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A JOURNAL DEVOTED TO THE FINANCIAL, MERCANTILE AND MANUFACTURING INTERESTS OF THE CANADIAN NORTH-WEST.

Published by James E. Steen—Every Monday—Subscription, \$2 per annum

VOL. 5.

WINNIPEG, JUNE 27TH, 1887.

No. 40.

The Commercial

Journal devoted to keeping a comprehensive record of the transactions of the Monetary, Mercantile and Manufacturing interests of Manitoba and the Canadian Northwest.

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JAMES E. STEEN,
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WINNIPEG, JUNE 27, 1887.

R. ROSE, tailor, Winnipeg, is reported away. HAMPTON, sr., will start a grocery at Rapid City.

MRS. NAGLE, fancy goods, Winnipeg, has assigned in trust.

BRANDON is to have a new post office building, at a cost of \$4,000.

E. RYMER, jeweller, Edmonton, Alberta, has added stationery to his business.

— STILLBORN will engage in the butchering business at Fort Qu'Appelle, Assa.

It is said 200 cars of buffalo bones will be shipped from the Northwest this season.

HOWELL & SCARRY, hotelkeepers, Selkirk, are said to be selling out to Donohue & McLaren.

J. SINCLAIR & Co., merchant tailors and furnishings, Prince Albert, Sask., have sold out to Robertson & Robertson.

GANGS of men are taking out saw logs along the Saskatchewan from Pitt to Saddle Lake for Prince Bros., Battleford.

PAISLEY & SON, hotelkeepers, Winnipeg, have sold out to Capt. Mariton.

— ENRIGHT, lately from Montana, will open a tailoring establishment at Lethbridge, Alb.

E. P. LEACOCK, M.P.P., has been appointed Land Commissioner of Hudson Bay Railroad.

R. DOYLE, watchmaker, late of Winnipeg, has opened business as jeweller, etc., at Manitou, Man.

THE Northern Pacific railway surveyors reached the Manitoba boundary at West Lynne, last week.

ABOUT 2,600 acres of land have been entered for at the Regina Land office during the last two weeks.

WINNETT & Co, furniture manufacturers, Winnipeg, have opened a branch retail store at 569 Main street.

DUNN & LINEHAM, butchers and stock dealers, Calgary, have sold out their butchering business to Hull & Trounce.

DURING the high water, the boom at the mountain mill, west of Macleod, Alberta, gave way, and let loose about 15,000 logs.

LEE & BREALY, of Calgary, have called for tenders for the erection of a three-story, stone building 75x113, to be used as a hotel.

IN the supplementary estimates \$1,500 is set down for the Macleod, Alberta, hospital, and \$3,000 for a custom house at the same place.

HENRY JAMES, late auditor to the Western judicial district, and Thos. W. Leggo of Winnipeg, have formed a partnership under the style of James & Leggo, auditors, accountants, financial agents, etc., and opened offices in the McIntyre block, Winnipeg.

HON. THOS. WHITE, in reply to a question of Mr. McDowell, said the objective point of the Northwest Central railway was the Rocky mountains via Battleford. Fifty miles were to be built this year and the road completed January 1891. The Government's grounds for supposing the railway would be completed were that the companies are bound to raise a loan and profess to have means of doing so. He further said that fifty miles of the Manitoba & Northwestern will also be built this year.

THE Agricultural Society at Calgary will be incorporated, a sufficient membership having been secured.

MAWHINNEY & BUTCHART, hardware dealers, and A. & P. Sinclair, hotelkeepers lately burned out at Holland, Man, are preparing to open again in the same lines of business shortly. J. F. Holland will also open a drug store at Holland.

THE agency for Manitoba and the Northwest Territories of the most popular and reliable of American insurance companies, the Union Mutual, of Portland, Maine, is now wholly in charge of Mr. A. D. Irish, whose offices are in the Freeman Block. The Company have placed their business in good hands.

THE logs being floated down the Bow river to the Eau Claire mills at Calgary, have jammed up at the C.P.R. bridges west of Canmore. It is said that the Eau Claire Co. will claim damages against the C.P.R. for the detention of their logs, as they gave the railway company timely warning last fall that they would require sufficient passage of the river to run the logs.

T. M. DALEY, M.P., has telegraphed the following from Ottawa to the Mayor of Brandon: "I have most positive assurance from Messrs. Clemow, Allan and Murray, the directors of the Northwest Central, that work on construction would be commenced the first week in July, and fifty miles built this fall. The Minister of Railways insists upon this.

THE Calgary council has introduced a by-law to borrow by issue of debentures the sum of \$30,000 to be expended in public improvements as follows: Elbow bridge, \$3,500; sidewalks, \$3,500; grading, \$1,500; steam fire engine, \$4,500; fire hall, \$7,000; tanks, \$4,000; hose, \$3,340; chemical engine, \$2,000; hook and ladder apparatus, \$660. The by-law provides for the repayment of this sum, \$4,000 at 5 per cent., and \$26,000 at 6 per cent. per annum, in 20 annual instalments, the first to be of \$500, the second \$1,000 and the remaining eighteen \$1,500 each with interest. The total assessment of the town is set down at \$1,200,000 more or less. The date of voting on the by-law has been left blank in the meantime.

THE proposed reception to Mr. Watson is said to be taking definite shape, and will probably take the shape of a banquet. The city council and board of trade have been mentioned in connection with the affair, and also the Conservative anti-disallowance and Liberal associations. It is to be hoped the affair will partake as little as possible of the aspect of a demonstration from Mr. Watson's party friends, and with that idea it would probably have been preferable had the Liberal association remained in the background, that is at least in an official capacity.

THE effect of the panic in the Chicago wheat market, through the breaking up of the clique manipulating the June wheat deal, has been made apparent in various ways during the past week. The immense stream of wheat pouring into Chicago, previous to the break in prices, owing to the abnormal values ruling there above other markets, soon ceased after the tumble. Prices having got down to an export basis again, the outward movement has commenced, and the heavy strain on the Chicago elevators has been somewhat relaxed. Rumors of failures were not infrequent during the first few days of the week, the most important one being that of the Fidelity Bank, of Cincinnati, which has collapsed through its connection with the wheat deal. The liabilities of the bank are placed at \$6,000,000, and the assets at about \$1,000,000. The depositors will get nothing it is said. Thus innocent depositors will be forced to lose, though taking no part in it themselves. The Fidelity Bank seems to have been a very insecure place for the depositor to place his money.

THE situation regarding the Red River Valley Railway progresses satisfactorily so far as Manitoba is concerned. At a meeting of the local executive council on Monday, the tenders for the construction of the road were examined. It was found that three tenders had been submitted as follows: Hugh Ryan, through Hancy Bros., \$780,000; Mann & Holt, \$840,000, and Foley Bros., \$950,000. The lowest tender, that of Hugh Ryan, was accepted. All the tenderers are well known railway contractors, capable of taking hold of the work and energetically pushing it to completion. It will require some little time to arrange preliminaries, but work will be commenced about the first of July, and the road will be completed to the boundary early in October. In the meantime the Northern Pacific Company are pushing their connecting link northward through Dakota, and their rails will be laid to the Manitoba boundary about the middle of August. Should the C.P.R. therefore refuse to carry or ask exorbitant freight rates for the material necessary for the Red River road, it may be brought over the Northern Pacific to the boundary. A full announcement has not yet been made regarding the floating of the provincial debentures for the building of the road, but it has been semi-officially announced that the funds will be forthcoming at the proper time. The only question of doubt seems to be in connection with the Dominion Government's policy toward the road, and there is still considerable uneasiness felt here lest the Dominion authorities should yet step in and endeavor to stop the work. Up to the time of writing, the

position of the Dominion Government seemed to be one of passive opposition to the scheme—opposed so far as its declared policy is concerned, but inactive in apparently not making any move to balk the undertaking. Various rumors, but so far only rumors, have come from Ottawa to the effect that the Government was firmly determined to prevent the building of the road, and that a vigorous and startling line of action will be assumed to stop the building of the road. In the meantime people here are asking the question: What can the Dominion do to "check Manitoba?" If Manitoba be acting within the constitution—and it is claimed she is—dare the Dominion use force to put her down? Would the Dominion have that moral support from the people of the East necessary to warrant an attempt to put Manitoba down by force? These and many other questions are constantly debated here, in season and out of season, and wherever two or three are gathered together. And in the meantime progress is being steadily made toward the accomplishment of the task which Manitoba has undertaken, whilst the Dominion maintains—but let us hope not an ominous—silence.

PREMIER Norquay, though generally well informed on matters regarding this province, seems to be away off in his views of the grain growing capabilities of Manitoba. He is reported to have stated in an interview with a Winnipeg *Sun* representative, on his return from a recent trip through the province, "that wheat prospects indicated an average yield of thirty-five bushels to the acre, and that with such a result Manitoba would have five or six million bushels of wheat for export this year." The first part of the statement is probably not far out from present appearances, for certainly there is every prospect of a very large yield of wheat this season. Still thirty-five bushels to the acre is a very large average yield, and though individual fields will undoubtedly go forty bushels to the acre and even more in some instances, yet it is best to be on the safe side in making an estimate. What is wished to be shown is, that should the average yield for the province reach twenty-five bushels per acre, or ten bushels less per acre than the Premier's estimate, Manitoba will have about 9,000,000 bushels of wheat for export, instead of five or six million bushels, as stated by Mr. Norquay. The figures lately submitted by the department of agriculture for the province, shown 432,134 acres sown to wheat. At twenty-five bushels per acre this acreage would return over 10,800,000 bushels of wheat, which would allow a surplus for export in wheat and flour of about the amount named, after deducting probable requirements for home consumption and seed purposes next spring. At Premier Norquay's estimate of average yield, Manitoba would have fully 13,000,000 bushels of surplus wheat this fall. Every one will certainly wish that the worthy Premier may not be far astray in his estimated average yield of wheat for the province.

