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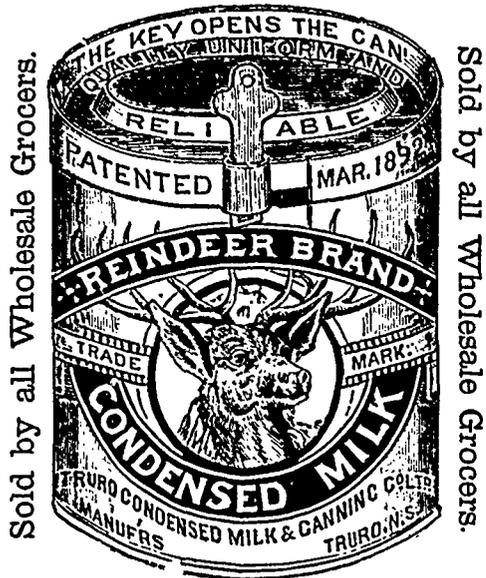
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WINNIPEG, JUNE 26, 1893.

On Beginning Business.

In country towns connections have a great deal to do with the success of the storekeeper. For instance, writes a correspondent in *Merchants' Review*, if a would be merchant proposed to set up a rivalry against an old established and respectable dealer, the writer would certainly feel inclined to advise him to think well before so doing, but if he replied that his "connection" was sufficient to establish a business, it might overrule the objections. Friends and acquaintances, however, ought not to be implicitly relied upon. They are, as a rule, more exacting and less easily satisfied than the general public. The writer has known, in his nearly 40 years' experience, many an unfortunate victim to the promises of friends, who has opened with the most glowing prospects and closed with the most disastrous results. Your friends, of course, expect you to give credit, and are surprised that you should be so importunate about those "little bills;" they may possibly remind you of certain obligations that you are under to them for past favors. By and by your friends discover that your goods are not a whit better nor cheaper than those of other merchants, and soon find fault with goods purchased of you, comparing them to their disadvantages with articles bought by neighbors at rival stores. It is not long, perhaps, before some of your warmest friends leave you for some other dealer, forgetting, of course, to settle their accounts, and when you remonstrate, you lose not only your friend and customer but your money also. The sole reliance of the beginner in the retail business should be in the integrity of his transactions, the reasonableness of his prices and the civility of his demeanor. He should make it the interest and the pleasure of the consumer to his store. If he pays due attention to these points he will make

Religious and political connections are easily formed in small towns, where the minds and habits of every man are known to his neighbor, but the merchant should never seek to make the pretense of religion a means of worldly progress. If he does, in all probability the truth will out some day, he will be condemned as a hypocrite, and having built his expectations on so substantial a foundation he and they will come to grief together. In these days of toleration a man may hold any religious opinion if he do so becomingly. The store is the place to practice the principles taught in the place of worship, but it is not the place to traffic under the cloak of religious reputation. The same with politics. A good citizen will discharge his duty to his town and state conscientiously. Let him allow others the freedom of opinion which he claims for himself. There are proper times when we have political duties to perform; but in the place of business let not the storekeeper weigh the opinions of other men, as he would have his merchandise, in brass scales. Politics is the business of the state; fair dealing is the business of the storekeeper, and while the writer is the last to say that men should not recognize and discharge political duties, he does assert that they should neither seek nor bestow custom for party purposes.

A Hint to Young Clerks.

Said an old man of eighty, whose career had been one of marked success: "It is a great thing for a boy to have a nail to hang his hat on." He had possessed such a nail in his mother's old kitchen, and all the family were taught to respect it. If the broom was hung on Henry's nail it was quickly removed, and nothing was allowed to interfere with the little orderly habit he had been so early taught, of hanging up his hat instead of throwing it down when he came in. It seemed a small matter, yet he felt it had done much for him in helping to make him an orderly, careful, systematic man.

Once get the seed of a good habit well planted, and then stir the soil properly, and it will grow and multiply. It is surprising to see how one grain of good wheat will, under favorable circumstances, increase. A farmer at the West, who had plenty of rich prairie soil, tried the experiment, and at the end of the third year reported seventeen bushels as the proceeds of the one grain. Akin to this is the growth of good or evil habits in our characters. Each is likely to bring with it a harvest.

Looking through a boy's personal possessions would tell more about his characteristics than any letter of recommendation. As this is a way of determining character always open to yourself, it is well sometimes to take a survey with a view to becoming better acquainted with one's self. Throwing things around, and stirring up things in a trunk or drawer to find missing articles do not point toward a successful business career. Thrift and advancement seldom seek such quarters.

When one is really satisfied that here is his weak point, it is good to make a beginning towards a reformation. A nail to hang his hat on is something. A shelf of books set in orderly array is encouraging every time one looks that way, and once get the business fairly started it will be far easier to keep things in order than not. Very disorderly people have turned squarely round and become just reverse. It is a quality more cultivated than is generally supposed. Indeed, reformed people, I have noticed, are apt to carry the matter to an extreme, but it was much more to their advantage than the opposite. Still, the earlier it is commenced the better, and the more thoroughly it is extended to all the affairs of life, the greater will be the chance in one's favor. No

Cut versus Wire Nails.

There are over three hundred varieties of nails in existence, deriving their names chiefly from the shape of their heads and points, or according to the purpose for which they are generally used. Two of the classes in most common use are those known as cut nails and wire nails. The former are cut by machinery out of sheets of iron and have their angles sharp but rough; the latter are known also as French nails (a pointes de Paris) are round, very tough and are supposed to possess the good quality of not splitting the wood when properly used. In some recent experiments in the United States to ascertain the relative holding power of these two classes of nails some interesting facts were developed. In the 58 series of tests, comprising ten pairs of cut and wire nails, of one size and weight, driven into spruce wood, 1160 nails were used, varying in length from 1½ to 6 inches, and in each case the cut nails showed superior holding power. An analysis of the several tests is as follows:

In spruce wood in nine series of tests, comprising 9 sizes of common nails (longest 6 inches, shortest 1½ in.) the cut nails showed an average superiority of 47.51 per cent.

In spruce wood 6 series of tests, comprising six sizes of light common nails (longest 6 inches, shortest 1½ in.) the cut nails showed an average superiority of 47.40 per cent.

In spruce wood, in 16 series of tests, comprising 15 sizes of finishing nails (longest 4 inches, shortest 1½ in.) the cut nails showed an average superiority of 72.22 per cent.

