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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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We make a specialty of CEYLON and INDIAN Teas, and carry the largest assortment of any House in the Dominion.

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ALL THE NEWEST NOVELTIES

FROM THE

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Represented in Manitoba, Northwest Territories and British Columbia, by
 W. S. CRONE.

Mackenzie, Powis & Co.

Have now in Store the most complete range of

INDIAN TEAS

Bought at the late favorable turn in the market.

BUYERS SHOULD EXAMINE.

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

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WHOLESALE GROCERS.

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THE FENSOM

Elevator Works

—MANUFACTURERS OF—

Hand, Steam and Hydraulic

ELEVATORS

For Factories,
 Warehouses,
 Hotels,
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ALSO
 MANUFACTURERS
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Most Extensive Establishment of
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WINNIPEG, SEPTEMBER 23, 1889.

W. W. DAVIDSON, livery, Neepawa, has sold out.

CHAS. CROTHERS, hotelkeeper, Winnipeg, has sold out.

A. ROBERTSON, of Carberry, has opened a branch in the furniture line at McGregor, Man.

G. W. ROBINSON, general merchant, Portage la Prairie, has added dressmaking to his business.

THE Northern Pacific Railway Company is constructing a telegraph line from Carberry to Brandon.

A. D. McLEOD, an old timer of the Portage, will open a boot and shoe store in the Hay block, Portage la Prairie.

ANGUS McLEOD has sold out his interest in the Commercial hotel, Morden, Man., to Mr. Bell, formerly of Crystal City.

THE annual lectures of the Manitoba Pharmaceutical Association commence at the Medical College, Winnipeg, on October 2.

R. BOLTON, McGregor, Man., has sold his stock of boots and shoes to J. L. Gould, who proposes to add a line of gents' furnishings to the business.

A. J. GILLIES, grocer and stationer, of Bois-Sevain, Man., charged with attempting to burn his premises, has been discharged, evidence being insufficient.

A LARGE building will be erected at Carman, Man., close to the station, to be used as a store and hotel by Hemenway & Co. The ground floor will be 60x60.

C. J. MCGEE, of Winnipeg, contemplates opening a drug store at Brandon.

L' Agriculteur is the name of a new paper, to be published fortnightly at St. Boniface, Man., by Antoine Gauvin. The name implies the nature of the new journal.

THE new Alberta hotel, at Calgary, has been leased to H. A. Perley, a well known caterer. The building is claimed to be the finest in the country. It will be opened in a few weeks.

CROPS in Rockwood and Balmoral, the municipalities just to the north of Winnipeg, are very fine this year. Mr. Jackson, member of the legislature for the district, says wheat will average .25 bushels per acre.

THE office of the Minnesota and Ontario Lumber Company, at Oak Lake, Man., were burned last week, Neil, the agent, who lived in the building lost all his effects. There was some loss of doors, sash, etc., in stock.

ELMORE BROS, traders, have sold out their business in the Mackenzie river country to the Hudson's Bay Company. They had posts at Chipewyan, Fort Smith, Fort Providence and Fort Good Hope, the latter close to the Arctic circle.

ARRANGEMENTS are being made, says the Port Arthur Herald, for the erection of reduction works on a large scale. The capital of the company will be between three and four hundred thousand dollars. Nothing definite, however, will be done before spring.

THE rates fixed by the Company which proposes to light Portage la Prairie by electricity are: 16-candle light, 9 p.m., 85 cents per month; 1 a.m. \$1.35, and all-night light \$2 per month. These rates it is claimed are lower than any others in the province, taking the power of the lights as a basis.

THE stables used by the mounted police detachment at Edmonton, Alberta, the property of the Hudson's Bay Company, were burned recently, together with thirteen horses, the property of the police. For a time the Hudson's Bay Company's stores, etc., were in danger, but were saved.

THE Canadian Colonization Company has purchased 26,000 acres of land near Qu'Appelle, Assa. The intention is to establish a number of farms, to be worked by the Company. Families will be brought from England to work the lands with a view to their becoming actual settlers at the end of one year. Prof. Tanner is at the head of the enterprise.

THE Manitoba Northwestern railway is allowing farmers to load their grain on the cars at the gravel pit siding three miles west of the Portage. The freight rates from there east will be the same as from McDonald station, which is one cent higher than from Portage. On car lots to Portage special rates will be granted.

R. SCOTT, general merchant, Shoal Lake, who was burned out in the recent destructive fire at that place, has already made arrangements to open out again. He has rented premises on the south side of the railway, which he is fitting up for a store. A new stock of goods has been secured, and he expects to be ready for business by the middle of this week.

FOLLOWING is a list of the stations so far located upon the Morris-Brandon branch of the Northern Pacific & Manitoba railway, and at which buildings will shortly be erected: Myrtle, Rolland, Rosebank, Miami, Swan Lake, Mariapolis, Chesterfield, Belmont and Sipeweski. Following is the distance from Morris of each of the stations: Myrtle 21, Rolland 26, Miami 39.5, Musselboro 54, Somerset 62, Swan Lake 68.3, Mariapolis 79.5, Belmont 102, Sipeweski 120, Brandon 150.

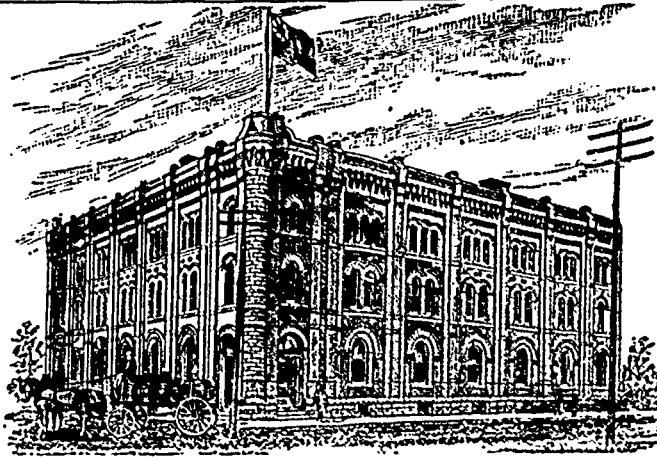
THE Portage la Prairie Review says: Wheat has been coming into the elevators in a constant stream during the past week, but very little is being sold. The farmers all seem disposed to hold for higher prices, and the buyers hold off, offering only 60 cents as the outside figure. Oats are quoted at 38 cents, and are very scarce at that. Cattle range all the way from 2½ cents to 2¾ and 3 cents, latter for real good steers for shipping. Butter is on the rise and 18 cents is the price now offered for real good. Eggs are scarce at 18 cents. Potatoes are quoted at 50 cents a bushel.

TELEGRAMS to the Winnipeg Free Press last week stated that arrangements had been completed with the British capitalists to build the Northwest Central railway. Fifty miles of this road were graded last year by the Canadian directors, but nothing has since been done on the road. It is stated that the British capitalists will take over the work already done, and complete the fifty miles this fall. It is claimed that next year the road will be extended through to Rattleford, on the North Saskatchewan. The graded portion of the road extends from near Brandon to Rapid City, and westward from the latter place 25 miles.

THE new grain elevator on the N. P. & M. railway at Portage la Prairie, is nearly completed. The arrangement for weighing grain will be different from that now used in other Manitoba elevators. The wagon will be driven on the scales weighed and emptied of its contents by means of a slide in the bottom of the box. There will be no need for using sacks in drawing the grain as by this process the wheat will be hauled loose, in tight wagon boxes. If this system were generally adopted in Manitoba, it would save a great deal of delay on busy days, during the rush of wheat deliveries, now consumed in handling and emptying bags.

THE Pilot Mound Sentinel says: The new roller mill at Crystal City, Man., will be an establishment most creditable to the proprietor, Mr. Cockerline, and to the district. The building is four stories high. A strong, solid frame is placed on a good stone foundation. The mill will be 130 barrels capacity and can be made to manufacture 150 barrels per day if required. In addition to the roller machinery there are two run of stones that will be used chiefly for chopping grain. The new 60 horse power engine, prepared for the mill, is a very fine one and is, at present, on exhibition at the Toronto show. In connection with the mill an elevator will be erected near the railway track and a cable from the engine of the flour mill will elevate the grain. The mill will be ready to commence work about the 15th October.



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

Lumber Cuttings.

Contractor McKenzie purposes getting out 100,000 ties in the Duck Lake district of Saskatchewan territory, for the Regina & Long Lake road.

Five ships arrived at Burrard Inlet, B.C., during August to load lumber for export. During the same month clearances with lumber numbered six ships.

A large quantity of lumber, particularly for elevator construction in Manitoba, is being brought in from Minnesota. This is largely due to the opening of railway competition to the south by the Northern Pacific & Manitoba railway.

Malcolm Thompson, of Rapid City, has purchased from J. Jernyn, of Minnedosa, an extensive saw-log limit in the Riding Mountains, Man., and also machinery of the saw mill. The saw mill will be moved from Minnedosa to Rapid City shortly.

Brydon & McIntosh have the contract for building the station and section houses on the Northern Pacific & Manitoba Morris-Brandon branch, sixteen buildings in all. The contract requires 700,000 feet of lumber, which is being supplied by J. R. Sutherland, of Winnipeg.

Van Etten & Grahame, lumber dealers, Winnipeg, have secured the contract for supplying the lumber for the new N. P. depot and offices in Winnipeg. The contract calls for 800,000 feet. The material will be brought from Minnesota, and several cars will be shipped immediately.

The lumber trade is brisk at Westminster, B. C. The Royal City mills are running full time. The bark C. C. Funk was loading 700,000 feet of rough lumber: at the mills. The Brunette saw mills are having gas put in in prospect of a heavy run of night work. The saws are kept busy all day and the planers have been used without stopping lately, turning out box lumber for the canneries.

Westminster Truth says: At Port Moody, B.C., on Tuesday night, a boom of logs containing 1,000,000 feet of lumber, the property of Tiffins Pioneer Saw Mills, through some unknown cause, broke from its moorings and

scattered all over the Inlet. The boom would be valued at about \$6,000, and in all probability it will cost the greater portion of that amount to gather the logs again.

A company is being formed at San Francisco, California, to build rafts of from 8 to 12 million feet, on Puget Sound, after the Joggins plan, to be towed to San Francisco. The advantage of rafting is in freights. The present rate on lumber from Puget Sound to San Francisco is \$6 per thousand, while it is claimed the rafts of logs can be rafted at a cost of about \$2 per thousand. If the scheme works, it will be bad for the Puget Sound mills.

Vancouver World: The old Chemainus saw mill is at present shut down, and it is not likely that it will again re-open unless to turn out the building material required for the new mill. The frames for the new mill are about completed, and it will prove capable of doing fine work. There is a rumor that instead of rebuilding on the old site, the saw mill company intend erecting their new premises either at Victoria or Esquimalt.

Lumber prices at Vancouver, B.C., were quoted as follows last week: Common rough, at \$9, \$11 yard; common sized, \$11; common S, 1 S, do; on board cars, \$13; 1x4 flooring, No. 1, \$19; in., No. 2, \$17; 1x6 flooring, No. 1, \$18; do., No. 2, \$16; ceiling, No. 1, \$18; do., No. 2, \$16; No. 1 S, 4 S, \$19; No. 2 do., \$17; common rough plank for sidewalks, delivered, \$9; lath per M, \$2; rough cedar, \$10 to \$12 per M; double-dressed cedar, \$35 per M; single-dressed, do., \$30 per M; shingles, \$2 per M; maple, \$20 per M; curly do., \$75; pickets, rough, \$10 per M; dressed do., \$20.

The largest real estate and manufacturing transaction which has yet been consummated in this city was finally closed in Victoria, B.C., recently. We refer to the transfer of the ownership of the Hastings Saw Mill, Vancouver, the real estate attached thereto and the timber limits connected therewith, all of which constitute the most valuable property outside that of the Canadian Pacific Railway, in the city of Vancouver. By the terms of the new deal, John Hendry, President of the Royal

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Wholesale Jeweler,

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City Planing Mills here and in New Westminster, becomes sole manager of the property, which will continue to be operated and known as the Hastings Saw Mill. Mr. Hendry steps into the position for many years occupied by Mr. Heatley, of San Francisco, as managing director of the concern for the new proprietors. The purchase consideration, it is understood, exceeded a quarter of a million dollars by a considerable sum. The manufacturing and cutting capacity of the mill is to be largely increased. New machinery and motive power of most approved pattern are to be introduced, and the entire establishment made second to none in the Province. It is understood that attention is to be given to increasing the export trade.—Vancouver World.