A GOOD deal of trouble has been experienced in the Calgary district of late regarding settlers on C. P. R. lands. Quite a number of settlers located in the Calgary country before the advent

of the railway and even before the Dominion surveyors reached that district. Quite a number of these settlers are now found on lands since granted to the C.P.R. Company. They have heretofore relied upon the Government to protect them in their holdings, but it is now understood that the Government has refused to interfere in the matter, and has turned the settlers over to the tender mercy of the railway company. The company offers to settle with the holders on payment by the latter of \$2.50 per acre, failing which they will be evicted. This is certainly a very poor policy on the part of the Government, and if matters are as bad as represented by Calgary papers, its action should receive severe censure. Those bona fide settlers who located in the district before the land was surveyed and opened for homesteading, and who have since resided upon and improved their holdings, should be allowed to retain them, just the same as if they had located upon free grant lands. It is to be hoped such settlers will yet receive every consideration, and that the company will be reimbursed in some other quarter for any loss it may sustain through claims of this nature. If the Calgary settlers are compelled to leave their claims, it will be in keeping with the action of the Government in the past, in driving of settlers who had inadvertently located within the mile belt or on the Bell Farm, and in other prohibited districts.

SO Commercial Union is to be dissected in the Canadian Parliament. Dr. Platt, of Prince Edward, who probably represents the views held by the Ontario farmers, has introduced a resolution in favor of Commercial Union with the United States. The resolution first declares that the free interchange of all products and manufactures between Canada and the United States would afford an amicable settlement of the existing commercial difficulties. It further reads that it is the duty of the Government to anticipate the result of the agitation now going on in both countries by preparing, by the appointment of a commission or otherwise, for the negotiation of a treaty of unrestricted reciprocity based upon broad and comprehensive principles, and without prejudice to the political relationship at present existing between Canada and the British Empire. With the recent move in the direction of further protection, the Government cannot of course consider the Commercial Union question, and a goodly number of Liberals are also pledged in favor of protection. The proposition can only receive support from certain Liberals who represent Ontario rural constituencies, and perhaps some Maritime province members and Quebec bolters. There can scarcely be any likelihood that the resolution will receive any general support.

UNDER the heading of "Down Dogs," the Edmonton *Bulletin* thus discusses Sir George Stephen's now famous, or rather infamous letter: "There is no excuse for any man interested in the Canadian Northwest, closely or remotely, who does not want to play the part of Judas Iscariot, not doing all that lies in his power to assist in breaking the monopoly, and in breaking it at once. If anything was needed to nerve the people to strike strongly for their rights the insulting threat of Sir George Stephen

has supplied the need. When such a man presumes to make such a threat the people of Manitoba and of Winnipeg may see how low in the estimation of outsiders they have allowed themselves to sink. Did Sir George believe that the people of the province were men, he, as sharply as any one, would see how wildly foolish such a course must be. But judging them by the majority of their representatives and consequently believing them to be mere things he undertakes to dictate to them as Gen. Middleton would not have attempted to dictate to the half-breeds after Batoche. All the farmer's union resolutions, all the indignation meetings, all the grit newspapers and politicians could not have explained so fully or so truly the positions respectively occupied towards each other by the people of Manitoba and the C. P. R. company as this telegram. He says in effect "Our heel is on your neck, and if you dare to complain or try to get out from under, we will grind you in the dust." There is something worthy of careful thought in the idea of the *Bulletin* that Stephen judged of the people of Manitoba by the majority of their representatives. The trouble has been, that Manitoba has been partizan first, and pressing interests have been obliged to take a second place. Was it not partizanism that brought about the disgusting miscarriage of justice which resulted in the election of A. W. Ross? And is not Winnipeg represented by an extreme partizan of the toady stripe at that? The people of Manitoba are not blameless for for the insult which has been cast upon them, for in allowing the return to Parliament of such contemptibles as A. W. Ross, they have courted the treatment due to cringing mercenaries.

The Duty on Wool Fabrics.

When the new duty on woolen fabrics was announced, it was generally felt throughout the trade that the arrangement would press heavily and unjustly upon the consumers of the lower grades of woolen goods, while it would discriminate in favor of the users of the light and expensive fabrics. For instance on some of the cheap and heavy imported fabrics, the duty by weight with the *ad valorem* duty would amount to 92 per cent. while on some of the more expensive goods which are light it would only amount to 22½ to 25 per cent., thus working in the very reverse way to what it was conceived the framers intended. An influential deputation, representing the wholesale trade of Toronto, Montreal, Hamilton and Quebec, proceeded to Ottawa to represent the effect of the duty. It consisted of Messrs. E. B. Greenshields, Jas. Slessor, J. P. Cleghorn, J. A. Robertson, R. McCay, Alf. Thibaudeau, from Montreal and Quebec; John Macdonald, F. Wyld, A. Caldecott and W. Cockshutt from Toronto; and Mr. Knox of Hamilton; Sir Charles Tupper received them, and after hearing their views promised the subject immediate consideration. Sir Charles has met the case promptly by a graduate scale, as follows:

"All fabrics composed wholly or in part of wool, worsted, hair of the Alpaca goat, or other like animal, not otherwise provided for, 22½ per cent. *ad valorem*. On all similar goods, costing ten cents per yard and under, 22½ per cent. *ad*

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The Commercial

WINNIPEG, JUNE 27, 1887.

THE TRANSCONTINENTAL ROUTE.

Before the completion of the C.P.R., it was a favorite theme to talk about the great possibilities of the route as forming a highway across the New World for the trade passing between the European and Asiatic continents, as well as to and from eastern cities of our own Continent to the Pacific coast and thence across the ocean to the shores beyond. Comparative tables were frequently submitted, showing the advantages which the C.P.R. route would enjoy in the matter of distances, over the old-established routes, *via* San Francisco, and the capes. In this way it was pointed out that our northern railway would offer the shortest transcontinental route between the east and the west, and with these differences in its favor, would be in a fair way to capture a considerable portion of the through trade. It remained for Sir Charles Tupper to put the finishing touches on the picture by his representation in glowing language of the wealth and splendor of the Orient passing in a continuous and glittering stream across and through our country, over the great national highway. Many were disposed to belittle these more sanguine expectations, and to cast doubts upon the statements that the Asiatic business would ever prove of much value to the road.

Since the opening of the road, however, quite an amount of traffic has already passed over the C.P.R. from Asia to eastern Canadian and American cities. Last season some five or six sailing vessels arrived at Vancouver with cargoes of tea for shipment over the road to eastern cities, and the present month has witnessed a new feature in the inauguration of a line at first-class steamers to ply regularly between the C.P.R. western terminus at Vancouver and China and Japan. The *Abyssinia*, the first steamer of the new line to make the trip across the Pacific, brought out a large quantity of tea from Japan, together with other merchandise to make up a full cargo, as well as quite a number of passengers. The freight was destined for distributing points all the way from Winnipeg and Minneapolis eastward to New York, and was hurried forward with a dispatch that will tell in favor of the new route in the future.

The trip across the Pacific occupied between thirteen and fourteen days, with unfavorable weather, and it is claimed that with fast steamers the time can be reduced to about ten days. From the success which has already attended the northern route in carrying Asiatic traffic, it would seem that the predictions made previous to the opening of the route, will in a fair measure be realized.

So far the Asiatic freight handled on the C.P.R. has all been destined for American continental points. It is not probable that European freight could be carried in competition with the Suez Canal and Cape all-water routes, but in comparison with the San Francisco transcontinental line, the C.P.R. is 1,200 miles shorter between Liverpool and Hong Kong than the United States road. The advantages of the C.P.R. as an alternate mail and short passenger route, however, are more apparent. Especially in the matter of passenger travel the C.P.R. route will have many advantages over the all-water routes, not the least important being the greater freedom from climatic changes, which travellers from Great Britain and Europe by this route would enjoy.

The proposal that the Imperial Government should grant a mail subsidy to the new C.P.R. line of steamers established between Vancouver and Asia, has met with some opposition in the British Parliament, owing to the feeling of hostility to Canada on account of our fiscal policy. However, it is not likely that this will have any great weight with the Imperial authorities, who are disposed to consider the matter on its merits, rather than in the light of any side issues. The establishment of an alternate mail line would undoubtedly prove a practical benefit to the British public, whilst the existence of a connecting link between Great Britain and her eastern possession, across British territory, will be important matters for the consideration of British statesmen. Viewing the question in this light, and with a possibility of the line falling into the hands of a German syndicate, should the subsidy not be given, it is more than probable that the Imperial Government will grant the aid asked for. With this aid secured the new steamship line would at once be established on a solid basis, and a long step would be accomplished in securing a fair proportion of the Asiatic business for our great transcontinental railway.