In spruce wood, in six series of tests, comprising 6 sizes of box nails (longest 4 inches, shortest 1½ in.) the cut nails showed an average superiority of 50.88 per cent.

In spruce wood, in 4 series of tests, comprising 4 sizes of floor nails (longest 4 inches, shortest 2 in.) the cut nails showed an average superiority of 80.03 per cent.

In spruce wood, in above 40 series of tests, comprising 40 sizes of nails (longest 6 inches, shortest 1½ in.) the cut nails showed an average superiority of 60.50 per cent.—*Hardware.*

New Cotton Fields.

The *London Pall Mall Gazette* says:—"It is remarkable what progress is being made in cotton cultivation in countries new to the plant. Odessa advices state that cotton-growing is making such progress in Russian Trans-Caspia that the Russian spinners in Moscow, Lodz and the other centres will very soon be in a position to discard the American product altogether. Seeing that it is only eight years since experiments were inaugurated in this quarter, the strides made are nothing short of marvellous. At the last meeting of the Manchester Chamber of Commerce samples of cotton were shown which had been grown, the one at Witu, in British East Africa, and the other at a place near Belize, in British Honduras. The latter resembles rough Peruvian, and has been valued in Liverpool at 4½d per pound. Should it, however, as seems likely, prove a useful substitute for Peruvian in the adulteration of woollen goods it will easily command 1d more per pound. It can never enter into competition with the American article. East African cotton, on the other hand, will probably prove in time to be a formidable rival to the latter. The yield on the 200 acre plantation at Witu was at the rate of 400 pounds per acre, and the best average in America is that of Louisiana, which is 223 pound, while the average for all the cotton states is no more than 162 pounds per acre. In quality, moreover, the Witu cotton ranks as Sea Island Substitute."

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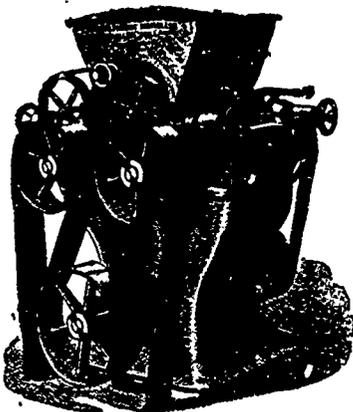
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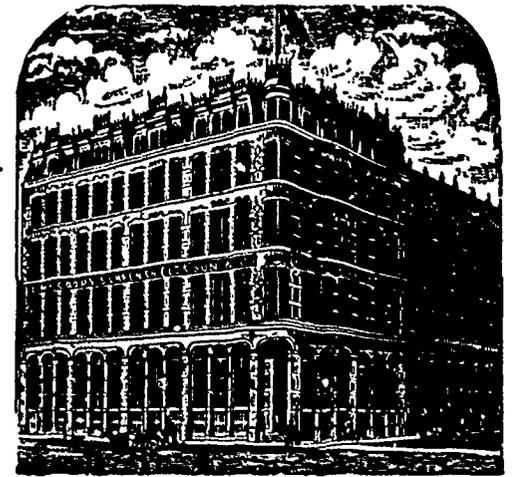


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LACES. Just received, Black Silk Laces, Cream and Eoru Irish Point Laces.

Velveteens. A large assortment Black and Colored.

....Full set of Samples with....

C. J. REDMOND, Donaldson Block, WINNIPEG

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MANILLA, TARRED

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JOHN L. CASSIDY & COMPANY,

—IMPORTERS OF—

China, Crockery and Glassware

Offices and Sample Rooms:

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The Commercial

WINNIPEG, JUNE 26, 1893.

RECIPROCIITY OF TRADE.

In the COMMERCIAL of last week, editorial reference was made to the question of reciprocity with the United States and some statistics were given from a pamphlet published by

Robert H. Lawder, of Toronto, showing the advantage enjoyed by the republic, in its trade with this country. In addition to our comments of last week Mr. Lawder submits more figures to show the value of our custom to the United States. Our imports from the republic form 45 per cent. of our total imports, showing what a large quantity of goods we receive from the United States. The duty levied on imports from the United States is also much less than on goods brought from other countries, the average rate of duty on imports from our neighbors being 15 per cent., while the average rate of duty on British goods is 20.25 per cent. and the average rate of duty on all imports is 20.03 per cent. This shows that we deal more liberally with the United States in the matter of customs tariff, than with other countries, though the lower rate of duty on imports is accidental, rather than intentional, and is owing to the class of goods imported from that country, and not to a desire to discriminate in favor of the republic. In spite of this actual discrimination in favor of the United States in our tariff, the McKibbin bill, adopted in that country, singled out about every commodity of importance imported from Canada, for prohibitory or nearly prohibitory duties.

From the statistics of trade between the two countries, it is evident that the United States has the advantage in its trade intercourse with this country. Our trade is more valuable to them than their trade is to us. This is the case when the question is considered purely from the standpoint of the interchange of commodities. In addition to these advantages enjoyed by the United States, Canada has offered valuable concessions in the fisheries and canals, in order to secure a reciprocity treaty, these concessions being much more valuable than any equivalent advantages the United States could extend to this country.

The great trouble with many people in the United States, when considering reciprocity with this country, is the fact that they value their own market too highly. They talk about giving a market of 60,000,000 of people in return for a market of 5,000,000. This is foolishness. Mere population has nothing to do with it. It is the exchange of goods which counts, and the exchange of goods is decidedly in favor of the republic. Great efforts were put forth to obtain a reciprocity treaty with the South American countries, though most of those countries have smaller populations than Canada. The argument based on the difference in population anyway is not a sound one, and the figures show that the opposite is true.

Cattle exporters are indignant over the action of the government in raising the inspection fee from two cents to three cents per head on all

THE AUSTRALIAN-CANADIAN TRADE —ARRIVAL OF THE STEAMSHIP "MIOWERA."

Last week I considered to some extent the local aspects of the trade between Australia and Canada and gave the items of export and import as between our sister colonies and the United States, which indicate in a measure the possibilities of trade as between Australia and Canada.

There are several important considerations affecting the whole question of a new Australian line. The more we examine the potentialities of the enterprise the greater the possibilities appear to be. There are, however, temporary obstacles to success to overcome, which a great many in their enthusiasm over the arrival of the first boat have overlooked and as a consequence a good deal of "rot" has been both written and talked about it. This is excusable, done as it is, with good intentions.