General Trade Notes.

The C. P. Railway will build a bridge over the Niagara river, to connect with roads for Buffalo, N.Y.

Duncan Campbell & Sons, tailors' trimmings, Montreal, have assigned, owing to forgeries committed by D. Campbell, junior partner. Liabilities \$45,000, half of which is to English creditors.

Letters patent have been issued at Montreal incorporating a company for the purpose of manufacturing grey and other cottons for Chinese or other markets by the name of the Montmorency Cotton Manufacturing Company with a total capital stock of two hundred thousand dollars.

No. 1 pig iron in United States markets is quoted at \$17.50, with expectations in some quarters that an advance to \$18 will occur before long. Steel rails are held at \$28, but it is reported that orders would not be refused at a slight discount from this price. Manufactured iron continues active.

The last Manitoba Gazette was issued wholly in English. This looks as though the Local Government is in earnest in its declarations regarding the doing away with the official use of the French language.

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AGENTS FOR MANITOBA AND NORTHWEST:

HENDERSON & BULL,

WINNIPEG.

The Commercial

WINNIPEG, SEPTEMBER 23, 1889.

SAFELY THROUGH ANOTHER YEAR.

With this issue THE COMMERCIAL enters upon its eighth year of publication. Like a great many undertakings, THE COMMERCIAL appeared rather earlier than the situation at the time warranted, and consequently during the first few years, a good deal of uphill work had to be overcome. The struggle for existence which the new enterprise had to contend with from its inception, was rendered doubly severe owing to the great depression which followed the collapse of the "boom." THE COMMERCIAL made its first appearance about the time the era of speculative activity and real estate inflation was passing away. All through the trying period which followed the fright and flight of the wild spirit of speculation, THE COMMERCIAL was obliged to struggle, without the advantage of having previously gained any footing in the community, during the continuation of the period of too rapid expansion. Though expecting and desiring no support from speculative or "boom" influences, THE COMMERCIAL, like all other legitimate business enterprises, was compelled to suffer in the depression which followed the collapse of these influences. From the beginning, this journal depended upon the commercial and industrial interests for support, and in company with these interest it will suffer during times of depression, and flourish in periods of expansion and activity.

Following the period of depression came the agitation against monopoly. As soon as the commercial interests of the country had time to partially recover from the first shock of the collapse of the speculative period, it was recognized that something must be done to remove the artificial disadvantages under which the country then labored. If the spirit of enterprise, which for a time had languished, was to be renewed in a legitimate manner, monopoly must go. This was the universal belief. The country could not prosper and develop as it should, so long as these great restrictions were imposed upon the freedom of railway construction. The battle against monopoly and for the commercial freedom of the West was begun, and in this fight it cannot be said that THE COMMERCIAL ever lagged behind. When the fight waxed hot and assumed serious aspects, or during the temporary lulls in the agitation, THE COMMERCIAL never shirked its share of the work, nor the responsibility therefore.

The troublesome days of agitation are now over and the country has now enjoyed nearly a year of quiet and freedom from agitation. The development of the country has gone ahead free from monopoly restrictions, and already with results pleasing to contemplate, and sufficient to confirm the wisdom of those who inaugurated and led the movement against monopoly. Within the few months that have elapsed since the final settlement of the railway question, this country has certainly made more rapid and solid advancement than ever before in the history of the

country within the same length of time. There is also a feeling of rest from agitation and confidence in the future which is a pleasant experience to those who fought so long against monopoly. Manitobans have been charged by outsiders, who were unacquainted with the situation here, as being professional agitators, who could not exist without keeping the country in a state of strife. This has now been shown to be false. Since the final successful conclusion of the agitation against railway monopoly, there has probably been less public agitation in Manitoba than in any other part of Canada. Our people have shown a disposition to agitate only when they have some real grievance to contend with, and to mind their own business in all matters. This is shown by the refusal of western people generally to join in the agitation over Quebec questions, which has been carried to such extremes in Ontario. All efforts to raise an agitation here over the Jesuit question, for instance, have proved utter failures. There is certainly very much less bigotry and intolerance in the West than in the East. The anti-monopoly agitation in the West was against a real grievance and not one of sentiment or bigotry, and though it was continued for a long time, owing largely to political tricks and party feeling, both here and in the East, yet it furnishes no ground for the accusation that western people are professional agitators.

The West may now be said to have fairly entered upon a period of more marked progress and development, evidences of which have everywhere been made apparent during the past year. Western people have now more reason than ever before to feel satisfied with their lot, and they can look forward to the future with a feeling of cheerfulness and confidence. Progress may not have been as rapid as the more sanguine could have wished for, but still there has been steady advancement, even during the times of monopoly and agitation. But now that the great burden which clogged the wheels of progress is gone, there can be little doubt but that the next seven years will show such advancement as to make it a cause of wonder and admiration to those who may be familiar with the present condition of the country. Some who have perhaps decried the country, or who at least have not done what they could or should have done to assist its people in time of trouble, may yet have reason to regret their action, and to feel surprise at the progress made. THE COMMERCIAL claims some share in bringing about what has been already attained, and in the future it will not be found lagging behind when the commercial interests of Western Canada are at stake.

In entering upon the eighth year of its existence, THE COMMERCIAL desires to express thanks for the very generous support which it has received from the mercantile, manufacturing and financial interests of Western Canada. THE COMMERCIAL now reaches weekly nearly all the leading business men of the vast region stretching from Lake Superior to the Pacific coast, and from its readers throughout this great stretch of territory it is constantly receiving words of encouragement and appreciation, which in the future it shall endeavor to merit.

OUR NEWEST RAILWAY.

The people of Manitoba and the territories have every reason to feel satisfied with the development of their country which has been going on so rapidly this year. This prairie region is essentially an agricultural country, and the one great thing needful for the development of an agricultural country is railways. Happily the "lay of the land" in this country is such that railway construction is a comparatively easy matter. There are no dense forests, rock cuttings, or tunnelling through which the railways have to be carried, but instead, an open and comparatively level prairie country, with an occasional river, valley, or a patch of light timber to cross or pass through. With these favorable conditions it may be considered certain that in time this country will be covered with a regular network of railways, and the farmer who has to drive over ten miles to market will at some future date be considered an unreasonably long distance from market.

For years past monopoly restrictions prevented the more rapid construction of railways in Manitoba, but the days of the monopoly are now over, and this year the country has entered upon an era of railway building such as it never before enjoyed. One of the first fruits of the new order of things, since the removal of the restrictions upon the freedom of railway building in Manitoba, is the construction of a second railway between Winnipeg and the town of Portage la Prairie. This road, it is well known, was completed and opened for regular traffic about three weeks ago, and it is therefore the latest addition to the completed railways of Manitoba, though it will not hold this distinction long, with the number of other branch roads under construction.

The road between Winnipeg and the Portage is owned and operated by the Northern Pacific and Manitoba railway company, and it is designed in time to become a very important portion of this railway system. At Winnipeg it connects with the main line of the company for St. Paul, Duluth and Pacific coast points, while the western terminus is at the door of the great wheat region known as the Portage plains. Already this new road has had the honor of moving the first full train of new wheat shipped out of Manitoba this fall, consisting of a consignment shipped from Portage to Duluth. The wheat was loaded on the cars direct from the wagons, by Portage farmers, and forwarded to Duluth in store.

The managers of the Northern Pacific and Manitoba system have already declared that this new branch will not stop at the Portage. It will certainly be extended into the rich country to the north and west of this important point, developing the region through which it will pass, and drawing traffic to the company's system of railways. A short line from Portage in a northerly direction of probably less than fifteen miles in length, would reach some point on Lake Manitoba. With a slight expenditure, a great system of navigation can be opened up on Lake Manitoba and its connection, Lake Winnipegosis. These two lakes are about 250 miles in length, and are surrounded by a country of diversified resources, including agricultural, stock raising, timber and

probably mineral wealth. The lakes themselves abound with fine fish. The region surrounding these lakes is yet almost entirely undeveloped, but in time the lakes will bear on their bosom a fleet of boats. The first thing that is wanted to develop this region is a railway to Lake Manitoba, followed by some improvements necessary to the navigation of the waters to the best advantage. If these are provided the Lake Manitoba and Winnipegosis region will soon furnish considerable traffic for the new road. It is also pretty certain that the Portage branch will be extended in a westerly direction from Portage la Prairie, through the fine grain and stock country which stretches away 1,000 miles and more in the direction indicated. Indeed, the road may in time become a great trunk line between the far northwest and eastern points which are now misnamed "northwestern" points.

The recent opening to traffic of the new railway to Portage la Prairie recalls to the mind the time of strife which surrounded the earlier history of the road, and which even exceeded in intensity the agitation which led to and continued during the construction of the famous Red River Valley line. It was in connection with this road to Portage la Prairie that the power of the C. P. Railway Co. was exerted to prevent the rival company from crossing its lines. For a time it looked as though something serious might grow out of the strife over these crossing difficulties, but happily the trouble passed away without grave consequences though the opening of the new road was delayed about a year thereby.

The new Northern Pacific and Manitoba branch to Portage la Prairie, runs through a level prairie country for the greater portion of the distance. The soil is very rich, and of the deep, black mould peculiar to the Red River Valley. The country along the road is very sparsely settled as yet, as the land, like other portions of the Winnipeg district, was originally reserved for grants to half-breeds, and soon passed from the latter into the hands of speculators. Many farms can be purchased at reasonable prices, and with the railway accommodation now provided, no doubt settlers will soon begin to occupy the land and cultivate the soil more extensively. The road passes through an excellent stock and agricultural country for almost the entire distance, and there are some fine hay meadows in proximity to the road. Toward Portage la Prairie the road enters a wood district, where large quantities of cordwood have been taken out, and will supply the road with considerable traffic. This timber district along the Assiniboine river south of Portage la Prairie, is one of the best in Manitoba, and some large trees, as much as three to four feet in diameter, are met with, of the cottonwood, or black poplar variety. The other principal varieties of timber are white poplar, elm, oak, ash, basswood, soft maple, birch, tamarac, etc. This timber country will become valuable, now that the wood can be shipped out by the railway. As the new road runs so near the south of the Assiniboine river from Winnipeg to within about three miles of Portage, it opens up a new district along its entire length, not previously supplied with railway communication. The

road therefore not only secures competition between two principal points on the line, but it opens up a large district of practically unoccupied country. Thus the new Portage branch becomes an important factor in the development of the country.

HOURS OF LABOR.

The recognized hours of labor in regular industrial work have been steadily growing less, but it does not appear that a final basis for a day's work has yet been reached. On the contrary, both in Europe and America, there is a continual and more or less active movement to still further reduce the hours of labor. What is called the eight hour movement has many advocates outside as well as within the ranks of labor, on both sides of the Atlantic. Labor, of course, would be unanimous for a further shortening up of the length of a day's work, providing the wages should be the same per day for the reduced time as are now current for the longer day. On the other hand, employers of labor may be classed in a body as opposed to any scheme for the reduction of hours of labor which will not imply a corresponding reduction in daily wages.

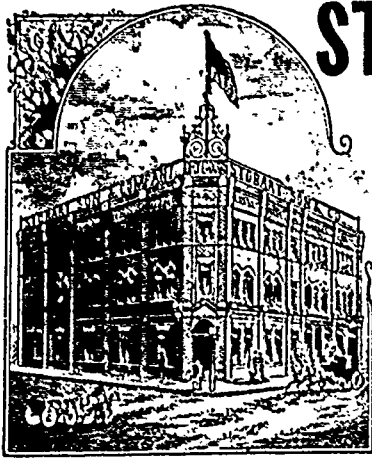
Notwithstanding the position which employers would presumably occupy on this question, it is tolerably certain that any general reduction in the hours of labor would not carry with it a corresponding reduction in rates of wages by the day. This is fairly assured from a comparison of wages with hours of labor in the past. As already stated a tendency to decrease the hours of labor has long been going on, and the shortening of a recognized day's work from fourteen to nine or ten hours per day, has been accomplished without a corresponding decrease in the average day's pay. On the contrary, while the portion of time constituting a working day has been growing less, the average amount of compensation for a day's work has increased. In Great Britain, for instance, the upward tendency of wages has been quite marked for a number of years. This furnishes fairly good reason to believe that wages will not be reduced in proportion to any reductions in the hours of labor; and further, it seems reasonable to believe, that hours of labor constituting a day will be very materially reduced, at some time in the future, more or less distant.