RIGHTS OF LABOR.

Labor undoubtedly has its rights, and no one but an intolerant person would seek to deprive labor of the unquestionable right to organize in self-defence. Capital, represented by the employer of labor, also has its rights, which must be respected. The recognition of the right of labor to organize associations for self-protection, however, does not imply that such organizations, once formed, should be permitted to override the rights of employers of labor. The idea seems largely to prevail among labor organizations, that capital is a deadly enemy, with which they must wage unceasing and unrelenting war. To the outside observer this would seem to be a palpable error. Instead of being foes, capital and labor should be the most intimate friends. Each is entirely dependent on the other. Labor is the producer of capital, and the destruction of the latter, as frequently happens in cases of strikes, means the destruction by labor of what labor had previously produced. But whilst labor produces capital, it requires capital to render labor productive; therefore labor is dependent upon capital for employment, as is capital dependent upon labor for its further augmentation. The destruction of capital, therefore, also means the curtailment of the usefulness as well as the cheapening of labor. It may thus be readily seen that a blow at capital in the direction of its annihilation or the curtailment of its usefulness, must indirectly work to the disadvantage of labor.

Viewing the question in this light, it seems strange that among labor organizations the sentiment of hostility to capital should be so largely entertained. Certainly capital is sometimes aggressive as to the rights of labor, and even at times unduly oppressive; but, on the other hand, the same statements can be made against labor. In instances where labor has secured a very complete organization, and obtained a large measure of power, it has frequently assumed a very dictatorial character, and assayed to usurp the rights of capital. Not content with jealously guarding its own real rights, it has not infrequently attempted to curtail, bind down, and even ride, rough-shod, over the rights of capital. As a rule, such a state of things does not and cannot long continue, and the outcome is often more disastrous to labor than to capital.

An instance of the unduly aggressive spirit of organized labor, where for the time it enjoyed almost complete power, has just come to light through the closing of the Galt mines at Lethbridge. If all reports are true, the labor organization there which had control over the workmen, sought to restrict the rights of the employers as well as the rights of individual workmen, to an arbitrary and unlawful extent. In this, as in nearly all similar instances, the closing down of the work will result in much greater suffering to labor than to capital. The first demand of the men for an increase of wages was perfectly legitimate. Such demands, whether made individually or collectively, are right and proper, so long as no unlawful acts are resorted to in order to enforce the demand. This is one of the rights of labor, to sell its producing power to the best possible advantage. But when the labor organization demanded the reinstatement of men who had been discharged for dishonesty, and followed this by a further demand for the discharge of men who had done more work than the prescribed rules of the association allowed for a day's work, it clearly sought to go beyond the limits of its rights and usurp the rights of others. In both instances the action of the labor association was such as to override the capacity of the employers, and the second demand was in addition an attempt to curtail the rights of individual workmen to earn, by greater diligence, a larger daily emolument. By all means allow labor the fullest freedom to organize in its own interests, but such organizations should not seek to trample upon the rights of either employers or individual workers.

AN UNJUST SYSTEM.

It is high time some change should be made in the railway policy of this country, especially as regards chartering and bonusing railways in the Northwest. A number of objectionable features are known to exist in connection with railway chartering, which have worked greatly to the disadvantage of this country in times past, and the evil is still abroad and continues to be perpetuated. One of the most objectionable features in connection with the railway policy of the Dominion Government, is found in the customary practice of bonusing Northwestern railways with grants of land. In this way

nearly 4,000,000 acres more of the public domain in the Northwest have just been voted away by Parliament, in aid of Northwestern railways. On the other hand roads in Eastern Canada are given cash bonuses, and Parliament has now been called upon to grant about two and a quarter million dollars in aid of roads in Quebec, Ontario and the maritime provinces. Thus, whilst the aid extended to these eastern roads is chargeable against the entire Dominion, the Northwest being compelled to contribute its share toward them, the people of the Northwest are compelled to bear the entire expense of the aid furnished to roads in this part of Canada. This is practically the result of the system of bonusing Northwestern roads with land grants. The lands of the Northwest should by right belong to the people of this country, and instead of being locked up in grants to corporations, they should be kept open for free settlement. Dominion legislators may think they are acting very liberally toward the Northwest, when they vote away our lands to railway corporations; but when we consider the millions of dollars in cash granted eastern roads, which the people of the Northwest have to bear in connection with the inhabitants of the east, the matter appears in a very different light. Aid to Northwestern roads should be given in cash, and therefore chargeable against the Dominion and not entirely against the people of this part of the country. Monopoly has been forced upon the Northwest for the benefit of the east, and we are, moreover, paying excessive prices for manufactured goods for the benefit of eastern manufacturers. On this account the Northwest deserves some consideration at the hands of the Dominion, and in no portion of the country should the Dominion be more free to aid railway development than in the Northwest. In fact, the Dominion is morally bound to assist this part of the country; but we find that whilst in the neighborhood of \$12,000,000 cash has been granted to aid roads in the province of Quebec alone during the past few years, not a dollar has been voted to assist roads in the Northwest. Great stress is laid upon the vast sum expended in building the O.P.R., but even in this case the Northwest has been obliged to bear far more than an equitable share of the burden, to say nothing of enforced monopoly. The lands of the Northwest granted to the Company would more than pay for

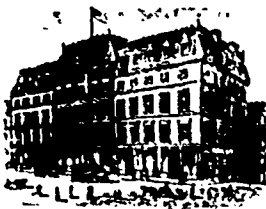
the proportion of the expenditure chargeable to the Northwest, whilst in addition we are liable for our full portion of the public debt incurred through the construction of the road in other portions of the Dominion.

From every point of view in which the matter may be considered, the railway policy of the Dominion has been one of stinginess toward the Northwest. So far as the Dominion is concerned, the granting of our lands to the railways is no aid whatever. It is a grant which has to be borne entirely by the people of this part of the country, and which does not cost the rest of the Dominion a single nickel. Moreover, it is a policy which is working injury to the country. With the immense grant of land to the C.P.R., the further locking up of the public domain should have ceased. Every effort should be made to hold the public domain for settlement; but at the rate which our lands have been handed over to corporations of one kind and another, there will soon be very little left for free settlement.

It has been stated that by granting the railways aid in the shape of lands, instead of cash, the roads are made valuable immigration agents; but this is a very hollow argument at best. The railways depend upon the settlement of the country for their business, and before the roads can be made to pay, the country through which they pass must be fairly well settled. Land or no land, they must therefore be interested in the settlement of the country.

Northwestern railways are certainly entitled to consideration from the Dominion Government, especially in view of the disadvantages under which this part of Canada is compelled to labor, owing to the general policy of the Government. A cash bonus would also be of much more value to railway companies, than a considerably larger grant of land. It is but justice to the people of this part of Canada, who have to bear more than their share of the public debt, owing to the protective duties which work against this part of the country, that Northwestern railways should receive cash bonuses the same as eastern roads, instead of land grants. The latter practically come out of the pockets of Northwestern people alone, and are in no sense Dominion grants chargeable to the entire country.

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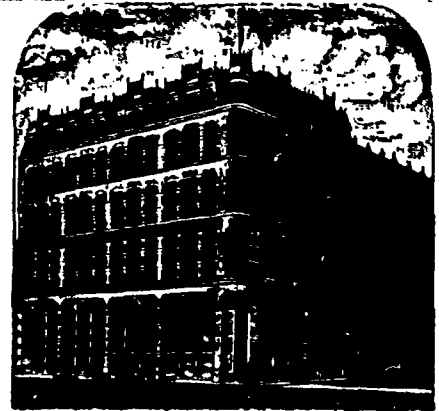
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WINNIPEG MONEY MARKET

In financial circles matters still drag along somewhat heavily. Wholesale dealers find no great change as regards collections from the Province, and no marked change is expected until another crop comes in the market. In the meantime dealers will have to rely upon the future to a considerable extent and exercise a good deal of leniency with their customers. Where a disposition is shown to do the best possible, dealers are generally disposed to meet customers half way. There was nothing going on at the banks out of the usual order, and remarks of the previous week would fully cover the situation regarding loan companies as well as banks.

WINNIPEG WHOLESALE TRADE

Business in almost every branch of wholesale trade has been rather dull during the past week, and, if anything, more quiet than for the few previous weeks. Some few lines which were fairly active a week or two ago, have now settled down to the almost universal dullness of the midsummer season. Dealers in some branches were strenuously exerting themselves to put in the time, and with the multitude of vicissitudes surrounding the situation, it is not difficult to find something to talk about, provided the weather is not too warm to render talking too great an exertion. The agreeable change in the weather toward a lower temperature, during a part of last week, made it comfortable to bask in the glow on the sunny side of the apartments and discuss such interesting topics as crops, frosts, the railway situation, etc. One enterprising manager of a textile concern, who is more given to working than talking, and whose active disposition prompted him to take more energetic proceedings than that of lounging in the doorway and worrying each passer-by with the question: "What is Sir John going to do about the railway?" and such similar chestnuts, might have been seen daily on the sidewalk in front of his premises, handling the nozzle of a sprinkling hose, now and then suddenly diverting the stream to the vicinity of a passing cur or impudent urehin. And so the week was put in by the hands about the warehouses, who were probably convinced that it is more tedious and enervating to have to kill time than to be obliged to hustle actively to keep up with the work.