First, as to the scheme as an Imperial proposition, the hope that it will divert freight traffic or a portion of it by way of Suez canal, is quite illusory, except in the case of the stoppage of that route by war. The two transshipments of freight and the long over-land haul via Canada render competition by the latter route practically out of the question. But against that we have compensating advantages as a passenger traffic and mail route. From a political and Imperial point of view it affords an alternative and all-British means of communication. This, in itself, is a matter of the greatest importance and will not fail to be duly appreciated when the matter is fully discussed and the advantages clearly understood by the Empire as a whole. Then we have the desideratum of a more enjoyable less monotonous and dangerous voyage. By the old travelled way, even with fine, fast steamers, the voyage is long, unbroken by variety of scenery, etc., and is for the most part under tropical suns. The new route is one of travel by sea and land, affording cool breezes, pleasant breaks in the voyage and a variety of scenery unequalled elsewhere in the world. One too, in which time will not be an adverse element. The fact that mails by the s.s. Miowera, a 16 knot boat, will reach London three or four days ahead of those by the San Francisco line and in about the same time as those by the Suez canal is indicative of what is possible when the services shall have been perfected in its various links. It is safe to say that the new line well established and thoroughly advertised will attract a large share of the travel, to and from Australia, through Canada.

From a purely Canadian point of view, the principal interest centres on the amount of trade that can be developed between the two countries—Canada and Australia. Here, too, several unfavorable circumstances exist. It is true that Canada stands in quite as advantageous a relation to Australia as the United States, or nearly so, and it becomes a question as to which of the two countries can produce and sell goods the more cheaply. But for the present we have the unparalleled depression existing in the southern colonies, which must for some time limit the demand that heretofore existed for and was supplied by

Canada must be a competitor. The inauguration of the Australasian-Canadian line could not therefore have taken place at a more unfavorable time. However, if it can succeed or even stay under such circumstances it means all the greater success for the future, when the depression shall have passed away. The same conditions affect the trade with British Columbia, considered apart from the Provinces, and perhaps to a greater extent, because as our natural items of export are largely in the nature of building materials, and as very little construction work is going on in Australia, there can be but comparatively little demand for these for the present.

Then we have the important question of the trade policies of the two countries and reciprocal relations, which, to say the least, do not tend to draw them closer together. We have on one side a number of politically detached colonies, each with a tariff and an independent government of its own, and on the other a country that is bound to protect itself against the hostile tariff of the United States, and which under present conditions is equally directed against all other countries, friendly or otherwise. The shipper from Canada must study the business and fiscal policy of each Australian colony individually, and adapt himself as well as possible to the same. The shipper from Australia has to face a tariff that was intended as a retaliatory measure against duties imposed by the United States. And so the trade that all desire to see cultivated is hampered in every possible way by tariff restrictions. These things in the way of the development of trade will emphasize in Australia the desirability of confederation, whereby the interests of its people will be harmonized and their home market enlarged, and in Canada and Australia the great benefits to be derived from freer and reciprocal trade between all parts of the Empire. They are already forcing themselves on the attention of the business community of this country, more especially as a consequence of the arrival of the first steamer from Australia. Naturally the question of admitting other nations included in the favored nation clause of the treaties with Great Britain will arise, but if that should stand in the way undoubtedly the popular verdict will be in favor of letting them come in, because in any adjustment of our tariff to suit the requirements of trade with Australia it is not at all likely their influence will be seriously felt. It cannot any longer be considered a wise policy to try to improve our commercial face by cutting off our commercial nose. Taking all things together, while there are the elements of great possibilities in the new line, there are also serious difficulties in the way of promoting the object in view; but if the present venture should fail, which, however, is not in anticipation, it would not be on account of lack of a future, but owing to unfavourable conditions which at the most are temporary and exceptional in their nature. It behooves, therefore, all true Canadians to use their utmost endeavours to establish on a permanent basis, what, without any doubt, is fraught with great things for Canada and the Empire.

The Miowera's cargo inwards was all dis-

Oranges from \$1.40 to \$2 per box, the box being, however, smaller than the California packages. This is considered a decided advantage in preserving the fruit. In the large boxes heating takes place and the weight of the fruit itself causes it to rot. Lemons brought from \$1.60 to \$2.50. They are superior to anything in the market this season, even the Sicilies. One thing may be said about the packing that, while the boxes are a better size, they could with advantage be much neater and a little more uniform. One thing which always helps to sell American fruit is the neat packages and the artistic packing. Apples brought from \$2 to \$2.50 per box and were in good demand. Bananas sold at from \$2 to \$2.50 per bunch; pineapples \$3 to \$5 per dozen; butter, which was of excellent quality, at 28c; melons at \$4 to \$5.50 per dozen; mutton was in great demand and sold about the market price for the American carcasses. There was also a consignment of wine. The wine industry in Australia has increased very much of late years and is pronounced of excellent quality. Mr. Ward, the ship's representative, said if he had been aware of the scarcity of potatoes he could have supplied the market at competing prices. In regard to frozen mutton, he offered to place it free on board the ship at 2½c per pound, which, with a freight rate of 3 or 4c per pound, and a duty of 3c, would enable the mutton to be sold in competition in British Columbia. The quality of the six carcasses brought by the first ship was everything that could be desired. Of course, as was remarked last week, the prices realized on the trial shipments referred to are hardly a fair criterion. These must be established by regular shipments in competition with other goods in the same line. In regard to pineapples and bananas, these can certainly be delivered and sold cheaper coming direct than by being bought second handed in San Francisco.

On her outward trip the *Miowera* carried 20 passengers and 500 bbls of lime from Roche Harbor for Honolulu, 4,000 bundles of laths from the Hastings Sawmill, and 10,000 pounds of fresh fish from Fader Bros., Vancouver, for Sydney, 1,000 pounds of fresh salmon from M. Mouat, Westminster; 14 bbls of pitch, 20 kits of oolachans, 4,260 bundles of shingles, 843 fruit crates, and 3 bbls of pork from Vancouver, principally for Sydney, and a quantity of freight from Victoria.

As the *Miowera* only stayed a few days in port there was little time to make ready any large quantity of goods.