The time may be distant when eight hours will make a recognized day's work on this continent, and yet it may be closer at hand than many imagine. Changes and movements of this nature come into prominence sometimes very quickly, and it is impossible to say what public opinion may be on this question a few years hence. At any rate, considerable thought is already being concentrated upon the eight-hour movement, and it may lead to an actual agitation to attain this end at almost any time. The fewer hours of employment in the civil service, banks, etc., is an incentive to the movement for a shorter day in industrial work, though the conditions are not exactly similar. Still, those in favor of the movement use these features as an argument in favor of their contentions. The American Federation of Labor at a convention held recently at St. Louis, adopted a series of resolutions with the object of directing attention to the eight-hour move-

ment, and reference was made to the hours of employment in the civil service. It is proposed to hold conferences between representatives of labor and employers, with a view to endeavoring to make a friendly arrangement for the introduction of the eight hours' system by May 1, 1890. This date is altogether too near to make it at all probable that the eight hour system can be successfully introduced by the time mentioned.

The effect upon the country of a sudden and general reduction of the hours of labor to eight per day, is a question difficult to answer. The reduction of wages in proportion to the proposed shortening of the day, would be a serious injury to a large portion of the community. It would curtail the earning power of the working people, and consequently curtail consumption of commodities probably in proportion to the decrease in production, owing to the shortening of the working day. But it is not likely that the adoption of the eight-hours movement would bring with it a proportionate reduction, if any, in wages. If wages remained the same, the purchasing power of the people would not be decreased. But production would be curtailed, and the cost of production increased, so that the purchasing power of money would be reduced, and thus indirectly the working people would be affected in a manner equivalent to a reduction in wages. A sudden change to the eight hour system would therefore cause considerable disturbance in the commercial situation. This would be reduced in time to a normal condition, by the increased facilities of production in the establishment of new factories and improvements in machinery and modes of production. The increased production by improved methods, would in time cheapen the cost of goods, thus increasing the purchasing power of wages, so that labor would eventually be as well paid for the shorter day as it now is for the day of nine or ten hours. Wage-earners are sometimes inclined to look upon the advent of improved machinery as an unfair competitor, but studying the question out upon these lines, it will appear that improved modes of manufacture have benefitted labor, by increasing the purchasing power of wages. At any rate, improved modes of manufacture have made possible a steady reduction in the hours of labor per day, and at the same time rates of wages have increased. The same thing may be expected to continue in the future, until a gradual reduction to the eight-hour day may be rendered possible without producing any economic disturbance. To enforce the system suddenly and prematurely cannot be accomplished without some such disturbance.

In Australia eight hours constitute a recognized day's work, and the system appears to work well. The Australians are understood to be a progressive and prosperous people, and in general advancement and national wealth will compare very favorably with any other people in the world. Still this does not prove that the eight hour system would at once work advantageously here. Some writers in the United States claim that the adoption of the eight hour system would render necessary an increase in the protective tariff in order to protect manufacturers from outside competition, owing to the increased cost of manufacturing at home.



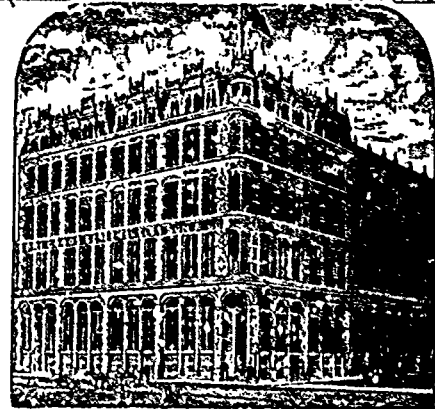
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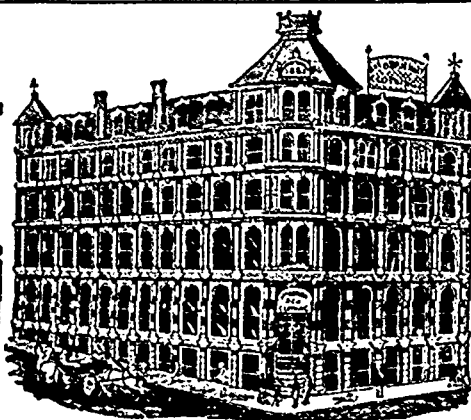
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WINNIPEG MONEY MARKET.

Though a considerable movement has set in in wheat, yet the call for funds from grain circles has not yet been large. Wheat so far delivered at country points has simply been put in store by farmers who refuse to sell at prices offered. In some instances farmers are raising loans on their wheat so stored. Commercial discount business has been about the ordinary. Slightly increased activity is reported in real estate, and some sales of farm property have been made to parties from Ontario, arrived by the recent farmers' excursion.

WINNIPEG WHOLESALE TRADE.

Fall stocks are now pretty well in the hands of retailers, who have been opening up goods and preparing for the winter trade. A few late orders were being sent out, and a few large orders were received on special account. There is generally a firm feeling as regards prices, especially in hardware, in which branch prices show continued advances in first hands. Textile lines are generally firm in tone. The feature of the lumber trade is the large imports of lumber from Minnesota. Collections have been slow. In general trade country dealers have had to pay out a good deal of cash of late in freight charges on their fall stocks, and this has made collections closer.

FISH.

Fresh Lake Winnipeg white fish are held at 6 to 7c. Some old frozen white of very inferior quality are in the market. Fresh Lake Superior trout held at 8 to 9c; fresh British Columbia salmon, 15c., with little offered. Oysters have sold in small quantities at about 80 to 85c. per can, but the offerings have not been in wholesale quantities. No oysters were in last week, owing to the Atlantic coast storm, which interfered with the fishing. Shipping will likely be resumed this week.

FRUITS.

There has been a brisk movement in fruits. Apples have been in good supply, but a good deal of rather poor stock has been offering. No receipts of Ontario apples are yet to hand, but some are on the way and will arrive this week. Dealers are now quoting prices on car lots of apples delivered at country points. Prices will be a little higher than last year, owing to the damage done by frost in the east last spring, but the supply will likely be fully up to requirements, at reasonable prices. Ontario crab apples, plums and pears, suitable for preserving, are arriving freely, also Concord and Delaware grapes. A few late blueberries were to be had. Quotations are as follows.—Lemons, \$7.50 per box; Oranges—Rodi and Palmero oranges, \$8.50 for 200 size boxes, and \$8 for 160 size box; Jamaica oranges in bbls, \$12, in boxes, \$6; apples, fair to good, \$3.50 to \$3.75 per barrel, choice to fancy, \$4.00 to \$4.50 per barrel; California plums scarce; California peaches, \$2.25 to \$2.50; California pears, \$3.50 to \$3.75 per box; California Muscat grapes, per crate of 20 pounds, \$2.75; Tokay grapes, \$3.25, crate 20 lbs.; Rose Peru grape, \$3.00 per crate 20 lbs.; Concord grapes, 75c a basket of 10 lbs.; Delaware grapes, 10 lb. baskets, \$1.25. Bananas, \$2.75 to \$3.25 a

bunch, according to quality and size; tomatoes, per basket \$1.75, Ontario Lombard plums, 20 lb. baskets, \$1.75; Ontario pears, \$8.00 per barrel; crab apples, \$6.00 per barrel. Melons, \$3.00 to \$4.50 per dozen; cucumbers, 50 to 60c per dozen, onions—Southern, \$3.00 per 100 lbs.; Sweet potatoes, \$6.50 a barrel; Cider, per gal., 35c; comb honey, in 14 lb. boxes, 25c per pound.

HARDWARE AND METAL.

Prices are very firm and continued to advance in first hands, and some further changes in prices to higher figures are likely to occur in this market. Quotations are:—Cut nails, 10d, and upwards, \$3.40; I. C. tin plates, \$5.75 to \$6.25; I. C. tin plates double, \$11.50 to \$12.00; Canada plates, \$3.90 to \$4.00; sheet iron, \$4.00 to \$5.50, according to grade; iron pipe, not pieces. 1 inch, 9½c; 1½ inch, 12c; 2 inch, 15½c; 2½ inch, 23½c; ingot tin, 29 to 30c per lb., bar iron, \$3.35 per 100 lbs.; shot, 6½ to 6¾; per lb.; tarred felt \$2.40 to \$2.50 per 100 lbs.; barbed wire, 6½c nett.

HIDES AND SKINS.

Receipts of hides of late show great improvement in the manner of take off and care in handling. Country butchers are beginning to find that it pays to handle their hides properly. Prices are firmer and have advanced ½c. Prices are: Hides, Winnipeg inspected, No. 1, 4½c; No. 2, 3½c; No. 3, 2½c per lb. Calf, 7 to 13 pound skins are quoted at 5c. for No. 1 and 4c. for No. 2. Deacon skins, 10 to 20c each, the lower price for cut skins. Sheepskins 15 to 30c each as to quality; newly killed skins with lung wool, bring best prices. Lambskins, 35c each. Tallow quoted: rough, 2½c rendered 4½c.; wool, low grades, 10c; shropshire and Southdowns, 11 to 12c; washed, 15c.

LUMBER.

A large quantity of lumber is being brought in from Manitoba points. All the lumber for the Northern Pacific and Manitoba railway work, including depot buildings, sheds, section houses, elevators, etc., being erected on the new lines of railway this fall comes from the south. Local dealers of course expected that the Northern Pacific Company would import lumber for work on its own lines, as it thereby secures the haul of the lumber, while to buy from local dealers would give the Canadian Pacific Railway the haul of the stuff, and the latter road does not reach a number of points on the Northern Pacific and Manitoba where the lumber is wanted. Dealers here and at country points are also importing lumber from Minnesota, to some extent. So far this has not affected quotations of home manufacturers, who claim that there is little if any cutting in prices, but if importations go on increasing, it will certainly affect local manufacturers' prices. Stocks of dry lumber are very light, last years' being about exhausted, and dry flooring, siding and ceiling is nearly sold out. This to some extent accounts for the large importations. In order to meet the competition from the Minnesota manufacturers, local lumber men claim that a reduction should be made by the Canadian Pacific railway in freight rates from Rat Portage. The present rate from Lake of the Woods mills to Winnipeg is 15½c per 100 pounds, a distance of 132 miles, while the Northern Pacific rate from Brainerd, Minnesota, to

Winnipeg is 20c per 100 pounds, or equal to \$60 per car, for a distance of nearly 400 miles.

PAINTS, OILS AND GLASS.

Linseed oil remains very firm. The mill here is closed down for new machinery, and is out of stock, and it is difficult to get supplies east, where stocks are light. Prices now are 80c per gallon boiled, and 77c raw, in barrel lots, and may be higher. Other prices are unchanged.

GRAIN AND PROVISION MARKETS.

WINNIPEG.

WHEAT

Leading wheat markets have shown a more buoyant tendency during the past week, with more active trading and a higher range of prices. At Minneapolis light receipts have kept prices on the firm side. Receipts at that market have been light so far this crop, and for several days last week were not sufficient to supply the mills, which had to draw from stocks in store. Rain, which stopped threshing, accounts for the light movement. At Chicago, last week opened on Monday with a weak feeling, which continued for the day, and was increased by the visible supply statement, which showed an increase in stocks of 1,485,000 bushels. The total visible supply on Sept. 14, was 15,697,834 bushels, against 31,372,431 bushels a year ago. The remarkably small proportion of No. 2 wheat in receipts at Chicago is causing a firmer feeling in that market, this being the speculative grade. On Wednesday Chicago took quite a strong turn, which continued on the following day, though there were no new features of importance to account for the change beyond those already fully discussed.

The local situation shows a steady increase in deliveries at country points in Manitoba, but with the exception of one or two points deliveries have not yet been large. Portage la Prairie shows the greatest activity a large quantity of wheat having been delivered by farmers at that place. Nearly all the wheat being bought in is being warehoused by farmers, who refuse to sell at prices offered, and prefer to hold their grain in store and pay carrying charges on it. Some shipments to Port Arthur and Duluth have been made on farmers' account for storage. As the farmers can raise money on their wheat in store, they are not forced to sell for want of cash. Wheat received continues to be mostly of fine quality, though some smutty samples have come to hand from the Portage district. Prices offered at country points, on a basis on No. 1 hard, range about 60c., to farmers. In some instances a cent or two higher has been offered, and at some points offers are from 1 to 2c. below the quotation given. The fact that published prices of quotations of Manitoba wheat at Montreal have for a long time been away in advance of actual values, has misled many here, who fancy that local dealers have not been paying as high figures as the situation warranted. It is reported that sales of Manitoba wheat, for future delivery are being made in eastern Canada, in the neighborhood of 90c. per bushel.

FLOUR.