CLOTHING

Business in this branch is decidedly quiet, and as the present time is between seasons, the movement is not expected to be very brisk.

DRUGS AND CHEMICALS

Prices as follows: Howard's quinine, 90c to \$1; German quinine, 70c to 80c; opium, \$4 to \$4.50; morphia, \$2 to \$2.50; iodine, \$4.25 to \$4.50; bromide potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.25 to \$2.50; soda ash, \$3 to \$3.25; chlorate potash, 25c to 30c; alum, \$3 to \$3.75; copperas, \$3 to \$3.25; sulphur, flour, \$4 to \$4.50; sulphur, roll, \$4 to \$5.25; American blue vitrol, 6 to 8c.

DRY GOODS

The dry goods trade is now living on hopes.

Present demands are very light, and until returns commence to come in from travelers, who will go on the road with fall samples, matters will undoubtedly remain quiet. Dealers look to the future with more confidence, and expectations for a good fall trade are generally entertained.

FRUITS—GREENS, VEGETABLES, ETC.

About the only oranges in the market in good shipping condition were Messinas, in half-boxes. Some Californias were on hand, but were rather soft for shipping. Peaches, plums, new apples, blueberries, etc., were received in small quantities, but prices irregular and not quotable, as they are in the market one day and out the next. Prices are: Messina oranges, in half-boxes, \$4.25 per box; Messina lemons, \$5.50 to \$6.50 box; bananas, \$4 to \$5 per bunch; pine-apples, \$5 dozen; apricots, \$4 per box; strawberries, \$6.50 per case of 24 quarts; tomatoes, \$2.75 for one-third bushel box; cucumbers, \$1. to \$1.50 doz.; Bermuda onions, \$3.75 per box of 50 lbs.; southern onions, 5½c lb.; Egyptian onions, \$7 per case of 100 lbs.; apple cider, \$14 per barrel, of 32 gallons; cabbages, 6c lb; lettuce, radishes and onions, 20c per dozen bunches, rhubarb, 2c per lb.

FRUITS—DRIED, AND NUTS.

Quotations remain as follows: Figs, Turkey, in boxes, 10 to 11c, new Elme figs, in layers, 10c per lb, in 7 lb. to 16 lb. boxes, or \$2. per doz. in 1 lb. boxes; Golden dates, 9 to 10c; Valencia raisins \$2.25; London layers, \$3.50; evaporated apples, 15c; dried apples, 7½ to 8c; new Turkey prunes, 7½c to 9c. Nuts are quoted: Peanuts, roasted, 18c; peanuts, raw, 15c; walnuts, 18c; almonds, 20c; filberts, 12½c; Texas pecans, 17c; coconuts, \$12.50 per 100; maple syrup, \$15 per dozen cans of 1 gal.; maple sugar, 13c per pound, in cakes, new.

FURS

There has been a serious decline in the value of furs, apparently from general weakness, and the fact that more recent European sales have not come up to expectations. The decline here is in the neighborhood of 15 per cent all around. Prices are withdrawn for the present.

FISH

Prices for cured are: boneless fish, 6½c; boneless cod, 8½c; prepared herrings, 7½c; mackerel, 15-lb kits, No. 1, \$2.50; other qualities, \$1.75 upwards; smoked herrings, per box, 25c.

GROCERIES

The outside coffee market have steadied up again. Prices here in all lines are steady as follows: yellow sugar 6¼c to 7c; granulated 7½c; lump sugar, 8½c to 9c; Coffees, Rio, 22 to 23c; Government Java, 33 to 35c, other Javas, 25 to 30c; Mochas, 31 to 35c. New season's teas are now quoted as follows: Japan season 1886-7, 20 to 45c; Congous, 1886-7, 20 to 60c; Indian teas, 35 to 50c. Old range Moyune gunpowder, 25 to 70c; panfried Japan 23 to 45c, basket-fired, 25 to 40c; Ping Sucey young hyson, 25 to 35c; Moyune young hyson, 25 to 50c; Season's congous, 1885-6, 20 to 55c. Syrups, corn \$2.25 to \$2.60; sugar, cane, \$2.10 to \$2.35; T. and B. tobacco, 56c per pound.

CANNED GOODS

Prices generally are steady as follows, per dozen: Salmon, \$1.70, mackerel, \$1.50, lobsters \$1.87, sardines (French) ½ tins, \$1.70, ½ tins \$2.00,

cove oysters, \$3; corn, \$1.65, peas \$2.00, tomatoes \$2.00, baked beans \$2.75, corned beef \$3 to \$3.25, lunch tongues, 2 lbs. \$7.00; 1 lb, \$3.50. Fruit in 2 lb. tins. are quoted: pears, \$2.50 to \$2.75, strawberries, \$2.60 to \$2.75; plums, \$2.25 to \$2.50, peaches, \$3.75.

HARDWARE AND METALS

Quotations are as follows: Cut nails, 10d and larger, \$3.75 to \$4.00; I. C. tin plates, \$5.50 to \$5.75; I. C. tin plates, double, \$11.00 to \$11.50; Canada plates, \$3.60 to \$3.75; sheet iron, \$3.50 to \$5.00, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 28 to 30c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 7c per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs.; barbed wire, 7 to 7½c.

HIDES

Prices unchanged. Quotations are: Winnipeg inspection, No. 1, 6c; No. 2, 5c; bulls, 4c; calf, fine-haired real veal, 7 to 13 pound skins, No. 1, 8c; No. 2, 6c; sheep pelts, 30 to 65c; tallow, 3½ to 4c.

LEATHER AND FINDING

Prices are: Spanish sole, 28 to 32c; slaughter-sole, 33 to 35c; French calf, first choice \$1. to \$1.50; Canadian calf, 90c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; slaughter kip, 55 to 75c; No 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 33 to 35c for plump stock. American oak sole, 45 to 60c; buffe, 17 to 22c a foot; cordovan, 25 to 27c; pebble, 21 to 23c; colored linings, 12c.

LUMBER

Latest reports from the Lake of the Woods lumber districts are more hopeful, and it is now thought that a portion of the "hung up" logs may yet be got out. Still it is said the supply of logs will be light for the mills on the Lake. No further advices have come from Lake Winnipeg.

PAINTS, OILS AND COLORS.

Prices are as follows: Turpentine, 80c in five-gallon cans, or 75c in barrels; harness oil, \$1.25; neatfoot oil, \$1.50; linseed oil, raw, 68c per gallon; boiled, 71c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal.; olive oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oil, silver star, 26c; headlight, 28c; water white, 30c. American oils, Eocene, 35c; water white, 33c; sunlight, 29c. Calcined plaster, \$3.75 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.25.

WINES AND SPIRITS

Quotations are now as follows: Gooderham & Wort's five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debouche & Co., \$4.75; Martell, \$6.50; Hennessy, \$6.50; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gin, \$11 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, \$15.00 per case of 12 bottles.

WOOL

The movement of receipts is increasing. Quotations are: Cotswold and Leicester, washed and

in merchantable condition, 12 to 15c; do. unwashed, 8 to 10c, according to condition and quality. Pure Southdown and Shropshire, washed and in good condition, 15 to 18c; do. unwashed, 10 to 12c. Montana and Oregon fine wools, unwashed, 13 to 15c, when in good condition.

THE MARKETS

WINNIPEG

WHEAT

The effects of the break in Chicago has been to weaken wheat markets generally. Grain men here are moving out their wheat from country elevators to Lake Superior ports, so as to have it in readiness for sale should the market improve. A considerable quantity of Manitoba wheat held in store was disposed of before the break.

FLOUR

Advices from Montreal report sales there as harder to make since the break in wheat, and though quotations have not materially declined, yet in some instances probably concessions have been made to induce sales. Prices here to the local trade hold steady as follows: Patents, \$2.25; strong bakers', \$1.90; XXX, \$1.30 to \$1.35; superfine, \$1.10.

MILLSUFFS

Bran is now quoted at \$8 and shorts at \$10 per ton. Chop feed, \$25 to \$30 per ton.

OATS

Some movement has taken place in expectation of a better demand, consequent upon the prospect of railway construction soon commencing. At 45c seems to be the regular price which ca. lots, shipped to this market for sale, being on track.

OATMEAL

Granulated held at \$2.60 per sack, and standard at \$2.45.

POTATOES

There was a dearth of potatoes last week, stocks of old having about run out. Some small lots sold about 80c. New \$2.50 to \$3 per 100 pounds.

EGGS

Were somewhat firmer, owing to smaller receipts and demand from packers. From 11 to 12c was the ruling price in the early part of the week, but 12c was the regular price at the close with packers buying 11c for large.

BUTTER

There has been no improvement in this market. Dealers quote 13 to 14c as the price for the very choicest packages, but anything no first-class would sell down considerably lower. It seems to be increasingly hard to sell anything but the very choicest qualities. Farmers are selling to the retail stores at as low as 12c in trade, and it is said they have offered to sell as low as 11c in some instances. Only small lots are moving at the quotations given by dealers to the trade, and if a quantity would be taken, reductions would be made on these prices. The C.P.R. have promised to have a refrigerator car ready about to-day or to-morrow, for shipment of butter to British Columbia, and a full car lot will be readily obtained for such shipment.