It is unfortunate that, owing to the depression in Australia, there is little construction work going on. Otherwise British Columbia would be prepared to ship largely in building materials, of which the following are the principal: lumber, sashes and doors, shingles, slate, fire brick, lime, portland cement, drain sewer pipe, terra cotta ware, marbles and building stone. British Columbia can also export fresh fish, canned salmon, canned fruits, candies, sugar, lubricating oils (dog-fish), hops, pickles, relishes, sauces, etc., chemicals, and perhaps one or two other products.

As shown elsewhere, in the list of exports from the United States to Australia, Canada as a whole can send agricultural implements, cot-

ton goods, woolen manufactures, hardware, dry goods, clothing, whiskey, lager beer, flour, boots and shoes, canned goods, leather, binder twine, furniture, paper, wagons and carriages, dried fruits, rubber goods, confectionery, paints, and many other things in which she can successfully compete. It largely depends upon the rate which manufacturers can secure from the Canadian Pacific Railway on through shipments; but there is every reason to believe that that railway will do everything in its power to foster the trade with the Australian colonies. Canada now does a considerable trade with Australia through New York and London, and if favorable rates can be obtained there is no reason why it should not all be done by the new line of steamers direct. The Canadian woolen manufacturers, for instance, require a lot of the Australian fine wools, which they obtain through indirect sources, to mix with the coarser Canadian wools. This should all be imported via Vancouver. The Massey-Harriss Co. sell about 1,000 of their machines annually in Australia. If possible these should be shipped over the C. P. R. this way. It is not only a question of developing a trade, but of diverting what already exists. At present Eastern manufacturers have competing rates to the seaboard at New York, from which point they can get sailing rates. It remains to effect this as far as possible by rates to the Pacific, but whether or not it can be successfully accomplished is for carrying corporations to decide. Time and a regular schedule of sailings would be to some extent compensating advantages in favor of the new route.

The *Miowera* is a steel single-screw three-masted schooner-rigged steamship of 3,345 tons measurement, and 5,000 tons dead weight capacity, with a speed on trial of 17 knots. She is built on what is known as the three-deck grade, and the strength of the vessel generally is far in excess of Lloyd's and the Board of Trade rules. She is lighted throughout by electricity, and carries a second engine, in case of the failure of the first, which supplies the installation, while there is a complete system of electric bells all over the ship. Her dimensions are:—Length between perpendiculars, 340 feet; length over all, 360 feet; breadth of beam, 42 feet; depth of hold, 28 feet. She is fitted with engines of 4,700 horse power. All the arrangements for the discharge of cargo are on the latest principle, the steam winches, etc., being so arranged that the cargo can be taken in or put out almost noiselessly. The saloon is 50 feet in length, and its breadth extends the whole width of the ship, and is handsomely fitted up with carved oak panels, in polished frames, in maple and walnut woods. The berthing accommodation consists of some 50 state-rooms, handsomely fitted. The second cabin accommodation is designed to carry over 100 passengers. She is fitted up with cold storage compartments. Her sister ship, the *Warimoo*, has sailed for British Columbia, and will be here about the first week in July.

Mr. F. W. Ward, the representative of the owners, is in Vancouver, and will be until the *Warimoo* arrives, and any information concerning the steamship line or Australian trade will undoubtedly be cheerfully given by the gentleman in question. As intimated last

week, any communication addressed to THE COMMERCIAL office will be given every attention, and placed in the proper hands to be replied to fully and accurately.

ABANDONING COMMERCIAL UNION.

The Liberal party of Canada, in convention assembled at Ottawa last week, condemned the protective tariff and declared in favor of duties for revenue only. Regarding trade with the United States, the resolution declared on'y in favor of a fair and liberal reciprocity treaty. Nothing was said about commercial union or unrestricted reciprocity, and evidently the party is coming to its senses and returning to a sound policy. The Liberal party of Canada has intense reason to regret its abandonment of a rational fiscal policy, which it did when it adopted the unrestricted reciprocity or commercial union folly, because certain party leaders believed it would prove a popular party move, and had influence enough to pull the party with them. This abandonment of principle and sound policy, to take up a plan of campaign which it was expected would prove a popular card, will long be remembered to the shame of the Liberal party, and to the intense disgust of many true Liberals, who were sound on the trade question. The party has now wisely acknowledged its error and is retracing its steps, but the sting of regret for its late false and disastrous move cannot soon cease to be felt.

Exports of Flour and Wheat.

The exports of wheat and flour in wheat (reckoning ¼ bus. wheat to a barrel of flour) from all United States ports as reported by the Chief of the Bureau of Statistics of the Treasury Department monthly for four years were as follows:—

MONTHS.	1893.	1892.	1891.	1890.
January	14,046,408	20,182,534	9,165,683	7,997,351
February	13,248,800	15,255,824	7,791,615	9,376,783
March	13,618,827	15,025,052	10,596,208	10,077,654
April	12,210,494	14,365,146	10,872,949	9,914,615
May	14,348,490	16,142,032	10,240,119	8,884,636
June	14,928,274	10,422,770	6,857,143	7,892,532
July	13,720,154	13,694,899	7,428,682	9,428,115
August	19,533,231	26,260,682	5,418,055	7,571,682
September	17,068,491	25,797,085	7,177,911	9,613,712
October	20,087,539	19,610,046		
November	17,847,112	20,705,320		
December	17,423,500	23,089,368		

There is a change of management in the business of R. G. Dun & Company, Winnipeg. W. E. W. Matthews has resigned and Mr. James Scroggie, who has for some years past held an important place in the Toronto office, succeeds him.

R. T. Moffridge, representing Henry Smith, wholesale fancy goods, etc., Toronto, is on his way west in the interest of his firm. Mr. Moffridge is an old and well known traveller in the east, but is a new man in the western field. THE COMMERCIAL therefore has pleasure in introducing him to the western trade.

The steamer *Miowera* of the Canada-Australia line sailed from Vancouver Wednesday for Sydney via Honolulu and Brisbane. She had fifteen passengers, and over 400 tons of cargo, chiefly lumber, shingles, laths, pitch and lime. She also took nine sacks of mail. Her cold storage was filled with salmon, halibut and other fish. Previous to departure the captain and officers entertained the leading citizens to luncheon on board, at which the greatest enthusiasm as to the success of the line prevailed. The mail brought by the *Miowera* was delivered here last Friday, whereas that brought by the *Alameda* did not reach here till Monday, although the latter vessel left Sydney first.