There is no change to note in local prices

since last report. Eastern flour markets are reported rather dull, and with buyers holding for lower quotations. The output in Manitoba is light at present, as very little wheat is passing out of first hands yet. The most of the wheat so far delivered being held in store by farmers. Some mills are working to some extent on new wheat, and report that it works well. There is some smutty wheat in some sections but otherwise the bulk of this crop is of fine milling quality. Prices are as follows per 100 pounds to the local trade: Patents, \$2.50; strong bakers, \$2.30; second bakers, \$2.00; XXXX, \$1.50; superfine, \$1.20. Graham flour, \$2.30; middlings, \$2.50 per 100 pounds.

MILLSTUFFS.

Held at \$12 per ton for bran and \$13 for shorts, in car lots, and at \$1 per ton advance on these prices in ton lots. Ground feed scarce and held at \$23 to \$25 per ton, as to quantity and quality.

OATMEAL, POT BARLEY &c.

Prices are as follows: Standard per 100 lbs. \$2.60; granulated, \$2.75; rolled oats in 80 lb. sacks, \$3.00. Cornmeal is held at \$1.75 per 100 pounds. Pot barley, \$2.75 and pearl barley, \$3.25 per 100 pounds.

OATS

Stocks of oats are light and likewise receipts. A few loads are offering on the market, and bring about 38c. Small lots in the city, delivered, are being sold by dealers at about 45c. A car was delivered here at 35c., but this was on a contract made some time ago. The real value of cars on track here is hard to determine, and would depend upon the necessity of purchasers at the time, as stocks are too light and sales too few to fix regular prices. From 37 to 38c. would be in the neighborhood of values. The probability of a shortage in the supply of oats in the country is being discussed, and it seems to be the belief that at best the supply will not be greatly in excess of local requirements. At any rate, it is thought there will not be a sufficient surplus to admit of shipments either east or west from Manitoba to any extent, such as has been done in former years. There is already talk of shipping in oats to western territorial points, previously supplied by Manitoba, from Ontario, and the trade eastward between Manitoba and Ottawa, usually supplied by Manitoba, will be handled by Ontario dealers this year, as prices are too high here to compete with Ontario.

BARLEY.

Some feed barley has been disposed of at 38 to 40c, which is the only movement heard of.

BUTTER.

There has been more firmness in the butter market since the cooler weather set in. Sales have been made at better figures for the city trade, and there has been some demand from British Columbia and western points. As usual only good to fine qualities are wanted, and there is the old difficulty of getting qualities good enough to suit the wants of buyers, while the supply of medium is plentiful. For the city trade as high as 17c per pound could have been obtained for really choice, in limited quantities, and sales have been made at 14 to 16c for city and on shipping account, for such as is in stock. From 14 to 15c has been offered for stocks held by country dealers, and even as high as 15c, but in this case only for pick of stocks. Eastern advices report declining prices at Montreal, as stocks are in excess of local requirement. At Montreal creamery is held at 18 to 20c, and western butter at 14 to 16c per pound. At Toronto dairy is quoted at 15 to 17c, and store packed at 11 to 14c.

CHEESE.

Offers for stocks at factories here have usually been at about 8c per pound. Some sales have been heard of at this figure, though other factories are holding for a higher price. The latest advices from the east report continuance of the strong feeling in that quarter. At Montreal 9½ to 9½c has been paid for finest white,

and finest colored has gone a fraction higher, though there is little difference in the relative value of the colors, white being worth nearly as much as colored. British markets have advanced nearly in proportion to the advance in Canada. Medium qualities at Montreal are quoted from 8½c upward.

EGGS.

About 15c seems now to be the pretty general quotation, in jobbing lots, per dozen.

LARD.

Held usually at \$2 per pail in 20 pound pails.

CURED MEATS.

There is very little packing being done in the city, and stocks held are mostly imported. Close quotations are as follows: Dry salt, 9½c; rolls, 11 to 11½c; breakfast bacon, 13 to 13½c; hams, 14 to 14½c per pound.

DRESSED MEATS.

Beef is now offered freely at 5c per pound, for sides or carcasses, for best quality, by wholesale butchers. Mutton quoted at 8 to 9c per pound by the carcass, and dressed hogs at 6½ to 7c. Hogs were somewhat firmer, and some wholesale butchers were talking of holding for 7½c. If this figure is reached, it is not likely to hold long, but will only last during the temporary shortage, as receipts are expected to increase soon. Purchases from farmers of a few country dressed hogs have been made as low as 6c per pound and range up to 6½c. Lamb is worth about 10c per pound, and veal 6 to 6½c.

DRESSED POULTRY AND GAME.

Spring chickens bring 12½c per pound dressed, and old fowl about 10c. Wild ducks bring from 30 to 35 per pair.

LIVE STOCK.

Cattle are easy, and the general range of prices is from 2 to 2½ cents per pound, live weight. Sales have been reported at a fraction above these figures, but only choice animals would bring over 2½ and 2½c would be an outside price. Quite a number of shipments have been made eastward from Manitoba, to Montreal, and heavy steers for shipment would bring something better than prices quoted. Latest sales of hogs have been made at 4½c live weight here. Two car lots are reported at this figure. Receipts of hogs have been rather light, and are taken by butchers, the supply not being sufficient for packing. Receipts are expected to increase. Recent shipments of cattle east have not realized as well as earlier shipments, the export demand at Montreal having fallen off, and prices were easier. Latest cables reported further declines in British markets for cattle, and shippers to Great Britain have notted a loss. A decline of over ¾c per pound is reported by cable from Britain, owing to large offerings, poor quality and light demand. A Liverpool cable reported Canadian steers at 10½ to 12c for medium to choice, and 8 to 10c for inferior 1 bulls. At Montreal offerings were large. Good butcher's cattle in that market sold early last week at 3½c, fair at 3 to 3½c and common at 2½c per pound live weight. Export cattle of about 1,200 pounds weight, sold about 3½c and heavier from 4 to 4½ cents.

VEGETABLES.

The feature of the vegetable market is the large quantity of stuff brought in from the south. Car lots of roots, vegetables, green stuff, and even such things as pumpkins and squash are arriving almost every day, and despite the duty of about 25 per cent, this imported stuff is selling at even lower prices for some sorts than has usually been obtained here. This dry season has seriously affected the vegetable gardens, and but for the imports now being made, prices for all kinds of vegetables, except potatoes, would be very high here this year. This is one of the advantages of railway competition as the stuff is coming in by the Northern Pacific. Following are quotations, most of the stuff being imported, except potatoes, turnips, etc. Potatoes easier at 35 to 40c per bushel from farmers on the market. Carrots \$1 per bushel, par-

snips \$1 to \$1.25 per bushel, beets, 75c per bushel, turnips 60c per bushel, onions \$1.50 per bushel, cabbage 40c to \$1.00 per dozen as to quality, celery 40c per dozen, cauliflower scarce at \$1 per dozen, tomatoes, ripe, \$1.50 bushel, do green, \$1 bushel, hubbard squash, \$1.50 per dozen, vegetable marrow, \$1 to \$1.50 dozen, pumpkins, \$2 dozen, citron, \$1.80 to \$2 dozen, green corn, 15c dozen ears, sweet potatoes, 5c pound.

MEDICINAL ROOTS.

Seneca or snake root is being received, and brings 28 to 30c per pound.

Toronto Hardware Trade.

The most important feature in connection with the business this week has been the advance made by manufacturers of cut nails and horse shoes, who have put their prices of 3-inch and up to \$2.65, an increase of 15c per keg, and horseshoes to \$3.40 to \$3.75 as to brand. Horse nails have not yet advanced, but an increase is daily expected. Stocks of nails in the hands of local dealers do not appear to be heavy, and from some quarters there is difficulty in getting deliveries. Heavy goods are still moving freely and prices continue very firm. From both foreign and Canadian manufacturers it is very difficult, and in some cases almost impossible to get prompt delivery of goods ordered. Some of the mills are a good deal behind in their orders.

Antimony—Cookson's, per lb. 16½ to 18c; other makes, per lb. 16 to 16½c.

Tin—Lamb & Flag, 56 and 28 lb. ingots, per lb., 24 to 25c; straits, 100 lb ingot, 24 to 25c.

Copper—Ingot, 13 to 15c; sheet, 15 to 17c.

Lead—Bar, 5 to 5½c; pig, 4 to 4½c; sheet, per roll, \$4.75 to \$5.25; shot, 5½ to 5¾c.

Zinc—Sheet, 6 to 6½c; solder, hf and hf, 20 to 22c.

Brass—Sheet, 21 to 29c.

Iron—Pig, Carbu. \$22.50; Nova Scotia, No. 1, \$24.50; Nova Scotia, bar, \$2.50; bar, ordinary, \$2.25 to \$2.30; Swedes, 1 in. or over, \$4.25 to \$4.50; Lowmoor, 5½ to 6c; hoops, coopers, \$2.75; do. band, \$2.75; tank plates, \$2.25 to \$2.50; boiler rivets, best, \$4.50 to \$5; sheet, 10 to 18 gauge, \$3; 22 to 24 do. \$3.25; 24 to 26 do. \$3.25; Russia sheet, per lb. 10 to 11c.

Galvanized iron—Best, No. 22, 4½ to 5c; do. No. 24, 4½ to 5½c; do. No. 26, 5 to 5½c; No. 28 5½ to 6c.

Iron wire—Nos. 1 to 8, per 100 lb. \$2.60; No. 9 do., \$2.65 to \$2.70; No. 12 do., \$2.95; galv. iron wire, No. 6, \$3.25; barbed wire, galv., 6c; do. painted, 4 to 5c; coil chain, ¾ in. 4½ to 4¾c; iron pipe, off list, 60½ p.c.; do. galv. off list, 30 p.c.; boiler tubes, 2 in., 10c; do. 3 in., 15c.

Steel—Cast, 13 to 14c; boiler plate, ¾ in., \$3; 5-16 do., \$2.90; ¾ do., \$2.85; sleigh shoe, \$2.50.

Cut nails—10 to 20 dy. pkg 100 lbs. \$2.90 to \$2.95; 8 dy and 9 dy, \$3.15 to \$3.20; 6 dy and 7 dy, \$3.40 to \$3.65; 4 dy and 5 dy, A.P., \$3.65 to \$3.80; 3 dy, C. P., \$3.90; 2 dy, A.P., \$4.40.

Horse nails—Pointed and finished, 60 per cent. off list.

Horse shoes—Per keg, \$3.75.

Canada plates—Penn's, \$3; do. Horton's, \$2.85 to \$2.90; do. Blaine's, \$2.85 to \$2.90; do. Dover's, \$2.85 to \$2.90.

Tin plate—IC coke, \$4 to \$4.10; IC charcoal, \$1.35 to \$6; IX charcoal, \$5.35 to \$7.25; INX charcoal, \$6.35 to \$8.50; DC charcoal, \$3.85 to \$4; IC M. L. S., \$5.75 to \$6; Garth, \$2.50.

Window glass—25 and under, \$1.50 to \$1.75; 26 x 40, \$1.60 to \$1.85; 41 x 50, \$3.60 to \$3.70; 51 x 60; \$4 to \$4.10.

Gunpowder—Can blasting, per keg, \$3.25 to \$3.50; can sporting FF, \$5; can sporting FFF, \$5.25; can rifle, \$5.25.

Rope—Manilla, 15c; Sisal, 13c.

Axes Keen Cutter and Peerless, \$7.50 to \$8; Black Prince, \$7.50 to \$8; Bushranger, \$7 to \$7.25; Woodpecker, \$7 to \$7.25; Woodman's Friend, \$7 to \$7.25; Gladstone and Pioneer, \$11 to \$11.25.—*Empire.*

T. B. McALPIN, grocer and baker, Moosomin, Assa., is dead.

WM. GREYSON is putting up a building at Moose Jaw, Assa., to be used as a private bank and law office.

F. STARKEY, late of the New Douglas house, Winnipeg, will build a hotel at Carman, Man., for which tenders have been asked.

Misses McCrac and Purvis, have opened a dress and mantle making establishment in the Martin & Curtis block, at Portage la Prairie.

J. McAULEY who has been in the Hudson Bay Co's store at Prince Albert for the past two years, has been appointed manager at Green Lake for the Company.

THE Duluth & Winnipeg railroad will be completed from Duluth to the Mississippi river this fall. With a big push next year, the road

could be carried through to Winnipeg by the end of 1890.

A. A. Watson has received the appointment of city ticket agent at Portage la Prairie for the N. P. & M. railway. He has now the G. N. W. Telegraph office, N. P. & M. R. express and ticket agency.