CHEESE

There was little or no cheese in the market last week, but a full supply of new Manitoba is expected soon. Prospects are for lower prices, and it is not likely that dealers would care to handle cheese which they would be obliged to sell above 13c in small lots to the retail trade.

LARD

Held at \$2.30 per large pail for Chicago and native.

CURED MEATS

About four packers are working, cutting up small quantities of hogs, but stocks of home-cured are low all around. A good deal of imported stuff, such as canvassed hams and rolls, is now in the market, both Chicago and Ontario, and is sold at about 3c advance on quotations following. Prices for home-cured are: Long-clear bacon, 19c; breakfast bacon, 12 to 12½c; spiced rolls, 11 to 11½c; hams, 13½c; Chicago mess pork, \$20 per barrel; mess beef \$16 per bbl, in barrel lots.

DRESSED MEATS

A flock of 2,000 sheep arrived last week, which reduced the price of mutton to 11c. Hogs unchanged at 7c; beef sides steady at about 7½c; veal, 9c.

LIVE STOCK

One car of hogs were delivered to a packer a week ago Friday at \$4.80. Another car was delivered on Friday last, also to a packer, at a cost of about \$4.75. Offerings from the country for shipment subject to sale have been quite liberl during the week, and this has produced an easier feeling. Heretofore sales have been made previous to shipment to this market, and it is thought that a lot arriving not previously sold would not bring over \$4.50 during this week. There was little movement in cattle, and the nominal quotation was about 3½c off cars here for good average lots.

HAY

Is still moving in car lots of pressed, at about \$8 per ton for good, on track.

MONTREAL MARKETS.

GRAIN

Wheat was moving to some extent, but weak and prices easier. Coarse grains unchanged. Quotations were as follows: Canada red winter wheat, 85 to 87c; white winter 85 to 87c; Canada spring, 85 to 87c; peas, 66c per 67 lbs.; oats, 24 to 25c per 32 lbs.; rye, 50 to 55c; barley, 48 to 55c.

FLOUR

Prices were easier, and although holders claimed that the break in wheat had not affected them, yet concessions were made to induce sales, and prices tended lower. Manitoba strong bakers sold at \$4.40. Two cars Hungarian patent sold at \$4.90, exports of flour to Europe show a heavy increase over last year. Quotations were as follows: Patent, \$4.20 to \$4.75; Canada strong bakers', \$4 to \$4.05; Manitoba do., \$4.35 to \$4.40; American do., \$4.10 to \$4.60.

WOOL

The purchase is reported of a lot of Cape at 16c by the agent of a Western mill, and we quote 15½c to 17½c. Australian 16c to 20c. Canadian fleeces, steady at 20½ to 21c.

FRUIT

At the sale of the cargo of the S.S. Naranja, the following prices were realized: Best oranges \$3.25 to \$3.50 per box, wasty lots \$2.00 to \$3.00. Best lemons \$3.00 to \$4.00 per box, good \$2.50 to \$2.75, and wasty 50c to \$2.00 per box. The trade considers the prices low high.

OATMEAL

\$4 to \$4.25 per bbl.: granulated, \$4.25 to \$4.50 per bbl.

PROVISIONS

City hams, 11½ to 12c; Canadian lard, 9c in pails; western do., 9½c to 9½c; bacon, 10½ to 11c; shoulders, 10c; tallow, refined, 4½c; eggs, 13c.

BUTTER

Trade dull and only slack local demand. Prices New creamery, 18 to 19c; new townships, 15 to 7c; new western, 12 to 14c; low grades, 8 to 10c.

CHEESE

Cables were easier at about 49s. 6d. per cwt. There was a fair shipping demand, but the market was easier, in sympathy with cables. Hold.

ers were asking 8½ to 9c, but prices were weak at these quotations, and buyers disposed to hold off.

HIDES.

Green butchers' hides bring 8c, 7c and 6c for Nos. 1, 2 and 3.

LIVE STOCK.

Butchers' cattle were more plentiful and lower; sales made at 3½ to 4½c. Sheep weaker, and prices declined about ½c to 3½ to 4c. Hogs were steady and well-enquired for at 5½ to 5¾c.

Dairy Matters.

Russian dairy products have made their appearance on the English market, and the prospects are favorable for a large and increasing trade in butter and cheese with Russia.

Thirty-six factories registered 7,622 boxes cheese at London, Ont., on June 18th, all June make. The sales reported were 200 boxes at 8½c, 650 at 8½c, 992 at 8½c and 1,165 at 9c.

At Madoc, Ontario, 700 boxes of cheese were boarded and were sold at 9c, and at Napanee 1100 boxes, half white and half colored, were offered. The white sold at 9c, and the colored at 9½c. This was on June 16.

At Belleville, Ont., on the 16th thirty-five factories boarded 2,321 boxes, of which 500 were colored. Sales were 65 boxes at 9½c, 665 at 9½c, 620 at 9c and 521 at 8½c. Colored sold at 9½c and white at 8½ to 9c. Market ½ to ½c lower.

At Brockville, Ont., the cheese market on the 16th was weak and depressed and ½c to ½c lower than a week ago. A good many sales have been made at 8½c to 8½c, the former being the ruling figure. A couple of small lots of finest colored sold at 8½c.

At the Woodstock cheese market on June 15th, fifteen factories offered 3025 boxes of cheese, 404 of which were the last week of May make, balance the first week of June. Sales were 670 boxes at 9½c, and 420 at 9c. The latter lot embraced most of the May cheese offered. A week ago the market was 9½ to 9½c.

Thos. Eastham, Charles Stewart, John Henry Stewart, Arthur Ainsworth, Henry Proctor, James Proctor, Albert Proctor and James Nicol, all of Woodlands, in the county of Marquette, Manitoba, give notice of application for incorporation under the name of the Woodlands Cheese Factory Company, (Limited), for the purpose of manufacturing butter and cheese, etc. The proposed capital stock of the said company is \$50,000 divided into 5,000 shares of \$10.00 each share. The headquarter of the company will be at Woodlands, but business may be carried on generally throughout Manitoba.

Personal.

MR. KENNETH MACKENZIE, of Lyon, Mackenzie & Powis, wholesale grocer, went east last week.

H. S. ROUGH, representing John Macdonald & Co, wholesale dry goods, Toronto, has returned from a trip through Southern Manitoba, where he found business good and the feeling hopeful.

THE Winnipeg dry goods dealers will commence to-day to close their places of business at 7 o'clock in the evening.

EASTERN MARKETS.

CHICAGO

Wheat was dull on Monday, and the feeling nervous from the effects of the recent panic. Cash and June opened at 71½c, which was the highest figure reached. The close was at the bottom. July opened at 72½c and sold down to 70½c, closing ¾c better. August closed at 72½c and September at 74½c. There was most trading in cash wheat. The visible supply showed a decrease for last week of 1,000,000 bushels, leaving stocks 41,000,000 bushels on June 1st, which is a big amount, with the new crop now in sight. Closing prices were:

	June.	July.
Wheat	68½	70½
Corn	36	36½
Oats	25½	25½
Pork	22.00	—
Lard	6.22½	6.25
Short Ribs	7.30	7.30

Cash and June wheat sold down as low as 68c on Tuesday. The opening was at 68½c, and the highest point reached 69½c. August closed at 72½c, September at 74½c, and December at 79c. *Daily Business* of Tuesday said: "The break which has so demoralized speculation and shaken speculative confidence, has put life into the cash trade, and great activity in every channel of the cash wheat market is noted. Commission houses report the receipt of a large number of buying orders from country milling points. There is great inquiry for wheat from every quarter of the bread eating world. A scarcity of vessel-room and the indisposition of railroads to take freight at reasonable rates, alone stand in the way of an enormous outward movement at the present time. Reports from the seaboard are equally encouraging and New York advises that 91 boat-loads were taken for export at that point before 2 o'clock. Clearances are large, showing conclusively that the business is genuine." Lard sold down 5c, but recovered. Ribs sold down 22½c from the opening, but recovered 17½c of the drop by the close. Closing prices were:

	June.	July.
Wheat	69	70
Corn	35½	36½
Oats	24½	25½
Pork	22.00	—
Lard	6.25	6.25
Short Ribs	7.27½	7.27½

The cash wheat market was active on Wednesday, though the surface feeling indicated uneasiness. July opened at 70½c, advanced to 70½c, and sold down to 68½c, closing better. Cash wheat did not advance above the opening figure at 69½c, but ranged as low as 68½c. August closed at 72½c, and September at 74½c. An extraordinary export movement for the next few weeks seems to be assured, purchases for a very large quantity for foreign account having been made within the past half-dozen days at seaboard and interior points. Much of the wheat upon which the banks had advanced, has been put on the market by the banks, and the fear of more of this sort of thing causes some uneasiness. Closing prices were:

	June.	July.
Wheat	69½	70
Corn	35½	36½
Oats	25	25½
Pork	22.00	—
Lard	6.27½	6.27½
Short Ribs	7.30	7.30

On Thursday the wheat market was depressed and nervous. Offerings of cash and July were heavy, and any quantity of stuff came out whenever prices advanced a fraction. July opened at 70½c and ranged from 69½ to 70½c, closing at the top. August closed at 73c. Lard opened 5c higher and advanced 10c. Closing prices were:

	June.	July.
Wheat	69½	70½
Corn	36	36½
Oats	25½	25½
Pork	22.00	—
Lard	6.40	6.40
Short Ribs	7.32½	7.32½

On Friday July wheat opened at 70½c. The feeling was bearish, and prices did not advance above the opening figure, but sold down ¼ to ¾c. The break in the New York Stock market further depressed prices, July going down to 69½c. August closed at 72½c and September at 74½c. Provisions were steady. Closing prices were:

	June	July.
Wheat	69½	70½
Corn	35½	36½
Oats	25½	25½
Pork	22.00	—
Lard	6.35	6.35
Short Ribs	7.25	7.25

Prices at 10 o'clock on Saturday were:

	July.	Aug.
Wheat	69½	72½
Corn	36	—
Oats	25½	—
Pork	—	Nom
Lard	6.35	6.45
Short Ribs	—	—

MINNEAPOLIS.