FEED OATS and BARLEY WANTED.

Send Samples and Prices to
 Thomas McLaughlin, 210 Board of Trade, Toronto, Ont.

IMPORTANT!

Special Notice

Having opened Wareroom and Office at
 150 Princess Street, Winnipeg,
 Our customers may have sorting cases filled promptly from stock on hand. We solicit Letter Orders and promise

PROMPT ATTENTION.

Our Travellers will be here shortly with full lines of Samples, of New lines and designs, of all our specialties in Gloves, Mitts and Moccasins for season

1893.

Jas. Hall & Co.

Brockville, December, 1892.

W. R. Johnston and Co.

(Late Livingston, Johnston & Co.)

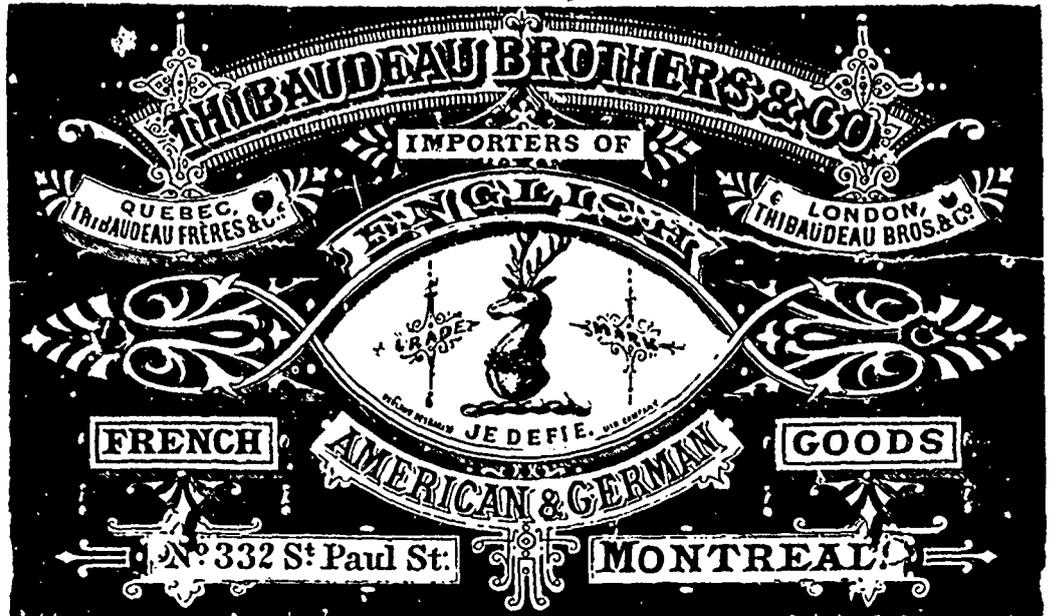
WHOLESALE MANUFACTURERS

of READY MADE

CLOTHING.

Cor. BAY & FRONT STS, TORONTO.

Samples at McIntyre Block, Winnipeg } REPRESENTATIVES.
 A. W. Lashor W. W. Armstrong



FALL, 1893

Mr. E. H. Taaffe is now on his Western Trip through Manitoba and the Territories. Kindly inspect our Range of Fall Samples in Men's Furnishings before buying. Assortment very large and Prices right.

Yours anxious to please,

Glover & Brais.

Montreal.

JAS. COOPER.

J. C. SMITH

Cooper & Smith,

MANUFACTURERS,

Importers and Wholesale Dealers in

BOOTS AND SHOES!!

36 38 & 40 FRONT ST. WEST

TORONTO.

OAK TANNED
"EXTRA" BRAND.

BELTING

MONTREAL AND TORONTO.
THE J. C. McLAREN BELTING CO.

COCHRANE, CASSILS & CO. Wholesale Boots and Shoes

Cor. Latour & St. Genevieve Sts.,
MONTREAL.
 Manitoba and N.W.T. Agency: J. M. MACDONALD
 McIntyre Block, Winnipeg.
 British Columbia Branch: WM. SKENE, Van Horne
 Block, Vancouver.

The Largest Factory of its kind in the Dominion.

LION "L" BRAND.

PURE VINEGARS.

Manufactured Solely under the Supervision of the
 Inland Revenue Department.

Mixed Pickles, Jams, Jellies and Preserves

—PREPARED BY—

MICHEL LEFEBVRE & CO.,
MONTREAL.



GALT BLEND

BLACK TEA.

½lb, 1lb and 2lb Metal Canisters, packed 48lb in case.

The best article in the market—No grocery stock is complete without it. Prices mailed on application.

THE TRADE ONLY SUPPLIED.

Perfect Gem Vegetables and Fruits. California Evaporated Fruits, New Turkish Prunes, hds, bbls and cases, English Malt Vinegar in quarter casks, West India Molasses, New Cheese

G. F. & J. GALT,

Wholesale Grocers,
WINNIPEG, MAN.



C. H. MAHON & CO.

—WHOLESALE—

Boots and Shoes

MITTS, GLOVES AND MOCCASINS.

ALSO FELT GOODS OF ALL KINDS.

C. H. MAHON & CO., Winnipeg.

HO! IMPROVED Compressed Mince Meat.

Put up in neat paper packages and packed (3) three doz. in a case. Price per gross net \$12. GUARANTEED STRICTLY PURE.

HORSERADISH—Put up in 16 oz. bottles 2 doz. in a case. Price per doz. \$3. Patronize home industry.

J. S. Carveth & Co., Winnipeg, Producers and Packers.

MERCHANTS!

SHIP US YOUR

Butter, Eggs and other Farm Produce,

And obtain Highest Prices Market affords.

We are giving this branch of our business special attention. Let us have your Orders for Cured Meats and Lard.

Orders, Consignments and Correspondence Solicited,

J. Y. Griffin & Co.,

PORK PACKERS, WINNIPEG.

WINNIPEG WANTS.

PRODUCE!

We are always open for

BUTTER

AND EGGS.

AT HIGHEST MARKET VALUE.

Write for full Market Quotations to

PARSONS PRODUCE COMPANY

WINNIPEG, - MAN.

HOGS WANTED

Hams, Bacon, Rolls, Long Clear, Pure Lard, Lard Compound and Prime

PORK SAUSAGES

W. ALLEN, Pork Packer, Winnipeg.

BINDER TWINE

BEST MAKES.