P. A. D'ARTEUIL, dry goods dealer, Winnipeg has assigned to S. A. D. Bertrand, official assignee. The creditors will meet on Tuesday, October 1st, for the purpose of considering the affairs of the estate.

THE Edmonton Building and Investment Company, with a capital stock of two thousand dollars divided into two hundred shares of ten dollars each, has been incorporated. It is composed of Hon Richard Hardisty, H. C. Wilson, John Cameron, Geo. Kinnaird, C. Young, H. S. Young, P. Day and Alex Taylor, all of Edmonton.

C. D. BELL, who has been some six years in the grocery business at Portage la Prairie, and who has moved along cautiously heretofore, now feels himself safe to branch out a little. He has now taken the corner store, recently vacated by Wm. Garland, where he will have about double the room that he had in his old quarters, and is adding a full line of crockery, glassware, etc., to his grocery stock.

WM. GARLAND, long known as one of the leading business men of Portage la Prairie, has just completed a very fine new store building at that place which he has occupied himself. The building, which is owned by Mr. Garland, is a solid brick structure, 32½ by 75 feet in size,

and two storeys high, with cellar the full size of the building. The store is well lighted being fourteen feet six inches from floor to ceiling, and having a plate glass window the full size of the front, and another large window on the side, the store being on the corner. Mr. Garland claims that the windows in his store are the largest lights of plate glass in Manitoba. The stock carried consists of mens' and boys' good in all lines except boots and shoes, and it is questionable if any store in Winnipeg in the same line can make a better showing than does this establishment.

Western News and Business Notes.

A new depot building is being erected at Rat Portage. It was badly needed.

Five families of immigrants from Germany arrived at Langenburg, the end of track on the Manitoba Northwestern railway, and have taken up homesteads.

The new hospital building at Medicine Hat, Assa., is approaching completion. The Dominion Government placed \$2,000 in the estimates in aid of this hospital last session.

From May 1st to September 8th 1,450 guests have registered at the C. P. R. Hotel, Banff, including a very great number of medical men from all parts of Canada and the United States.

The *Gazette*, of Macleod Alberta, reports the arrival at that place of a number of settlers from Montana, Idaho and other states from the south. As it is stated the new settlers will locate at Lee's Creek, it is probable they are Mormons, as Alberta's Mormon colony is located in that district.

A. W. MORRIS & BRO. MONTREAL.

BAGS

THE BEST EQUIPPED BAG WORKS IN CANADA

The following lines give a very forcible and correct illustration of the output of the Canadian Bag Manufacturers:



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The Others.

JUTE BAGS

Brown, Bleached, Half Bleached, Striped, Fine Hessian, Double Warps, Chain or Overhead Sewing Selvage Top or Hemmed.

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All Sizes for all Purposes. Printed in Artistic Designs.

Manitoba and Northwest Agents:

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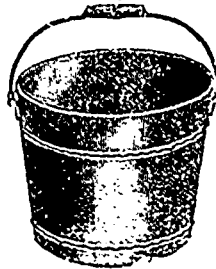
THE E. B. EDDY M'F'G CO.

Manufacturers of Pails, Tubs, Butter Tubs, Matches and Woodenware of Every Description.

PATENT SPRING STEEL WIRE HOOPED

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PAILS AND TUBS



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These Hoops are Sunk in Grooves and cannot Fall Off, allowing for Expansion and Contraction of the Staves.

SEAMLESS AND INDESTRUCTABLE.

CANNOT LEAK, SHRINK, SWELL, RUST OR WATER SOAK.

TEES & PERSSE, Winnipeg,

Agents for Manitoba and the Northwest

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J. H. GLASS.

Stevens, Glass & Clarke,

(Successors to C. S. Hyman & Co.)

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EXTRA FINE,
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Our Brands: { Reliance Terrier,
Mikado and General
Arthur.

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Chicago Board of Trade Prices.

On Monday, Sept. 16th, wheat opened about $\frac{1}{2}$ to $\frac{3}{4}$ higher than on Saturday's close, Sept. starting at 77 $\frac{1}{2}$ c, and L. mber at 78 $\frac{1}{2}$ c. The range was from 76 $\frac{1}{2}$ to 77 $\frac{1}{2}$ for September, and 78 $\frac{1}{2}$ to 79c for December, during the day. The feeling was rather weak, and this was increased when the statement of stocks was made showing an increase of 1,485,000 bushels in the visible supply. Provisions were strong, pork netting a gain for the day over Saturday's closing prices of 30c. Lard and ribs also advanced. Closing prices were:

	Sept.	Oct.	Nov.	Dec.
Wheat	76 $\frac{1}{2}$	76 $\frac{1}{2}$	—	78 $\frac{1}{2}$
Corn	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32	31 $\frac{1}{2}$
Oats	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$
Pork	11.20	11.20	9.25	—
Lard	5.95	5.90	5.50	—
Short Ribs	5.07 $\frac{1}{2}$	4.87 $\frac{1}{2}$	4.62 $\frac{1}{2}$	—

On Tuesday, September wheat ranged from 76 $\frac{1}{2}$ to 76 $\frac{1}{2}$ c, and December from 78 $\frac{1}{2}$ to 79c. Though the range was narrow prices were firmer, due to local causes, one of which was that receipts graded low. Out of 315 cars of winter wheat received only 8 cars graded No. 2. Closing prices were:

	Sept.	Oct.	Nov.	Dec.
Wheat	76 $\frac{1}{2}$	76 $\frac{1}{2}$	—	78 $\frac{1}{2}$
Corn	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32	31 $\frac{1}{2}$
Oats	19 $\frac{1}{2}$	19 $\frac{1}{2}$	—	19 $\frac{1}{2}$
Pork	11.22 $\frac{1}{2}$	11.22 $\frac{1}{2}$	9.25	—
Lard	5.92 $\frac{1}{2}$	5.90	5.77 $\frac{1}{2}$	—
Short Ribs	5.07 $\frac{1}{2}$	4.82 $\frac{1}{2}$	4.60	—

Wheat took a big jump at the opening on Wednesday, September starting $\frac{3}{4}$ c and December $\frac{1}{2}$ c higher than Tuesday's closing prices. The range during the day was from 77c to 77 $\frac{1}{2}$ c

for September, and 79c to 79 $\frac{1}{2}$ c for December. Opening prices were the lowest, and closing the highest of the day. Trading was active and some foreign buying orders were received, which gave tone to the market. May wheat closed at 83 $\frac{1}{2}$ c. Closing prices were:

	Sept.	Oct.	Nov.	Dec.
Wheat	77 $\frac{1}{2}$	77 $\frac{1}{2}$	—	79 $\frac{1}{2}$
Corn	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	31 $\frac{1}{2}$
Oats	19 $\frac{1}{2}$	19 $\frac{1}{2}$	—	19 $\frac{1}{2}$
Pork	11.10	11.10	9.20	—
Lard	5.90	5.87 $\frac{1}{2}$	5.75	—
Short Ribs	5.05	4.82 $\frac{1}{2}$	—	—

There was brisker trading on Thursday in wheat, and the stronger feeling noticeable the last two or three days was even more pronounced. Closing prices for wheat were within $\frac{1}{2}$ to $\frac{3}{4}$ c of the top range for the day. Closing prices were:

	Sept.	Oct.	Nov.	Dec.
Wheat	—	78 $\frac{1}{2}$	—	79 $\frac{1}{2}$
Corn	—	32 $\frac{1}{2}$	31 $\frac{1}{2}$	31 $\frac{1}{2}$
Oats	—	—	—	—
Pork	—	11.10	9.25	—
Lard	—	5.90	—	—
Short Ribs	—	—	—	—

Prices had a wider and higher range on Friday. Closing prices were weaker and lower, being as follows:

	Sept.	Oct.	Nov.	Dec.
Wheat	—	78 $\frac{1}{2}$	—	79 $\frac{1}{2}$
Corn	—	32	31 $\frac{1}{2}$	31 $\frac{1}{2}$
Oats	—	—	—	—
Pork	—	11.00	9.25	—
Lard	—	5.90	5.50	—
Short Ribs	—	—	—	—

Duluth Wheat Market.

On Friday, September 20, No. 1 hard wheat at Duluth closed as follows: September, 80 $\frac{1}{2}$ c; December, 81 $\frac{1}{2}$ c.

T. S. HAMILTON, painter, Winnipeg, has assigned in trust.

The Stewart house Manitou, Man., is to be enlarged by the addition of a commercial room, 20 x 40 feet.

J. SELBY and H. TOOK are building a feed and livery stable at Miami, on the new N. P. & M. branch, west of Morris.

W. D. RUTTAN, general merchant, Manitou, Man., advertises selling of stock in view of a change in business, owing to health reasons.

CHAS. CROTHERS, of the Oriental Hotel, Winnipeg, has sold out, and in partnership with J. W. RILEY, formerly C. P. railway conductor, has opened the Tremont House at Pilot Mound, Man.

AN error on the part of the compositor in reporting the sale of the stock of Levi Stockton, gent's furnishings, Brandon, to C. E. MILLER made it appear that the business had been sold, to Paisley, Miller & Carscaden. The words "formerly of" having been omitted. The firm of Paisley, Miller & Carscaden is not now in existence, and Jas. Paisley has no connection with the recent purchase by Miller.

THE sudden death of H. J. CLARKE, Q.C., of Winnipeg, removes another familiar name from among the list of the living. Mr. Clarke took an active part in politics during the early days of Provincial Government in Manitoba, and was for a time Attorney-General of the province. He died suddenly on a Canadian Pacific railway train near Medicine Hat, while en route to the Pacific coast. He carried a life policy of \$10,000.

The Spurt in Cheese.

Since our last issue the cheese market has been characterized by a stronger tone and more active demand, with an advance of fully 1/2c per lb. on last week's quotations. Sales have been made in this city of finest cool August cheese (white) at 9 1/2c per lb., which figure is now easily obtainable, and the sale is reported of a lot at 9 3/4c. Finest August colored is held firmly at 9 1/2c, and 9 3/4c was paid yesterday at Napawee. Several sales of medium qualities have taken place here at 8c to 8 1/2c, and altogether the market has assumed a much healthier position. Advices from the interior indicate quite an active state of affairs, buyers in their anxiety to secure certain factories having bid up prices on each other in lively fashion, and it is said that the August make has been pretty well bought up with the exception of Ingersoll and Brockville offerings. Private cables from Liverpool report the price of finest cheese 40s 6d, being an advance of 2s 6d on the week, tallying well with the rise on this side—*Montreal Trade Bulletin*, Sept. 13.

Tobacco Culture in Manitoba.

Michael Ruby brought to this office a sample of tobacco, grown in his garden at Huns Valley this season. The leaf is two feet nine inches long, and the stalk stood five feet high. Some of the tobacco prepared for use seemed to be of very good quality. The seed was procured from Hungary. A very large business is done in the Province of Quebec in the cultivation and manufacture of tobacco. Why cannot it be imitated here?—*Minnesota Tribune*.

J. S. NORRIS. JAS. CARRUTHERS.

NORRIS & CARRUTHERS,

WHEAT EXPORTERS,

TORONTO and MONTREAL

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

HOGS WANTED.

Having bought out the Manitoba Packing & Provision Co. we will pay the Highest Cash Price for live or dressed Hogs.

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WHOLESALE AND COMMISSION,

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SAMUEL HOOPEE, DEALER IN MONUMENTS, HEAD STONES, Mantle Pieces, Grates, etc. Special designs furnished on application. Cor. Bannatyne and Albert St. Winnipeg.

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Wholesale Provisions,
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—DEALERS IN—

Mess Pork, Hams, Bacon,
Lard, Butter, Eggs, &c.
At Close Prices to the Trade.

Consignments of Farm Produce solicited and carefully handled. Ample storage capacity. CORRESPONDENCE INVITED.

HOGS

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—AT—

Allen & Brown's,

PORK PACKERS,

70 McDERMOT STREET, - WINNIPEG.
WHOLESALE PROVISIONS.

J. S. CARVETH & CO.

PORK PACKERS

Sugar-Cured Hams, Breakfast Bacon, Spiced Roll, Pure Pork Sausage, Long Clean Bacon, Bologna Sausage.

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These doors are made in two horizontal sections, the upper one hinged at the top, the lower at bottom. By a slight lift on the handle, the two doors being exactly balanced, swing open, the lower one stopping when precisely level with the bottom of the oven, forming a solid, wide and substantial shelf. The operating device is very simple, and is all outside, where it may be easily taken apart and in no way interferes with the oven. The enterprising dealer will at once see the grand "selling feature" of this invention.