The decline this week for wheat has been 2½c, and a great many people believe that bottom has been touched for the present. A few are talking about a further decline of 3 to 4c before Sept 1, but the majority are inclined to look upon such a tumble as very improbable. *Northwestern Miller*, June 22nd.

WHEAT.—On the local board there was quite a good demand from city millers for wheat to grind. Offerings on the sample tables were not excessive, although receipts for the 24 hours were 180 cars. Prices ranged a shade higher than yesterday.

Following are the closing quotations: No. 1 hard was quoted at 71c for cash, or June, 71 July, and 72½c August, in store, and 72c½ on track.

No. 1 northern in store was quoted at 70c for cash or June, 70c July, and 71½c August, and 71½c on track.

No. 2 northern in store 68c for cash or June, 68c July and 69½c August, and 69½c on track.

Flour prices are now very low and there is getting to be more confidence.

Patent sacks to local dealers, \$4.20 to \$4.30; patent, to ship sacks, car lots, \$4.10 to \$4.25; in barrels, \$4.25 to \$4.40; bal. rs', \$3.50 to \$3.70; superfine, \$1.75 to \$2.50; red dog, sacks, \$1.50 to \$1.60; red dog, barrels, \$1.75 to \$1.85. *Market Record*, June 16.

The final decision of the Interstate Commission on the long-and-short-haul clause upholds the principle that competition is one of "the circumstances and conditions" to be considered in deciding whether or not a long haul may be made at a lower rate than a short one. Sound doctrine.

DULUTH WHEAT MARKET

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

	Cash	July.	Aug.
Monday	71½	71½	73½
Tuesday	70½	71½	72½
Wednesday	—	71½	73½
Thursday	—	72½	74½
Friday	—	72½	73½
Saturday at 10 o'clock	—	72	—

Near the Mark.

The following hit at the long hours regulations prevailing in Winnipeg, is got off by the *Industrial News*:

The following dialogue, which took place in a grocery store in this city, recently, illustrates the life of the grocer's clerk in a very few words:

Little Boy—"Mamma, who is that man?"

Mother—"Which one, my dear?"

Little Boy—"Why, the one doing up that package of sugar, and who comes to our house sometimes."

Mother—"Hush, child, that is your pa. He's busy now."

The Knights of Labor.

Some of the results of the investigation recently made by the New York Sun into the alleged falling off in the membership of the Knights of Labor have a startling significance. Taking ten of the largest local assemblies, which on the first of July, 1886, had a total membership of 104,469, it is found that in nine months the membership fell off to 61,793, a decrease of more than 40 per cent. This movement of decline, too seems to be accelerating. A continuance of this rate of decrease, which seems probable for some time to come, must speedily bring the Knights to the same fate that overtook the Granger organizations when disintegration set in after its successes in 1873 and 1874. The causes of this decline of the Knights are not far to seek. In the west the leaders of organization have been generally of the radical socialistic sort, who have for some time been in rebellion against the more conservative Powderly. The latter has recently visited Chicago and Denver, endeavoring to heal differences which have arisen, and has been obliged to confess that the prospect of securing harmony is slight. It looks as if the radicals were about to gain control of the order, and the more conservative, in anticipation of this, are leaving it. This reaction is natural. The foundation principles of the order have been lost sight of. Members were admitted by the thousand, and it was found impossible to leaven the crude mass which were thus taken in. All thought of the education of the members had to be abandoned, and the highwayman's motto of "stand and deliver" became that of a large part of the order. The leaders forgot that a great moral and educational movement must be a matter of growth, slow, steady, gradual growth, and forgetting this have failed of their chief purpose. The beginning of the end has evidently come.—*Boston Traveller*.

R. Grant, general store, Victoria, has sold out.

J. G. MACKENZIE & CO.,
WHOLESALE DRY GOODS,
MONTREAL.

Samples and Prices of Goods adapted to the Northwest Trade furnished on application.

W. & F. P. CURRIE & CO.,

IMPORTERS OF
 DRAIN PIPES, Portland Cement, Canada Cement, Vent & Linings, Water Lime, Flue Covers, Whiting, Fire Bricks, Master of Paris, Fire Clay, Borax, Roman Cement, China Clay.
 MANUFACTURERS OF
 127 BESSEMER STEEL SOFA, CHAIR AND BED SPRINGS.
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285 MAIN STREET,

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Jams, Jellies & Fruit Butters.

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GURNEY & WARE,

Manufacturers of
 Platform Scales—all sizes.
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 Hopper Scales—40 to 600 bush
 Hay, Coal and Stock Scales.
 Grocers, Counter and Union Scales.
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Dealer in Wool Bats & Mattress Material

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Correspondence solicited and Mail Orders Carefully Attended to. Satisfaction guaranteed.

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 STRICTLY FIRST-CLASS.
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 Wheat buyers at all C.P.R. Shipping Stations.

RICHARD & CO,

Importers and Wholesale Dealers in

Wines, Spirits and Cigars

365 MAIN STREET,

WINNIPEG.

Business East. ONTARIO.

Silas Bromell, grocer, St. Thomas, has sold out.

Canada Chemical, Co., London, were burned out.

J. M. Hudson, books, Brantford, has assigned in trust.

J. M. Chapman, saloonkeeper, Hamilton, has sold out.

C. Wiggins, hotelkeeper, Thornbury, is about selling out.

R. O. Whitby, painter, Markdale, has moved to Toronto.

Geo. McCormack, planing mill, Whitby, was burned out.

Geo. Jenkins, grocer, Meaford, has sold out to J. Belfry.

Geo. H. Hopkin, boots and shoes, Hamilton, has sold out.

Storm & Green, teas and coffees, Hamilton, have sold out.

J. H. Spenser, restaurant, Ottawa, is offering to compromise.

W. M. Dobie, bricks, etc., Glencoe, has assigned in trust.

Geo. W. Plastow, plumber, London, has assigned in trust.

Jas. Rankin, hotelkeeper, Stratford, has assigned in trust.

T. W. Walters, confectioner, Chatham, has assigned in trust.

J. R. Williamson, dry goods, Stratford, has assigned in trust.

T. G. Ryley, druggist, Bethany, has sold out to T. G. Brereton.

J. J. Douglas, jeweler, Owen Sound, is offering to compromise.

Geo. E. Cooper, saloonkeeper, Toronto,—baillif in possession.

Jas. Scott, general storekeeper, Wallaceburg, has assigned in trust.

Ralph Mathers, general storekeeper, Comber, has assigned in trust.

Straith & McDonald, dry goods, Windsor, were damaged by fire.

Alex. Leslie, hotelkeeper, Toronto, has sold out to W. B. Memberry.

R. J. Hill, general storekeeper, Durham, has sold out to Hunter Bros.

W. T. Bougher, general storekeeper, Brownsville, has assigned in trust.

Raven & Goodyear, general storekeepers, Eden, have assigned in trust.

A. Christie & Co., druggists, Ottawa,—Alex. Christie, only partner, dead.

Wm. Philp, physician and druggist, Hamilton, has sold out drug business.

Wm. Singer & Son, grocers, Chatham, have dissolved, and Wm. Singer retires.

J. D. McDiarmid, hubs, etc., Aylmer,—style now McDiarmid Manufacturing Co.

Elliott & Landon, grocers, Ridgetown, have dissolved; Samson Elliott continues.

Barton & Walker, real estate, etc., Toronto, have dissolved; E. J. Barton continues alone.

Thos. Snook & Son, groceries and provisions, Chatham, have dissolved; style now Snook Bros.

Union Publishing Co., Toronto, have changed style to The Englishman's Journal and Printing Company.

Jas. Whyte, hotelkeeper, Toronto, is dead.

Laughton, Rand & Co., wholesale paper bags, Toronto, have dissolved; W. E. Laughton continues, under style W. E. Laughton & Co.

QUEBEC.

James McCorkell, baker, Quebec, is dead.

St. Jean & Leclerc, furniture, Montreal, have dissolved.

Brunet & Co., cigar dealers, Montreal, have dissolved.