Write us for Prices and Special Terms before ordering elsewhere.

H. S. Howland, Sons & Co.

WHOLESALE HARDWARE,

37 Front Street West, - - TORONTO.

CIGARS!

For a Pleasant Smoke try REPUBLICS.

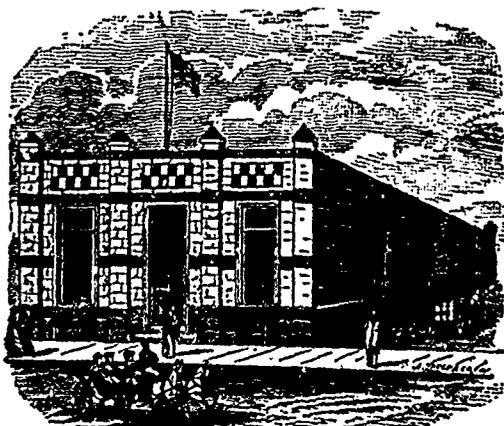
For Perfect Satisfaction try LA HISPANIA

—MADE BY—

Bryan & Co

WINNIPEG, - MANITOBA.

TORONTO HIDE AND WOOL CO.,



298 ROSS ST., WINNIPEG.

James Garruthers & Co.

GRAIN EXPORTERS,

BOARD OF TRADE. CORN EXCHANGE.

TORONTO, MONTREAL.

Galvanized Barb Wire!

AND WIRE NAILS.

(ALL MAKES.)

M. & L. Samuel, Benjamin & Co.

Wholesale Hardware and Metal Merchants,

30 FRONT STREET WEST

TORONTO, ONT.

Manitoba.

James Barr, hotel, Glenboro, has sold out to Charles Shields.

Geo. Stevenson, watchmaker and jeweller, is opening business at Manitou.

Campbell & Ferguson, lumber, Melita, have dissolved; Campbell & Campbell continue.

The Great Northern Insurance Guarantee Co., Ltd., of Manitoba, Winnipeg, has been incorporated.

Mrs. A. F. Reykdal, boots and shoes, Winnipeg, is deceased.

O. Martin, harnessmaker, Boissvain, is succeeded by James Reid.

The partnership existing between Porter & Ronald, wholesale crockery, Winnipeg, has been dissolved, Mr. Porter continuing the business.

Half a dozen tenders for the supply of 500,000 to 1,000,000 feet of lumber for Winnipeg corporation work were opened at the last meeting of the board and that of the Western Lumber company was accepted, for \$17.20 per thousand feet.

The Souris Plaindealer of June 16 says: "On Tuesday McCulloch and Herriott shipped two cars of hogs, sold to Burchill & Howie, of Brandon, for the British Columbia trade. Stewart Johnston has also a car of hogs ready for shipment. Raising hogs is a source of revenue which should recommend itself to every farmer as a means of adding a little to his income. If our farmers were to turn their attention to combining all such possible sources of even a small revenue, they can make themselves independent of the wheat market, which would be a good thing just now, when it is so low that it is out of sight. Prices on good hogs rule as high as five cents live weight just now."

The Pilot Mound Sentinel of June 16 says: "Owing to the large shipment of fat stock made to the old country on Tuesday, by Gordon & Ironside, the early part of the week was a busy time with merchants and business men in Pilot Mound. The hurry and excitement of adding the animals on the cars, the exchange of many thousands of dollars for cattle, and the presence of a large number of farmers gave an appearance of prosperity and animation to the place not often witnessed in other country towns in Manitoba. Much of the success of the people of this district and the ability of farmers and business men to meet their obligations promptly has been caused by the eagerness of cattle buyers and the frequent shipments made by Baird Bros., J. T. Gordon and Chalmers Bros. & Bethune."

W. Hamilton of Pilot Mound has sold his livery and feed stables to Crothers & Gibbs.

Assiniboia.

The item in THE COMMERCIAL of June 5, that J. W. Thornton, of Yorkton, had assigned, was in error. The item was intended to apply to another place entirely, and not to a Yorkton dealer at all.

Alberta.

Howey Bros., butchers, Edmonton, have dissolved; W. R. Howey continues.

The Calgary Light Power & Heating Co., Ltd., is seeking incorporation.

Freight Rates and Traffic Matters.

The Montreal Trade Bulletin of June 16, says: "Grain freights are very firm, 2s. 6d. having been paid for Liverpool, with holders asking more money. London is quoted firm at 2s. 9d. to 3s. Glasgow freight has been quoted at 10s. 6d. to 11s. 3d. to Liverpool, 11s. 3d. to 12s. 6d. London, and 10s. to Glasgow. Provisions are steady, 15s. to 17s. 6d. Liverpool and London, and 15s. Glasgow. Butter and cheese 25s. Liverpool, London and Glasgow, and 30s. Bristol. Eggs have been engaged to Liverpool at 15s. measurement. Cattle 45s. to 55s. Dicks 40s. Hay 35s. to 40s. Regarding inland freights, the rate from Chicago to Buffalo is 2½c wheat and 2c corn; and from Buffalo to New York 5½c wheat and 4½c corn and oats, making the through freight from Chicago to New York by lake and canal 7½c per bushel on wheat. From Chicago to Kingston charters have been made at 3½ to 3½c, and from Kingston to Montreal 2½ to 2½c. Charters have been made from Toledo to Buffalo at 1½c per bushel, and from Duluth to Buffalo at 3½c per bushel, two vessels being chartered at that figure. Owing to the cheaper freights via Montreal than by New York, considerable grain has been diverted to Kingston."

The Chicago Daily Trade Bulletin of June 17 says: "Railroad business during the past week was light so far as the east bound roads were concerned and rates held steady at 25c per 100 lbs for flour and grain and 30c for provisions to New York. Through rates to Liverpool were firmer and higher at 31½ to 32½c for flour, 16c per bushel for wheat and 15½c for corn, and 43.06 to 66c per 100 lbs for provisions, the latter lake and rail. Through rates by lake and rail to New York were firm at 8½c for wheat and 8½c for corn, and 9½c for corn and 6½c for oats to New England points. The demand for vessel room for Buffalo and other points was good and the offerings rather light so that rates held steady at 2½c on wheat and 2c on corn and 1½ to 1½c on oats to Buffalo, 3½c for wheat to Kingston and 3½c for corn. Georgian Bay rates were 1½c for corn."