We manufacture a complete line of Oval Pot Ranges, Coal and Wood Cooks. Send for Catalogue and Price List. Warehouses and City Foundry: Queen St., MONTREAL.

Hardware and Stove Works: LONGUEUIL. Office of Canada Wire Co. - E. R. IVES, President.

Barb Wire Fencing, Wire Mats, Etc. Stoves, etc., can be procured in Winnipeg at 54 Process Street, from our agent, J. O. T. Cleghorn.

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DRUGS AND MEDICINES

Every requisite for the Drug Trade promptly supplied.

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ALL GRADES OF WRAPPING, PRINTING AND WRITING PAPERS IN STOCK IN REGULAR SIZES AND WEIGHTS.

SPECIAL SIZES MADE TO ORDER.

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BUFFALO ROBE

The most Perfect Substitute for the Real Buffalo Skin ever Produced.

WARM, HANDSOME AND DURABLE
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DRY GOODS,

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

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Robt. Mitchell & Co

Proprietors, Manufacturers of

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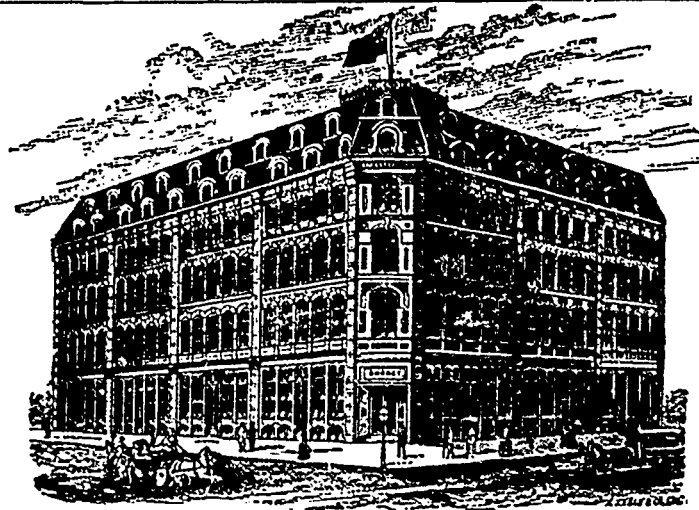
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MEDICINE HAT, - - - ASSA,

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

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Dealers in—
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YATES ST., VICTORIA, B.C.

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Consignments Received in all Lines. Correspondence Solicited.

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Samples on application.

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GRAIN & PRODUCE.

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Large and Varied Stock of School Requisites.
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The only strictly first-class hotel
in the province.

LELAND HOUSE, VANCOUVER,

British Columbia.
The leading commercial hotel of the city.
Directly above the C.P.R. Station and Steam-
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rooms for travellers.
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Fish! Fish! Fish!
HEADQUARTERS FOR FISH—IN STOCK AND TO ARRIVE.
Boneless Cod in 5, 25 and 40 lb. boxes.
Boneless Fish in 5, 25 and 40 lb. boxes.
Finnan Haddies in 30 and 50 lb. boxes.
Labrador Herring in bbls. and half bbls.
Bloaters, Smoked Herring, Fresh Codfish,
Haddock, Smelts, Tommy Cods, &c.
EGGS, BUTTER, CHEESE, FRUIT, ETC.
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H. S. Howland, Sons & Co.
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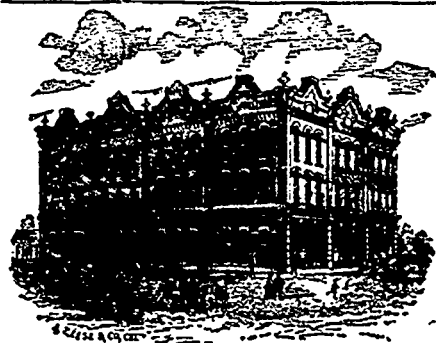
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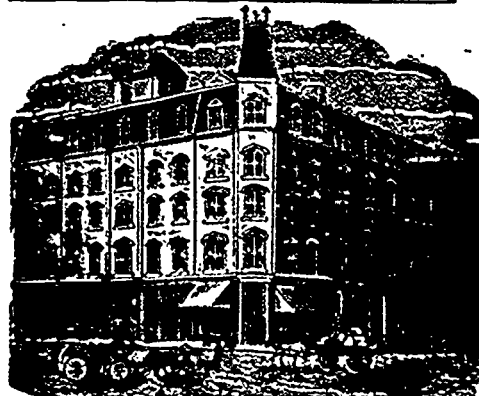
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EMBROIDERIES FOR NEXT SPRING.
Samples of all qualities, matched and un-
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Represented by H. A. DRISCOLL & CO.,
ROOMS 26 AND 28 McINTYRE BLOCK,
P.O. Box 179, WINNIPEG.



HOT AIR FURNACES
Estimates given on application.
THE E. & C. GURNEY CO.,
OFFICE: Cor. Alexander and Princess Sts.,
WINNIPEG.



THE CLARENDON.
The only FIRST CLASS solid brick hotel in
Winnipeg. Elegant Dining Room.
TERMS MODERATE.
BENNETT & CO., PROPRIETORS.

Portage la Prairie.

A representative of THE COMMERCIAL took a run out to the Portage recently over the new Northern Pacific and Manitoba branch road. The railway seems to have been well built, for although the ballasting is not yet completed, the train slid along quite smoothly, and with an absence of the swinging motion usually noticeable on new roads. Two long trains are now engaged in hauling gravel from the pit located near the road, nearly midway between Winnipeg and the Portage, and the road will soon be all ballasted and in good condition as any road in the country. The road has been enclosed with wire fencing for some distance westward from Winnipeg, and gates have been put up to allow settlers to cross the track. Where wagon roads cross the track they have been graded up to a level with the track. Depot buildings will be erected at several points along the road. There is very little settlement along the road, though toward the Winnipeg end some cultivation is noticeable and some new breaking has been done. The country is apparently well adapted to settlement and there are some elegant sites for homesteads along the road, especially toward the Winnipeg end. About midway between the two points there is a considerable stretch of fine hay country. A number of parties were camped out here putting up hay. The Portage end of the road is through a heavy wood country, and the track along this portion of the road runs between solid rows of cordwood for miles. Thus an additional source of fuel supply for the city has been opened. A few miles from Portage the road crosses to the north side of the Assiniboine river and enters the fine wheat fields of the Portage plains. The road enters the town parallel with and a little to the south of the C. P. Ry. A depot building will soon be erected and a grain elevator on the new road is already nearly completed. In the meantime farmers are loading their wheat from the wagons direct to cars, and in this way quite a quantity of wheat has been already taken out. The Portage people are naturally greatly elated at the advent of the new road, thus giving them competition to all points east and south. They can now run down to Winnipeg in the morning, transact business and return the same day, as trains over the new road leave at 7 in the morning for Winnipeg and return in the evening.

The town of Portage la Prairie has been greatly improved in appearance during the last year or two by the consolidation of the business portion of the town. Formerly the scattered appearance of the town was always a matter for comment on the part of visitors. This has now changed. Some time ago a disposition was shown on the part of some of the merchants to move to a central location. Other soon followed, and now the business places have all been moved to Saskatchewan avenue. The town now presents quite a solid appearance. The consolidation of the town will reduce municipal expenditure. The buildings have not lost in appearance from being moved from former locations. On the contrary they have been raised up, and almost re-built in many instances, painted and fixed up so as to look like new buildings. For instance, the large biscuit factory has been moved to the avenue,

transformed into a block of stores, bricked over, and now has the appearance of a large and substantial brick store.

Altogether the appearance of the town is vastly improved, and with municipal difficulties fixed up, a new railway, good crops and expanding trade, the Portage has apparently taken a new lease of life. Indeed, in the old boom days, the town hardly looked more prosperous than it now does.

Talking about crops, the Portage plains really present a magnificent appearance with their grain stacks closely dotted in every direction, or with fields in stook so close together that a wagon could hardly be drawn between them. A drive of a few miles around the town will show the secret of Portage's prosperity. Up to the first of last week nearly 100,000 bushels of new wheat had been marketed, though a great deal of the threshing remains to be done. Farmers were threshing right from the stook in many instances, without stacking. Owing to the low prices, farmers were only storing their grain in the elevators, to hold for future sale, as they would not dispose of it at the prices offered. An idea of the extent of grain growing on the Portage plains may be gained from the estimate that fully seventy-five threshing outfits are now at work within the district tributary to the town.

The 350 barrel flour mill of the Portage Milling Co was shut down at the time of our visit, to be overhauled to commence on the new crop. This mill has run very successfully since its completion in 1882, and almost without interruption, except for occasional repairs, or to extend capacity. The annual meeting of the company was held recently, and the following officers elected: H. M. Campbell, president; W. B. Unsworth, vice president; Jas. McLenaghan, managing director; R. S. Thompson, secretary. The Pioneer Oatmeal Mill, owned by Johnston & Barclay, was also undergoing a thorough overhauling preparatory to commencing the new season. New cleaning machinery is being put in this mill, which will add very materially to the value of the plant. This mill turns out oatmeal and rolled oats of all grades, pot and pearl barley, ground feed, etc.

Among improvements now being considered is the establishing of a system of electric lighting for the town. A company is asking for the exclusive right to erect poles and maintain a system of electric lighting for seven years. The company guarantees satisfaction in regard to cost and quality of light to be furnished. The same company also asks for the right to build street railways, and to have the exclusive right to operate railways in the town for five years from the time of completion of the first road. From this it will be seen that the Portage is already beginning to think of putting on city airs.

The people are anxious to see the new Northern Pacific and Manitoba railway extended to Lake Manitoba, as they believe it would lead to the development of a very considerable lake commerce, which would centre at their town. They are also desirous of having a mail over the new railway from Winnipeg, as they could order goods from the city by the morning train, and receive them the same day.

One point which shows the prosperity of the Portage is the scarcity of houses for rent. It is a difficult matter to obtain a good house in the town at present, and some capital is required for the erection of a few good houses for renting. Another thing which shows the increasing commercial importance of the place, is the growth of the banking interest. The last time a COMMERCIAL representative visited the place there were no chartered banks. Now there are two such institutions in addition to the private banks. In the educational line a fine building is being erected to be used as a college. The building is being built for the Lansdowne college, which was established two or three years ago. In the manufacturing line an effort is being made to again put the paper mill in operation. This mill was established some years ago, but has been idle for a long time. There should be a market in Manitoba for the product of at least one mill, and it is to be hoped the Portage paper mill will not be long idle.

J. M. Taylor, lumber dealer, reports that the lumber trade has been brisk the past season. A big trade has been done with farmers, and also a good town trade. Since the opening of the new railway lumber is being brought in from Minnesota.

In hotel accommodation a marked improvement has taken place in the Portage. There are now six licensed hotels in all, two or three of which afford very good accommodation for travellers. The latest hotel is the Leland House, centrally situated, and recently opened by W. Nevins. The Leland has been newly calomined and carpeted throughout, and is as clean as a pin from top to bottom. The Leland will add greatly to the better class of hotel accommodation of the town, and altogether is one of the cleanest and most comfortable hotels to be found in Manitoba. A fine sample room has been prepared for commercial travellers. The old Bellevue house has also recently changed hands. Banister & Dade, who now have the house, are doing considerable tearing down and making changes in the premises.

W. H. Treleaven, real estate agent, states that land in the Portage plains is held at from \$7.50 to \$30 per acre. One ¼ section sold this season for \$9,000, and another for \$10,000. There were no buildings of any value on these properties, but some cultivation had been done. Some farmers value their property at as high as \$40 per acre. One farm which three years ago sold for \$4 per acre sold this summer at \$18 per acre. On the south side of the Assiniboine river, where not much settlement has yet been made, land is held at from \$2 to \$6 per acre.

British Columbia.

J. C. Miller, harness, Vancouver has sold out.

Gray & Co., grocers, Vancouver, advertise going out of business.

J. W. Keller, lime, pottery, etc. Victoria, has taken in S. C. Burris as partner.

Currie & McDonald, bakery, etc., Vancouver have dissolved; Currie continues.

The editor of the Nanaimo Free Press has been presented with a basket of apples, weighing one pound each apple. They were grown in the Nanaimo district of Vancouver Island.

The Caledonian Hotel in Westminster has been opened by R. W. McIntosh.

The organisation of a branch of the Imperial Federation League, has been completed with success at Vancouver.

The Windsor Hotel, Vancouver will be opened under the management of Brocklesby and Allenlate of Hotel Vancouver.

