravel Pit	6.53p
8.31a	29	Eustace	7.14p
8.08a	42	Oakville	7.37p
7.41a	70	Assiniboine Bridge	8.05p
7.25a	55	Portage la Prairie	8.20p

MORRIS-BRANDON BRANCH.

Mixed. No. 7. 2nd Cls.	Miles from Winnipeg.	STATIONS.	Mixed. No. 7. 2nd Cls.
3.45p	40	Morris	12.20p
3.11p	30	Lowe's	12.53p
2.33p	01	Myrtle	1.29p
2.18p	66	Roland	1.45p
1.52p	73	Rosebank	2.15p
1.30p	80	Miami	2.40p
12.34p	89	Deerwood	3.26p
12.15p	94	Alta	3.50p
11.47a	102	Somerses	4.17p
11.26a	108	Swan Lake	4.38p
11.05a	114	Indian Springs	4.59p
10.48a	119	Marieapolis	5.15p
10.26a	126	Greenway	5.37p
10.04a	132	Balder	5.57p
9.31a	140	Belmont	6.30p
9.05a	140	Hilton	6.55p
8.29a	160	Wawanesa	7.45p
7.49a	169	Rounthwaite	8.39p
7.24a	177	Martinville	9.06p
7.00a	185	Brandon	9.30p

Meals.
Nos. 117 and 118 run daily.
Nos. 119 and 120 will run daily except Sunday
Nos. 5 and 6 run daily except Sunday.
No. 7 will run Mondays, Wednesdays and Fridays.
No. 3 will run Tuesdays, Thursdays and Saturdays.
Pullman Palace Sleeping Cars and Dining Cars on Nos. 117 and 118.
Passengers will be carried on all regular freight trains.
J. M. GRAHAM, General Manager, Winnipeg.
H. SWINFORD, General Agent, Winnipeg.

Manitoba and Northwestern Ry.

TIME CARD

Taking Effect Monday, June 16th, 1890.

PASS Tuesday Thursday and Saturday	Miles from Winnipeg.	STATIONS.	PASS Monday Wednesday and Fridays
LEAVE 11 00	0	Winnipeg	ARRIVE 17 20
ar 12 50	50	Portage la Prairie	16 30 do
do 13 00	91	† Gladstone	16 20 ar
14 45	117	Neepawa	13 55
15 50	135	Minnedosa	12 23
16 45	135	Minnedosa	11 45
ar 17 45	160	Rapid City	10 10 do
18 24	171	Shoal Lake	9 57
19 45	194	† Birtle	8 55 do
20 25	211	Binscarth	7 55
21 55	211	Binscarth	7 55
ar 21 05	223	A Russell	7 15 do
21 32	238	Th. } c Langenburg	6 48
23 02	238	Sat. }	
22 30	202	Th. } c Saltcoats	5 50 do
24 00	202	Sat. }	
ARRIVE			LEAVE

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

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

TIME TABLE.

Read Down. GOING EAST.	STATIONS.	Read Up. GOING WEST.
No. 1 Daily.		No. 2 Daily.
14 00 Do	Lothbridge	Ar 1 30
16 55	Woodpecker	23 35
18 50	Purple Springs	22 40
17 45 Ar	† Grassy Lake	21 45
18 00 Do	Cherry Coulee	20 55
18 50	Winnifred	Do 20 00
20 00	Seven Persons	Ar 19 55
20 55	Dunmore	18 45
22 10 Ar	Dunmore	Do 17 30

† Meals.
E. T. GALT, Manager, Lothbridge. J. BAILEY, Supt., Lothbridge.

Northern Pacific And Manitoba Railway.

Can now give passengers the choice of going to Eastern Canada or the United States by either

ALL-RAIL OR LAKE AND RAIL.

According to recent changes in time tables, passengers can now make a continuous trip to the East via the all-rail route, making better time than by any other route.

It is the only line by which connection can be made with the magnificent steamers of the Lake Superior Transit Co. and Northwest Transportation Co. six days out of the week, affording passengers a pleasant trip through the lakes.

All Baggage destined for Points in Canada checked through, doing away with Customs troubles.

Ocean Passage and Berths Secured

To and from Great Britain and Europe. All first-class Steamship Lines represented.

Round Trip Excursion Tickets

To Pacific Coast, Good for Six Months.

For full information call on or write to any of the Company's Agents.

H. J. BELCH, City Ticket Agent, 456 Main Street, Winnipeg
H. SWINFORD, General Agent, General Office Building, Water Street, Winnipeg.
J. M. GRAHAM, General Manager.