The Minneapolis Northwestern Miller of June 17, says: Ocean rates are still stronger, and, in some instances, higher. Minneapolis parties are engaging comparatively little room for flour, as they do not expect rates to remain where they are very long. The exportation of considerable wheat has, no doubt, been the main cause of the big advance. The last through rates from Minneapolis obtained Wednesday for shipment via lake and rail, were as follows, per 100 lbs: To London, 40c; Liverpool, 38c; Glasgow, 38c; Leith, 41c; Amsterdam, 40½c; Southampton, 40c; Bristol, 40c. Vessels have advanced the rate on wheat from Duluth to Buffalo from 2½c to 3c, and still further the next day to 3½c, at which contracts have been closed for moving about 3,000,000 bus. Rates are now firm and steady at the advance. For a time, 3½c and even 4c wheat was talked, but no further advance is expected in the near future.

British Wheat Prices.

The London Miller, of June 5, reviews the course of the wheat markets during May as follows:—The month's trade began with a dull market at Mark Lane. But there was no price change. Liverpool on the 2nd showed a like adherence to April prices. Californian made 6s. per cental, red winter 5s. 9d. On the 4th London quoted 28s. 3d. for Calcutta wheat, with a firmer market. Bristol, Birmingham, and Manchester were steady for all sorts of wheat. On the 5th London declared an English wheat average of 27s. per qr., and Liverpool was 1d. per cental dearer, Californian making 6s. 1d., red winter 5s. 10d. per cental. On the 6th the country markets were 6d. to 1s. dearer, against seven admitting no change. On the 8th London was 1s. dearer for both English and foreign wheat. A rise of 6d. per sack on flour was quoted. Glasgow and Edinburgh were 1s. 6d. dearer than London, and 1s. 6d. dearer than Liverpool. Back, while the drought caused considerable crop apprehensions. On the 11th, Birmingham, Bristol, and Plymouth were 1s. dearer on the week. Most of the country markets on the 13th were 6d. dearer. On the 15th at Mark Lane there was a good demand for American fine flour and for Hungarian, also for fine Duluth and Manitoba wheat, but demand was specialised, and the general market was disappointing. On the 18th Calcutta wheat made 29s. 3d. in London, while Californian made 6s. 2d. at Liverpool, and red winter 5s. 10d. per qr. The weather now took a turn to rain, with the result of the country markets on the 20th being weak. The brief Whit-tide holidays intervened at this point, but when trade was once more in full vigor, say by the 26th, the numerous cargo arrivals adding their influence to the showery weather, prevented holders having the advantage, as they had had from the 4th to the 19th. Still 29s. 3d. was made in London, on 26th, for Calcutta wheat. At Liverpool, however, 6s. was taken for Californian and 5s. 9d. for red winter. Norwich on the 27th was 6d. cheaper on the week. On the 29th London was 6d. lower for wheat of all sorts, and also for American flour, but for English and Hungarian flour fully previous prices were made. At Liverpool on the 30th trade was steady at the prices of the 26th, but the month closed with a decided touch of weakness at the local markets.

May has relieved the chief anxieties of wheat growers, though in this country the rainfall is still inadequate. The long due cargoes, which swelled the list of grain on passage from last to 22nd, have come in freely during the last six days, the arrivals averaging as many as six wheat ships per diem. The reaction in value has been rather less than might have been feared, and on the whole there is singularly little change in prices.

June, with ample supplies afloat, is not likely to enhance present values very materially, the effect of American deficiency having been already discounted. A falling off in English wheat deliveries, however, is now practically certain, and this will enable large foreign arrivals to be absorbed without trade feeling any depression. The great question for the trade now is, how far can the present high rate of wheat production be maintained at the present low rate of wheat values? Any fact bearing directly on this problem may be expected to exercise great influence over opinion, and, through opinion, on prices. The refusal of India to ship at all freely at currencies is for the moment balanced by the frankness with which La Plata and Chili accept the same or even rather lower rates. The balance of probability is that prices a month hence will be a little better than they are to-day, but not much. Fine flour, whether English, Hungarian or Californian, may well pay for the holding, but cheap flour stocks are not considered a good investment for holding after May. As regards wheat the remainder of the English crop of 1892 should during June and July gradually get nearer a 30s level, but though many expect to see Indian wheat creep up also, nobody knows at what exact price Indian shipments will really be tempted. The finer sorts of wheat off stands, such as Californian, Australian and Duluth, seem to have already found a fairly fixed value, from 31s for the now plentiful Californian, to 34s for the comparatively scarce Duluth. This is a time of year when crop reports attract daily notice and excite daily discussion, but we expect the influence on the trade to be restricted. The English crop is a small item nowadays. American possibilities have been viewed and reviewed during May. What would send prices up 2s to 3s per qr. would be really bad crop news from Russia or France. But no such news seems likely to come. Russian reports would hardly be Russian reports unless they were uncertain and conflicting, while from all we hear we believe that the wheat crop in France

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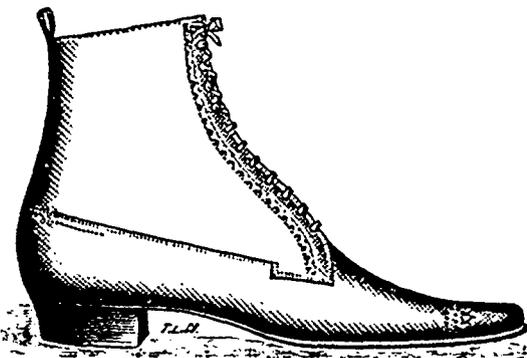
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BRITISH COLUMBIA.

[This department is in charge of R. E. Gosnell, who is permanently engaged as a regular member of THE COMMERCIAL staff, to represent this journal in British Columbia. Parties in British Columbia who wish to communicate in any way with this paper, may apply directly to Mr. Gosnell at Vancouver.]

British Columbia Business Review.

June 19, 1893.

The business situation is practically unchanged, with nothing to distinguish the past week from the two or three weeks preceding it. It still rains and continues cold, and the outlook from an agricultural point of view is dismal enough. Small fruit will be a failure in all probability unless a change occurs.

New potatoes are coming in and rapidly taking the place of the old stock, which is still from Manitoba.

Fruit is more plentiful and cheaper. The Australian shipment of last week has had a decided influence on the market. With the exception of a few boxes it has all been disposed of. The oranges were a little on the tart side, having been pulled too green. The lemons, however, are superior to anything in the market. California cherries are cheaper and in large supply.