M. Hirschberg has opened an office at Vancouver where he will carry on business as an accountant, auditor and financial agent.

A. E. Ollcott, of New York, has made application for 40 acres of flat land near Yale, which he proposes mining on the hydraulic system.

Vancouver has a strike of longshoremen. The C. P. R. people refused to recognize the rules of the Union, to which the men belong, hence the strike.

Another tug is to be added to the Fraser river fleet. The new one is being built by the McPhee Brothers for W. H. Vianen, of Westminster.

The Bank of British Columbia has decided to open a branch at Seattle, Washington. J. Keith Wilson, at present accountant of the bank in Victoria, has been appointed manager of the new branch.

W. & G. Wolfenden of Westminster, have announced that they intend clearing out their stock of dry goods, clothing, etc., at cost, having decided to confine their operations to the grocery line only.

The C. P. R. freight department has made a reduction of 10 cents per 100 lbs. on freight between Vancouver and Westminster. This is equivalent to a reduction of 50 per cent. The distance between the two cities 25 miles.

The first large shipments of this year's pack of canned salmon to eastern points, via C. P. R. were on Sept. 9th. The salmon is consigned to parties in Montreal, Toronto, Hamilton and London. Several other large shipments will be made within a few weeks.

A heavy shipment of sealskins was made recently to London, by E. B. Marvin & Co., and Carne & Munsie of Victoria. The total number of skins was 4,750, and they were packed in 80 large casks. Their value laid down in London will be in the neighborhood of \$36,000.

The manager of the Banff coal mines was in Port Moody recently making arrangements for the erection of bunkers. It is stated the company has made arrangements with a firm in San Francisco for a large supply of coal and intend to ship 100 tons from Banff to Port Moody daily, en route to San Francisco.

Robt. Ward & Co., of Victoria, in their last shipping report say: The British ship Titania, Danish ship Doris Brodersen and German barque H. Hustede, are all loading canned salmon for London direct. The British barque Norcross has been fixed to load a similar cargo for London or Liverpool @ 41s. 3d.

Abel Smith, recently shot two deer within the city limits of Nanaimo, whereat the Nanaimo Free Press remarks: "It is not often that deer come so close to the city, and in this case they paid dear for their temerity." Nanaimo is not to be outdone by Winnipeg, where recently it is alleged a bear attacked a woman in

the scrub within the city limits near the southern boundary.

Lyne & Milne, contractors for the Victoria electric street railway, have begun operations for the construction of the power and car houses. The buildings will have accommodation for nine cars. The power house will be large enough to generate 1,000 horse power. Furnace, boiler rooms, offices for the company, etc., will also be built, and the structures will be ready for use in about thirty days.

The agreement between the City and the Vancouver Electric Illuminating Co., binds the latter to supply two thousand candle power, Thomson-Houston arc lights, at the rate of forty four cents per light for every night desired by the corporation. The agreement covers a period of five years, the corporation having the option at the end of one year to purchase the entire plant at a price to be fixed upon by arbitrators.

The Westminster Columbian says: Although a number of the cannery-men have decided not to pack the coho salmon run this year, for fear of over production and a consequent fall in the market price of canned salmon, yet there are not a few of the packers who will take advantage of the run and increase their present pack as largely as possible. An effort was made by a few of the leading packers to come to an agreement not to can any more fish this season, but the movement failed owing to a diversity of opinion regarding the possibility of over production. On Monday Sept 16 the season opens again, and once more the fishermen's boats and floats will give the river a lively appearance.

Vancouver World: The provisional prospectus of the Union Steamship Company of British Columbia (Limited) has just been published. The company is to have a capital of \$100,000, in 4,000 shares of \$25 each. The prospectus states that the company is formed to acquire, carry on and extend the business of Capt. McPhadden, known as the Burrard Inlet Ferry Company, as a going concern, and to own steamboats, lighters (scows) and vessels for mail, passenger and freight traffic in the waters of British Columbia, or elsewhere. This business was inaugurated in Vancouver, B. C., during January 1886, and at present consists of three steamers known as the Skilegate, Leonora, and Senator, together with seven lighters and water lighter (scow) fitted with steam pump, also all the requisite gear and plant, used in connection therewith.

Personal.

J. H. Ashdown, wholesale hardware, Winnipeg, went west on a business trip last week.

Mr. Chisholm, of the Winnipeg Barb Wire Works, returned recently from a very successful business trip west.

R. J. Whitla, wholesale dry goods, Winnipeg, has started for the east, and will cross the Atlantic, on a business trip.

James Burridge, manager at Winnipeg for the E. & C. Gurney Co., returned last week from a visit as far west as Kamloops. He reports that capital is badly needed to develop the mineral wealth of interior British Columbia.

Special Excursion Rates.

Minneapolis Exposition and Minnesota State Fair

—VIA—

NORTHERN PACIFIC RAILWAY

Excursion Tickets will be sold to Minneapolis and return for the Exposition on the following dates at ONE FARE for the round trip; tickets good to return to destination until Monday following date of sale, viz:

August 24th, 27th, 29th and 31st, and September 3rd, 5th, 17th, 19th, 21st, 24th, 26th and 28th.

Every day from September 6th to 14th inclusive, tickets will be sold to either St. Paul or Minneapolis at One Minneapolis Fare for the round trip, good to return to destination one day after being stamped at St. Paul or Minneapolis, but not later than Sept. 16th.

On account of the Minnesota State Fair tickets will be sold to either St. Paul or Minneapolis and return every day on Sept. 6th to 14th inclusive, good to return one day after being stamped at St. Paul or Minneapolis, but not later than Sept. 16th.

All exposition and State Fair Tickets will include admission coupons at twenty-five cents each for the exposition and fifty cents each for the State Fair, which will be added to the railroad rates.

For rates inquire of ticket agents Northern Pacific Railway.

S. F. McKINNON & CO.

—IMPORTERS OF—

Millinery Goods.

Fancy Dry Goods,

Mantles, Silks, etc.

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J. F. EBY.

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Cooper & Smith,

MANUFACTURERS,

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Wallets, Pocket Books
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MILWAUKEE EXPORT BOTTLED
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LAGER!

PERMITS FILLED

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PASSENGER DEPOT, WINNIPEG.

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HIDES!

SHEEPSKINS AND WOOL

JOHN HALLAM

88 Princess St., WINNIPEG

83 and 85 Front Street East, TORONTO.
PROPRIETOR.

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

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Wholesale Boots and Shoes

Cor. Craig & St. Francis Xavier Sts.,
MONTREAL.

Manitoba and N.W.T. Agency: J. M. MACDONALD,
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British Columbia Branch: WM SKENE, Van Horn
Block, VANCOUVER.

The Canada Rubber Co'y

OF MONTREAL.

Manufacturers of Rubber Shoes, Felt Boots,
Rubber Packing, Hose, etc.

WORKS: Papineau Square, Montreal
WAREHOUSE: 335 St. Paul St.
Branch: Cor. Front & Yonge Sts., Toronto.

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WINNIPEG.

BRANDS: Hardwater, Dominion, Linen, Ivorine
and Electric, also a full line of Toilet Soaps.

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CLOTHING

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Household Brushes,
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Toilet Brushes,

—MANUFACTURED BY—

Chas. Boeckh & Sons,

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All our Brushes are branded **BOECKH**
to distinguish them from inferior imitations
and as a guarantee of their quality.

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AND DEALERS IN

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REGINA, ASSINIBOLA,
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Free Sample Rooms for Travellers. Opposite
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CHAS HARLEY, Prop.

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PLAIN TWISTED WIRE, WITHOUT BARBS
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We are in a position to fill all orders promptly.
Ours is the only wire manufactured in the Dominion of
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A personal inspection will convince you of this fact. Qua-
lity of wire the best ENGLISH BESSEMER STEEL
Every pound guaranteed.

Manitoba Wire Company

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TORONTO,

PURE INDIAN TEAS

Direct Importers of Indian Teas from
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MONTREAL.

Prices given on application and Correspondence
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OGILVIE MILLING CO.

Mill at Point Douglas.

Capacity - - - 1000 Barrels per day

OFFICE:—Corner King and
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A Full Stock of Patent Hungarian, Strong
Bakers' and Spring Extra Flour; Oatmeal, Pot
and Pearl Barley, Graham Flour, Cracked
Wheat, Bran, Shorts, Ground Feed, Oats,
Barley.
Wheat buyers at all C.P.R. Shipping Stations

The Manufacturers' Life & Accident Insurance Co's

Head Office: - TORONTO.

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

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

Absolute Security Offered in a Live, Prosperous and

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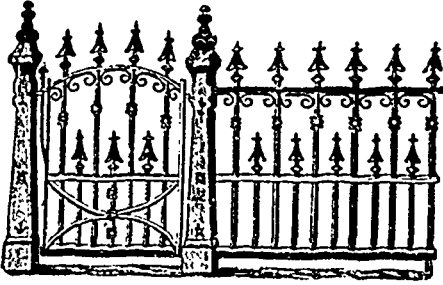
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TRY OUR

"SILVER ASH"

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

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"Standard Kentucky"

FINE CUT CHEWING

The Superior of any Cut Chewing Tobacco in
Canada.

WORKS: NEW YORK CITY, AND
ESPLANADE, • TORONTO

Grain and Milling.

Work has been begun on the grain warehouse at Binscarth, Man.

The elevator on the C. P. R. track at Winnipeg, known as the Winnipeg elevator, is offered for sale.

The new elevator at West Lynne, Man, on the N. P. & M. railway, is being pushed rapidly to completion.

The secretary-treasurer of the Winnipeg general hospital has acknowledged the receipt of \$75 donation from the Ogilvie Milling Co., of Winnipeg.

A. Atkinson, of Roblin & Atkinson, grain dealer, Winnipeg, has returned from a lengthy trip in the east, to be ready for the opening of the grain trade.

A sample of Manitoba white fye wheat took first prize at the Toronto exhibition last week. It was the only sample of Manitoba wheat exhibited for competition.

G. V. Hastings, of the Keewatin flour mill, was in Winnipeg last week, looking after business affairs here and throughout Manitoba. The company is preparing to handle the new wheat crop.

The amount of wheat in store at the C. P. R. elevators at Lake Superior is growing small. On Monday last it amounted to 201,529 bushels, the amount shipped for the week previous was 88,573 bushels.

A meeting for fixing the grain standards for Manitoba and the Territories will be held at Winnipeg on Tuesday, the 24th inst., when the delegates appointed by the various boards of trade will assemble here.

A meeting of farmers around Rapid City will be held at that place, to consider the advisability of shipping their own grain and, as the local paper says, of "putting in their own pockets the profits paid to middlemen."

J. Minty, a mill expert, has gone to Onion Lake, Saskatchewan territory. He will examine the machinery of the Indian mill at Frog Lake, the building of which was interrupted by the rebellion, with a view of ascertaining to the extent it can yet be utilized.

It is estimated says the Calgary Tribune, that Sir John Lester Kaye will have about 120,000 bushels of grain on his farms this year, which will leave a surplus of at least 40,000 bushels after supplying the farms with food and seed. This is not so bad for the first season.

P. McCoy Clarke, mechanical superintendent of the Ogilvie system of flour mills, was in Winnipeg last week, installing a new head miller in the mill here, to take the place of Mr. Kelly, who has taken a position in the Keewatin mill. Mr. Clarke says the Winnipeg mill will do better work this season than ever before.

A number of Portage la Prairie farmers shipped recently several car lots of wheat to Duluth, via the new Northern Pacific and Manitoba branch, for storage. This wheat it has now been learned has graded No 2, according to Duluth standards. The wheat was loaded on cars from wagons, and not having been put through an elevator, was pretty dirty, hence the low grade.

McLean & McRobie, a firm of farmers, whose place is located near Macdonald station, on the Manitoba Northwestern, one station from Portage la Prairie, have this year 1,300 acres of wheat which will average about thirty bushels per acre or in round numbers 40,000 bushels of wheat. This amounts to about 66 car loads, or over three trains of twenty cars each. This is what may be called "farming."

T. H. Metcalfe has been appointed manager this year of the Farmers' elevator at Portage la Prairie. Patterson, manager last year, will buy grain on his own hook. The principle on which this elevator is run is to lease the bins to farmers, who fill them with wheat on stock. The bins hold from 2,000 to 4,000 bushels each, and a number of farmers in the vicinity will fill two bins each, which shows that the Portage farmers grow wheat on a large scale. All the available space in the elevator was engaged within two or three days after the wheat movement commenced, and applications were pouring in for more room, which could not be supplied.