A. Felix & Co., machinists, Montreal, have dissolved.

Epstein & Rosenthal, second-hand store, Montreal, have dissolved.

Louis Lavertu, general storekeeper, East Angus, has assigned in trust.

Eusebe Bourgonin, general storekeeper, St. Flavie, has assigned in trust.

Lamarre & Co., shoe dealers, St. Henri, Hochelaga County, have dissolved.

La Compagnie du Baume des Moneagnes Vertes, furniture, Montreal,—Dame Georgiana Lafontaine, wife of George Tucker, has ceased doing business under this style.

NOVA SCOTIA.

Louis Dixon, hats, etc., Halifax, has assigned.

Chas. Lawrence, lumber, Southampton, is dead.

Isaac Gates, grocer, Lunenburg, is asking to compromise.

McClelland Bros., hotelkeepers, Bear River, have dissolved.

J. P. Foster, general storekeeper, Port Lorne, was burned out.

Davis, Calhoun & Co., hotelkeepers, Amherst, have dissolved.

D. McCurdy & Sons, general storekeepers, Baddeck, have dissolved.

Cutting Cigar Prices.

The retail cigar trade of this city are considerably exercised over the action of one of their number who has inaugurated the system of selling domestic cigars at the wholesale price of the box, reserving for himself as profit only the trade discount of from 5 to 7 per cent. Thus the ordinary 5 cent cigar is sold at his store for 3 cents, the 10 cent cigar for 5 cents and so on, and consequently his example is rapidly finding followers who find they must meet his prices or lose their customers, and the public in general is benefited from the war of rates. The ordinary percentage of profit on domestic cigars in this city is 20 per cent and dealers claim that this margin is necessary to make the business a paying one, in view of the heavy outlay for store fixtures, rent, gas, etc., and that this cut to 5 per cent. means ruin to the small dealers. In the meantime all efforts of the manufacturers to boycott the offender have proved useless, however desirous they may be of supporting their customers, as no precautions will avail to prevent him purchasing cigars through other parties. In the case of tobacco the boycott was successful and his refusal to join the combination to keep up the price of plug resulted in the stoppage of his supplies, but in the case of cigars his bold move has been entirely successful and his competitors see themselves forced to follow his lead or witness the steady defection of their customers to their more enterprising rival. Whether such a small

margin of profit can be made remunerative remains yet to be seen but in the meantime the general public profits by the change.—*Montreal Journal of Commerce.*

General Notes.

MONTREAL is flooded with Mediterranean fruit. Lemons retail at three dozen for twenty-five cents.

AN instance of oppressive protection is given in the working of the new Canadian tariff as applied in Saint John: The article was an entry of catsup, the value of which was \$19 and the duty \$21.80—just about 115 per cent.

THE export cattle market has been very flat of late, owing to depression in Great Britain. At Montreal, cattle have been purchased for export at 3½c to 4½c per lb. live weight, which is in striking contrast to the price paid a few years ago, which ranged from 6 to 6½c per lb for the same class of cattle.

It is stated that the pack of canned peas this year will be about one-half short as compared with last year, packers being unwilling to take the risk of putting up goods and when the time for delivery arrives have them thrown back upon their hands. The price, also, is said to be unremunerative.

THE following dividends have been declared: The Ontario Investment Association four per cent. for the half year; Huron & Erie Loan and Savings Co., four and a half per cent; Ontario Industrial Loan, London & Ontario Investment Co. and Guelph & Ontario Investment Society, three and a half per cent. each for the same period.

AMONG the many buildings devoted to purposes of commerce which adorn the business quarter of Toronto, none is more likely to attract the attention of the visitor that the new structure, occupied as a wholesale dry goods and woollens warehouse by the firm of Wykl, Grasset & Darling, situated on the southeast corner of Bay and Wellington streets.

THE Toronto board of trade again discussed the question of trade relations with the United States and passed a resolution that, while increased trade with the United States and all other people is desirable, Canadians could not discriminate against the productions of Great Britain without the latter's consent. This is tantamount to a re-affirmation of the resolution lately passed by the board.

ADVICE from Bordeaux report a short crop of peas, some authorities placing it at one-half and another two-thirds of the quantity harvested last year. This has caused an advance in prices in the French markets, and the higher values have acted to check the packing, which up to 27th ult., was estimated not to exceed 1,000 cases. Some of the canneries are reported to have closed. The quantity actually imported by this continent is not positively known in the trade, but good authorities place it at 10,000 cases, or equivalent to 40,000 cases domestic.

THE distance from Hong Kong to Vancouver is 5,758 miles, and from Yokohama to Vancouver 4,232 miles. The Abyssinia made the voyage in 13 days and 14 hours, the longest run made in 24 hours was 324 miles and the shortest 279 miles.

Grain and Milling News.

The tender of Albert Dykoman for the building of the farmers elevator at Portage la Prairie, has been accepted.

Mr. W. D. Gray, well known to the milling world as the inventor of Grays famous roller process milling system, was in Winnipeg last week.

It is reported from Keewatin that E. P. Allis & Co., of Milwaukee, have the contract for the machinery of the proposed flour mill and elevator to be erected there. The mill is to be completed in January next. R. G. Reid has the contract for building the mill-race.

The Portland, Oregon, *News* is authority for the statement that the Canadian Pacific Company will run a steamer from Portland to Port Moody to connect with Hong Kong steamers and carry Oregon flour. In case the arrangement is carried out it is thought the alleged discrimination of the Northern Pacific against Portland will be cured. The *News* says. "It is said that the rates will be such as to enable Oregon millers to compete with those of San Francisco, and as they can deliver flour at Victoria one dollar per barrel cheaper than can the Manitoba producers, the latter will be virtually out of the field. The Canadian Company seems determined to cut into the flour export trade to China, and will offer every inducement to Oregon millers to compete.

The *Montreal Trade Bulletin* has the following under the heading of "Manitoba Flour": A feature in the flour trade referred to in our last issue, is the growing preference given to Manitoba brands in this market over both American and Ontario flour, Minnesota and St. Louis brands having been driven almost entirely out of the field. The reason for this is said to be owing to the relatively cheaper value of the Northwest product. Manitoba strong flour is selling at \$4.25, equal qualities of Ontario flour being held at \$4.40 to \$4.50, which fact must tend to bring down the price of Ontario brands in this market, or Manitoba grades will be used by city bakers as well as by country dealers in place of Ontario patents. One of our large city bakers recently stated that as long as he could get Manitoba strong flour at \$4.25, he would not pay \$4.30 for Ontario patents which did not show as good quality.

Hints to Butter Makers.

It should be every manufacturer's aim to make a superior article. The main object in view should be to obtain a high, quick flavor. Flavor will go more toward selling butter at a high figure sometimes than color. Butter makers are to a very considerable extent to blame in allowing the standard of their goods to fall in quality below what they have been. Of course, there are times every year when a first-class article can hardly be made, at the same time makers have been largely at fault.

Against a fine article of butter nothing can be said, it will recommend itself, but a poor article, (and there is a great deal made that is poor,) there is much to fear, and such makes will have considerable to contend with.

The requisites for making first-class but-

are good cream and acquired skill. With one and not the other it will be impossible to accomplish the desired effect. Cleanliness is another very important factor. This is perhaps the cheapest requisite in fine butter making, but must be strictly adhered to, for with pure cream and skilled labor, and unclean, sour and dirty utensils for making butter in, or holding cream, the other good effects must suffer materially in the final results. How easily these foreign flavors are detected by expert butter buyers, none know better than sellers of dairy products who have to contend with the many complaints and rebuffs buyers offer.

Many thousands of dollars could have been saved to the dairy men and creamery men had more cleanliness and care been exercised; one, or two, yes three, four and five cents, off on a pound of butter on a line, as have been the case, amounts to a great many dollars, and in the aggregate amounts to thousands, a great part of which could be saved; in fact, would have been clear gain had some of these apparently minor effects been watched closely and avoided. Every seller of milk should have proper facilities for cooling milk and keeping it cool while the cream is raising, and this is a feature which every buyer of cream should see that parties from whom they buy their cream is supplied with.

The make and style of package to be used is also very essential. Dealers urge the use of tubs, that are both air tight and pickle tight. Ash tubs are preferred, because they are in more general favor, and tubs in uniform size and to hold about 50 pounds and upwards are recommended as they meet the requirements of shippers, and at the same time answer the purpose for local buyers. In packing fill the tub within half an inch of the top, then cover with a clean, new piece of bleached cotton cloth well soaked and washed in brine. On top of this cloth put a paste made of pulverized salt and water, which hardens and forms a crust, making it partially air-tight, and thus prevents the top from becoming affected by air and heat. Another thing recommended is the use of three tin strips to fasten the cover instead of hoops or nails.

Country shippers of produce are advised to send their butter to this market just as they receive it. In most cases the result will be more satisfactory to both shipper and buyer. Those who are not thoroughly versed in this business and do not give it their sole attention, generally make a failure by endeavoring to work a fair lot of solid butter for the purpose of improving the quality, by the aid of machinery and coloring. A good quality of solid butter, no matter if not straight and uniform in color, can if sweet, be sold to retail dealers, but after going through the packing process and coloring up they refuse to buy it. Shippers and dealers refuse to buy except at prices paid for low grades, as is not worked to their satisfaction. This has special reference to western butter. *Trade Bulletin.*

A Ghastly Market Report.