The Winnipeg Free Press recently had an article on the growth of the milling industry in the west, containing what purported to be a list of all roller mills in the country. The list, however, was very incomplete, several of the best mills having been omitted. Following are the mills omitted: Jas. Jermyn, Minnedosa, capacity 100 barrels; Shoal Lake Milling Company, Shoal Lake, capacity 100 barrels; Mitchell & Rucknal, Millwood, capacity 100 barrels; Geo. McCulloch & Co., Rapid City, capacity 150 barrels; McCulloch & Herriot, Plum Creek, capacity 150 barrels; J. H. Fraser & Co., Morden, capacity 100 barrels. There are also three or four new mills not mentioned, which will soon be ready for grinding. These are located one each at Gretna, Birtle and Boissevain. A complete list of mills, together with a sketch of the growth of the industry here, was published in THE COMMERCIAL some time ago.

Eastern Business Changes.

ONTARIO.

W. H. Shaver, fruit, Ottawa, has assigned.
Noah Parent, grocer, Windsor, has sold out.
Robert Munro, grocer, etc., Forest, has sold out.

H. Barnes, furniture, Rat Portage, has assigned.
McCrimmon Bros., dry goods, Lindsay, have assigned.

Wm. J. Stephens, grocer, Markdale, has assigned.

A. E. Baker, general store, Woodland, has assigned.

J. H. Whelan, general store, Westport, has sold out.

W. A. Griffin & Co., grocers, Petrolia, have sold out.

Wilkinson Plow Co., Aurora, has removed to Toronto.

Mrs. R. Kerr, baker and confectionery, Galt, has sold out.

A. H. Corbett, flour and feed, Huntsville, has assigned.

C. S. Jackson, shoes, International Bridge, has assigned.

John England, baker, Bowmanville, has removed to Galt.

Swain & Carley, boots and shoes, Brantford, have dissolved.

Mann & Co. general store, Fletcher, have removed to Petrolia.

Jesse E. Thompson, shoes, etc., Gilmour Station, has assigned.

Taylor & Luton, furniture and undertaker, Meaford, have assigned.

T. B. Riggs, confectionery etc., Palmerston, has giving up business.

Sutton & Ferguson, hotel, Port Stanley; style now Ferguson & Durban.

Britnell & Walters, builders materials, Toronto, have assigned.

H. Kolisky, tailor, Toronto, has removed to West Toronto Junction.

E. W. Bauslaugh, general store, Kingsville; style now Bauslaugh & Scratch.

D. Sanders, furniture, Warkworth, has removed to West Toronto Junction.

Crossen Bros., grocers, West Toronto Junction, have dissolved. B. S. Crossen continues alone.

QUEBEC.

Jackson Rae, financial agent, Montreal, is dead.

J. Z. Forest, grocer, Montreal, has compromised.

Bourque & Cote, tailor, St. Hyacinthe, has assigned.

M. O. David, jr., tailor, St. Hyacinthe, has assigned.

M. O. David, sr., tailor, St. Hyacinthe, has assigned.

A. Audet & Co., carpenters, Montreal, have dissolved.

Canada Cigar Box Factory, Montreal, have dissolved.

M. Denis & Co., painters, Montreal, have dissolved.

J. C. Rousseau, grocer, Three Rivers, meeting of creditors held on 12th inst.

On the Pacific Coast.

Chief Commissioner Wrigley, of the Hudson's Bay company, recently returned to Winnipeg from the coast, where he has been making an inspection of the company's posts. He went along the west coast by steamer as far as Queen Charlotte Islands and Port Simpson, 500 miles north of Victoria, calling at the various posts en route. At Port Simpson the salmon fisheries and canneries are the principal, in fact the only industries of that district. The catch in the northern rivers, Mr. Wrigley says, has not been so large this year as in the Fraser River. Mr. Wrigley says the Indians of the west coast are vastly different in respect to their customs and habits, to the Plain Indians; they are much more industrious and thrifty and make a good living. They obtain an ample food supply from the water, and in the summer obtain work at the canneries at good wages, so that at a rule they are well off. They live in frame houses and enjoy more comforts than their red brethren on this side of the Mountains. The Indians on Queen Charlotte Islands engage in the seal fisheries, some of them on their own account. A company has started to mine coal in one of the Queen Charlotte group. It is hard coal of a good quality, and is supposed to exist in large quantities. Mr. Wrigley found the climate of the west coast extremely humid, the fall of rain and moisture being remarkably heavy. He visited Metakahla, an interesting spot, and paid his respects to Bishop Ridley, who resides there. The village bore a deserted appearance, a number of houses having been left vacant by the removal of so many Indians to Alaska by Mr. Duncan, who was dissatisfied with the treatment his claims received from the Government. Some of the Indians have returned and it is thought that more will soon follow. The church, which was depleted by the Indians before their departure, has been repaired. At Vancouver Mr. Wrigley noticed extensive improvement since last year. A considerable amount of building is being done and the buildings are of a substantial kind, being built of brick and stone. Victoria is flourishing, Mr. Wrigley says, and shows signs of material progress.—Free Press.

Every Morning at 9.45

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**ST. PAUL,
MINNEAPOLIS
—AND—
MANITOBA
RAILWAY**

Lewes Winnipeg for Fargo, Minneapolis and St. Paul, making connections at Grand Forks for Great Falls, Helena and Butte, and all Pacific Coast Points, and at Minneapolis and St. Paul Union Depots for Chicago, Detroit, Toronto, New York, Montreal and all points in Canada and the United States.

Forty-Seven Miles the Shortest Line to St. Paul No change of Cars. The only line running 3 reel Colouist Sleeping Cars to St. Paul. 1/30 elegant Buffet Sleeping cars with Meals at small cost to all classes of passengers. Baggage for Ontario points checked through without annoyance at customs.

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378 Main St., Corner Portage Avenue.
W. S. ALEXANDER, Gen. Traffic Mgr., St. Paul.
F. J. WHITNEY, Gen. Ticket and Pass. Agt., St. Paul.

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THE NORTHWESTERN LINE,
The best equipped line to
CHICAGO, OMAHA AND KANSAS CITY.

The ONLY line to Chicago running Pullman and Wagner Vestibuled Trains.
These Vestibuled Trains are limited as to time but not limited as to number of passengers. All classes of Passengers carried, with separate apartments for each class, and NO EXTRA FARE.

Trains Eastward will run as follows: Leave Minneapolis 6.50 p.m.; St. Paul 7.30 p.m. Arrive Milwaukee 7.40 a.m.; Chicago 6.50 a.m.

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, 159 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

HALF FARE.

5--Harvest Excursions--5

AUGUST 6TH AND 20TH, SEPTEMBER 10TH AND 24TH AND OCTOBER 8TH.

The Minneapolis & St. Louis Railway,
"ALBERT LEA ROUTE,"

will sell upon above named dates round trip excursion tickets to points in Minnesota, Dakota, Nebraska, Kansas, Texas, Mississippi, Tennessee, Indian Territory, Colorado, Idaho, New Mexico, Montana, Wyoming, Arizona, Missouri, Iowa, Louisiana and Alabama at rate of ONE FARE for the round trip. Tickets good 30 days from date of sale. Stop overs granted in the territory to which tickets are sold. For information regarding rates, maps, call on any agent, or write to

C. H. HOLDRIDGE,
O. T. & P. A., M. & St. L. Ry.,
Minneapolis.

Northern Pacific & Manitoba Ry.
Time Table taking effect Sept. 1, 1890.

Freight No. 55. Daily except Sunday.	Express No. 61 Daily.	Central or 90th Meridian Standard T. no.	Miles	Express No. 54. Daily.	Fast Daily Ex. 5 a.m.
12 15 p.m.	1 40 p.m.	Winnipeg	0	9 25 a.m.	4 15
11 57 a.m.	1 32 p.m.	Portage Junction	3	9 35 a.m.	4 31
11 40 a.m.	1 20 p.m.	St. Norbert	9	9 48 a.m.	4 44
11 01 a.m.	1 07 p.m.	Cartier	15	10 00 a.m.	5 18
10 17 a.m.	12 47 p.m.	De St. Agathe	27	10 17 a.m.	6 51
9 31 a.m.	12 30 p.m.	Silver Plains	32	10 37 a.m.	6 27
9 09 a.m.	12 10 p.m.	Morris	40	10 50 a.m.	6 59
8 54 a.m.	11 55 a.m.	St. Jean	47	11 09 a.m.	7 27
7 55 a.m.	11 33 a.m.	Letalle	60	11 33 a.m.	8 00
7 15 a.m.	11 05 a.m.	West Lymne	A	12 01 p.m.	8 35
7 00 a.m.	10 60 p.m.	De Pembina	63	12 15 p.m.	8 50
	2 25 a.m.	Winnipeg Junction	85	5 50 p.m.	
	4 40 p.m.	Minneapolis	95	8 35 a.m.	
	4 09 p.m.	St. Paul	Ar	7 05 a.m.	
	6 49 p.m.	Helena	...	4 00 p.m.	
	3 40 p.m.	Garrison	...	6 35 p.m.	
	1 05 a.m.	Spokane	...	9 5 a.m.	
	8 00 a.m.	Portland	...	7 00 a.m.	
	4 0 a.m.	Tacoma	...	6 45 a.m.	

PORTAGE LA PRAIRIE BRANCH.

Mixed No. 5 Daily except Sun.	Mixed No. 6 Daily except sun.
9 50 a.m.	Winnipeg
9 35 a.m.	Portage Junction
9 00 a.m.	Headingley
8 30 a.m.	Porse Plains
8 10 a.m.	Gravel Pit
7 51 a.m.	Fustace
7 30 a.m.	Oaklake
6 45 a.m.	Portage la Prairie

Pullman Palace Sleeping Cars and Dining Cars on every train.
J. M. GRAHAM, General Manager.
H. S. SWINFORD, General Agent.

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

Read Down. going EAST No. 1 Daily.	STATIONS.	Read Up. going WEST. No. 2 Daily.
14 00 De	Lethbridge	Ar 1 30
15 55	Woodpecker	23 35
16 50	Purple Springs	22 40
17 45 Ar	Grassy Lake	21 45
18 00 De	Cherry Coulee	20 55
18 50	Winnifred	De 20 00
20 00	Seven Persons	Ar 19 55
20 55	Dunn ore	18 45
22 10 Ar	Meals.	De 17 30

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

Manitoba and Northwestern Ry.
CHANGE OF TIME.

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Fridays
LEAVE 16 00		Portage la Prairie	ARRIVE 13 30
↑ 17 45	35	Gladstone	↑ 12 05
18 45	61	Nepawa	10 33
19 45	79	Minnedosa	9 55
20 50	94	Rapid City	8 30
21 30	115	Snoal Lake	8 00
↑ 22 30	133	Birtle	↑ 7 00
23 30	155	*Bisearth	5 55
21 10	160	*Russell	5 15
24 40	180	*Langenburg	7 15
1 45	206	*Saltcoats	3 40
ARRIVE			LEAVE

*Trains for Bisearth leave Birtle Tuesdays and Saturdays only at 22.50, returning leave Bisearth Wednesdays and Mondays only at 5.55. For Russel leave Birtle Tuesdays only at 22.50, returning leave Russel Wednesdays only at 5.15. For Langenburg and Saltcoats leave Birtle Saturdays only at 22.50, returning leave Saltcoats Mondays only at 3.40. For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 20.00, returning leave Rapid City Mondays, Wednesdays and Fridays at 8.30.
Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.
For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent, Portage la Prairie, or to
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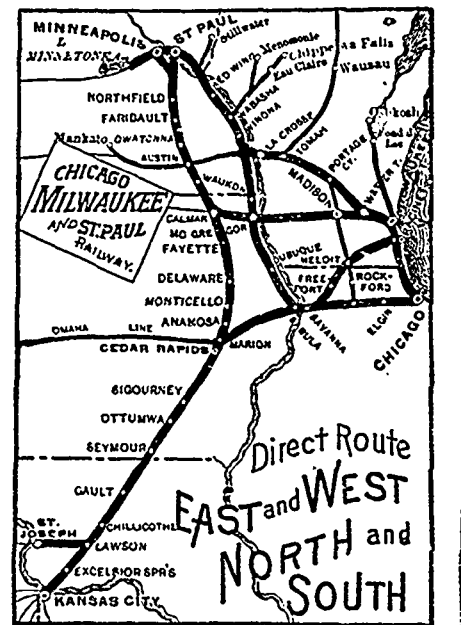
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ROSWELL MILLER, General Manager.
J. P. TUCKER, Asst. Gen'l. Manager.
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