To the trading public, who are supposed to take special interest in perusing market reports the following from *British Medical Journal* will present something out of the usual line: Skeletons have ruled firm and active throughout the year, with prices unchanged. We have

been able to supply the demand for the common varieties promptly, but the finer grades were scarce, and orders for deformities could not always be filled at once. In this regard the market is still unchanged, although our broker in Paris has orders to buy everything offered at the usual rates.

Montreal Dry Goods Trade.

Wholesale dealers continue to say that stocks are far too heavy and are anxious to lighten their shelves. Still there is no marked disposition to mark down values in order to effect a clearance. The cause of the comparative glut of stocks is the difficulty of communicating with the country during the early spring months on which account many orders failed of delivery. Moreover, both manufacturers and importers were rather over-liberal in their provisions for the wants of their customers which have by no means come up to their anticipations. The mills are busy and are reported to have considerable orders ahead. One large wholesale firm, which needed a little assistance from the bank on the 4th inst., is all right again, and no further trouble is expected. Buyers are now busy selecting their fall goods in England and on the Continent.

PLATINUM has been discovered at Granite Creek, B.C.

W. A. CLARK has sold out his saloon business at Fort Qu'Appelle to E. Belanger.

F. F. TINS, merchant, Swift Current, will start a horse ranch in that district.

THE HUDSON'S BAY Co have called for tenders for the erection of a store at Boissevain.

R. D. McNAUGHTON, general merchant, Moosomin, is erecting new buildings for branches of his business.

W. F. DOLL, wholesale jeweller, Winnipeg, has returned from an extended purchasing trip to eastern jewelry manufacturing centres.

THOS. A. McINTOSH, news and cigar dealer, has sold out to D. McIntosh, with a view to moving to Vancouver to commence business.

OWING to the setting aside of the flour mill bonus for a mill at High Bluff, Man., on account of some informality, another by-law will probably be prepared.

The sale on the 18th inst. at Maple Creek, of the cattle belonging to Sam Spencer, of Marrais River, Montana, which were seized for infraction of the customs law, was brought to an abrupt termination by the owner buying them back at an upset price of \$20 per head. Early last year Spencer obtained from the Canadian Government a lease of grazing lands in the Sweet Grass Hills. At that time Americans owning leases in Canada were allowed to bring cattle in free of duty. This privilege, however, was stopped on the 1st of September, of last year, and Spencer, who drove his cattle in after that date, had them seized. He claimed ignorance of the law, and was permitted the option, either of paying the duty or driving the cattle back. He chose the latter, but he appears immediately to have driven them back over the border and erected shacks for the men to winter in on Canadian soil. The cattle were again seized and this time confiscated, leading to the sale mentioned above. —*Calgary Tribune.*

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About Crops.

The June returns of the department of agriculture indicate a reduction of nearly 2 per cent in the area of winter wheat. Changes in acreage of states are very light, except in Kansas, where a reduction of 22 per cent is reported, caused by bad harvests and low prices. The spring wheat area has been enlarged 6 per cent from increase of immigration and farm making west of the Mississippi river in the districts traversed by the Northern Pacific railroad. Most of the increase is in Dakota which reports an increase of 24 per cent. The total area of wheat is about 37,000,000 acres, a fraction of 1 per cent more than the previous crop.

In the condition of winter wheat there is no marked change, the average being 74.9, a reduction of nine-tenths of one per cent. In 1886

the June average was 82.6. Reports of short straw are very numerous. In some districts there are indications that the yield of grain will be larger proportionally than the straw. If there is no increase from this cause the yield must be less than the average. The harvest is already in progress up to the 38th degree of north latitude.

The condition of spring wheat is good in Dakota and territories westward, but below average records in Wisconsin, Minnesota, Iowa and Nebraska. The general average is 87, which is 3 lower than in recent years. At harvesting last year the condition averaged 80.

Dry weather in April has been injurious to winter wheat. Insects also committed greater depredations than usual. The central belt westward from Pennsylvania and Virginia has suffered local damage from the Hessian fly and the chinch bug has wrought injury in Illinois, Missouri and Kansas. —*Northwestern Miller.*

The Galt coal mines at Lethbridge have been closed down, owing it is claimed to the arbitrary action of the miners. An association was formed by the miners some time ago, and owing to the distance of the mines from any centres of population, and the difficulty of obtaining men, the employes have had things practically their own way. Their action at last became so unbearable that the company decided to close the mines, until new men could be procured from the east. A sufficient supply of coal is on hand to fill requirements until work can again be started.

British Columbia.

R. Grant, general store, Victoria, has sold out.

Holman & Perry, hotel, Victoria, have sold out.

Misses Miller have opened a fancy and art store at Vancouver.

There is some talk of forming a board of trade at Vancouver.

W F Wood & Co., boots and shoes and furnishings, Victoria, have moved to Vancouver.

The plant for the electric light system at Vancouver, has arrived, and will be immediately placed in position.

Geo. H. Grant & Co., boots and shoes, New Westminster, have changed style of firm to Grant & McClure.

Decker & Smith have bought out the Empire saloon business at Victoria. Decker was formerly manager of the Empire brewery.

The Government of the Province has offered a large bonus for a smelter to be erected in the Donald district. With a smelter at Golden or Donald much ore would be carried on barges from the Columbia Lake.

The Royal City Planing Mills Co., of Vancouver, are sending to Yokohama via the Abyssinia samples of their windows, sashes, doors, blinds and lumber. This is an industry that can probably be made a larger item of export to Japan, and it is to be hoped the samples will do good work and be the means of opening up a large trade between the two countries.

The following from the *Victoria Standard* shows the feeling existing at that place against the C.P.R. "In a previous issue we stated that the C.P.R. trans pacific steamships would give Victoria the go by, and so it happened, when the Abyssinia passed here on her way to Vancouver. It is now evident that there is no intention on the part of the C.P.R. to do any good for this city, but will endeavor to get all they can out of it. Such being the case we would advise our citizens to commence a boycott at once and turn their trade into the Northern Pacific road. That company no doubt would be only too glad to do the business of Victoria at moderate rates."

Encourage Home Manufacture.

The way to help a town along in dull times is to patronize all its home industries. A great many people deny credit to any article if it is not imported. They are willing to pay freight on an inferior class of goods manufactured abroad when they have much superior goods made right in their own town at a less cost. They assume that all men from a distance who call on them are deserving if they can talk glibly, and they tramp over the interests of their hard working and deserving fellow townsmen. That such is the case in Medicine Hat in certain lines we are compelled to admit, and the class we refer to would do well to study the interests of the town more by circulating their money in their own town when possible. If they do so we can assure them that it will prove a paying investment, and rely upon it that by helping the town you are helping yourselves. We trust that our citizens will give this matter

their serious consideration, as every dollar unnecessarily sent out of a town makes it that amount poorer.—*Medicine Hat Times*.

Endorsing.

Doubtless the average man, when asked to endorse a note for a relative, a neighbor or a friend, does not adequately consider the risk he runs in so doing. Oftentimes he agrees, thoughtlessly, to do what is asked of him; sometimes he does so with apprehension, but "hates to refuse" because refusal would be deemed unfriendly. Better lose a "friend," so-called, one would think, than at his request, suffer the loss of all one's earthly goods, as we have known people do, through good-natured acquiescence in responsibility for a foolish transaction.

If every trader were honestly intentioned and capable as a business man, indorsers for such persons would still take the risk of unforeseen disaster, which often overtakes the best of men. But by indorsing without security, a fond friend or a good-natured acquaintance takes the risk against incapacity and against dishonesty as well as against misfortune. If the man whose surety he becomes turn out a wolf in sheep's clothing, or if he turn out an unbusinesslike fool, the indorser may get sympathy, but he loses his substance all the same.—*Monetary Times*.

Beneficial Effects of the Law.

The beneficial effect of the interstate commerce enactment upon railroad earnings continues to confound the prognostications of those who had predicted disaster to the entire railroad system, as the result of the action of the law. It now appears that the only grumblers are those who formerly benefited in some manner from operations that are not now permitted. Those who had special rebates on their freight those who secured free passes, those who were able to secure cut rates below others in the same business and those who waxed fat on illegal commissions are the ones who still stigmatize the act as an error. Figures, as a usual thing, do not lie, and they show that the phenomenal increase of earnings reported throughout April have been continued in the first week of May, and bid fair to be continued in increasing proportions as the season progresses. A large quantity of "favored" freight was pushed forward before 1st of April, so that the consumers of such goods are only now commencing to need renewals of their stock; consequently the railroads have not as yet experienced the benefits to be derived from the transportation of their normal trade. The traffic throughout the summer bids fair to be more than normal, because the construction of an immense new mileage throughout the west and northwest will involve the transportation of great quantities of supplies.—*Philadelphia Record*.

During a discussion on the tariff resolution in Parliament Mr. Watson urged that longer time should be given to Manitoba merchants than the 30th of June for the importation of goods, as they were further from the seaboard, but this was promptly refused by Sir Charles Tupper, who stated that similar representations from the Maritime provinces had been refused,

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