Eggs remain about the same.

Eastern creamery and dairy butter now supplies the market. The first consignment of Manitoba dairy for the season has just been received.

Vegetables are somewhat scarcer than they should be at this season.

Fresh meats with the exception of pork are cheaper.

Fish is in fair supply. Experimental shipments of fresh halibut and salmon, principally, were made by A. Fader & Co., Vancouver, via the Miowera to Australia and of salmon by Mr. M. Mowat, Westminster. The former sent 10,000 lbs., consisting of eight varieties, accompanied by an agent for the firm, and the latter 1,000 lbs. of fresh salmon. These were also some kits of colachan sent. There were sent in cold storage, all the ship's compartments being utilized for that purpose. It is to be hoped that a large and profitable trade can be worked up in this way in fresh fish with Australia.

Flour shows no sign of improving and dealers as a rule are selling at cost. Feed, too, has declined in price somewhat.

Shipping, though improved last week by the arrival of the trans-Pacific steamers, is not equal in volume to preceding weeks.

Meats are steady with a prospect of remaining so all summer.

Building generally is much slacker than last year, but this will be compensated for by the amount of railway construction. Four, if not five, railway contracts will be under way before the end of the month.

As will have been observed by the press dispatches, there is an agitation among the white fishermen of the Fraser River against the nationalization of Japs, who are taking out fishing licenses, and a petition has been sent to Ottawa, protesting against it. Formerly the number of licenses were restricted, and these were divided between the fishermen and the cannery men in a certain proportion. This was a grievance, and the fishermen protested against it, claiming that it placed the control of the fishing in the hands of the canners, and the Government made the issuing of licenses general. The result of this has been that a great many foreigners, including Japs and Chinese, have become naturalized in order to obtain licenses, thus constituting another grievance even greater than the first, and, curiously enough, the cannery men are again the subject of blame, as reaping the advantage of the new order of things. Unless the naturalization law is abused, it is difficult to see how

this state of things can be remedied. The law should be amended, if that be necessary, so as to strictly enforce the conditions of residence, but how the Government can exclude Japanese and Chinese, their conditions being complied with, no one has risen to explain. To enact arbitrarily that Japanese and Chinese cannot become naturalized as British subjects is the only salvation of the problem, if the petitioners' views are to be carried into effect, and that, of course, no Government could undertake to do. It is said that the carrying out of the law is very lax. If so, it is the duty of the Government to see that these abuses are rectified without delay.

A most unusual by-law is proposed for the city of New Westminster. It is proposed to erect a cold storage system in connection with the market building there. It will, it is estimated, cost \$20,000, and a by-law will be submitted to the ratepayers providing for that amount for the purpose named. The necessity of cold storage in a province like British Columbia has frequently been referred to in THE COMMERCIAL, and it is but recently that its advantages have been recognised, but perhaps never before in any country has it been suggested that it should be provided at public expense. The erection of cold storage is as much a private business as that of conducting a dry goods or grocery store, and once a city enters upon enterprises of the kind logically there is no end to it. The justification for it now is that so much capital is locked up in real estate that private individuals cannot afford the money necessary. That, of course, is not a sufficient reason for violating a well understood principle that public corporations should not engage in business of a private nature. The necessity for cold storage as a business proposition exists in even greater degree in the cities of Victoria and Vancouver, and certainly no such proposition would be entertained in either. Such a proposition differs widely from waterworks, electric lighting, and other facilities of a similar nature. These have become, owing to the altered conditions of life, almost as necessary for the public accommodation and as general as the postal system, but unless the commonwealth is prepared to regard trade and commerce as one of its paternal functions it cannot enter upon such an undertaking as referred to. Besides, there is every reason to believe that all the requirements of coast cities in this respect will be fully met by those whose business it is and to whose advantage it will be to supply such facilities. Even, if erected by the city, ultimately it would be sure to fall into the hands of private parties, whose province it is to engage in a business of this kind.

The advantages of direct shipments, in view of the Australian line just established, is somewhat illustrated by the following excerpt from the market report of the Seattle Post-Intelligencer:—

"A car load of bananas arrived yesterday from New Orleans, being Central American fruit. These bananas are bought cheaper and pay less freight than the Hawaiian product that reaches the Sound by way of San Francisco. A part of the difference in freight is accounted for by the fact that the bananas have to be boxed to come up the coast, making freight rates much larger."

B. C. Market Quotations.

FLOUR, FEED, GRAIN, ETC.—The Ogilvie Milling Co. and Keowatin Milling Co. quote standard brands of Manitoba flour, in car lots only, at Victoria, Vancouver and Westminster as follows: Patent, per bbl., \$4.60; strong bakers, \$4.30. The Columbia Flouring Mills quote Enderby flour in carload lots at Victoria, Vancouver and New Westminster: Premier, \$4.75; XXX, \$4.65; strong bakers, or XX, \$4.25; superfine, \$3.65. Quotations small lots are: Flour, Manitoba patents, \$4.70; strong bakers, \$4.30; ladies choice, \$4.75; prairie lily, \$4.50; Oregon, \$5.00. Enderby mills—Premier \$5.25; three star, \$4.90; two star, \$4.50; oatmeal eastern \$3.40;

California granulated in gunnies, \$4.35; National mills, Victoria, \$3.75; rolled oats; eastern \$3.00 to \$3.25; California, \$4.00; National mills \$3.00 per sack; Westminster Mills, \$4 per 100 lbs.; cornmeal \$3.10; split peas \$3.50; pearl barley \$4.50. Rice—The Victoria rice mills quote wholesale Japan rice per ton, \$77.50; China rice do \$70; rice flour, do, \$70; chit rice, do, \$25; rice meal do, \$17.50; chopped feed \$30 per ton; bran, \$23; shorts \$25; Man. oats, \$33 to 35; wheat 28c; oil cake, \$50; hay, \$20. Wheat is quoted in car lots for feed No. 2 regular at \$25 per ton; oats \$30 in bulk and in sacks \$32; chop barley \$32. California malting barley, \$26 to \$27 f.o.b. in San Francisco. California chop, \$32 to \$33. Oak Lake patent Hungarian \$4.65; Oak Lake strong bakers, \$4.25. The Western Milling Co. quote mixed chop, \$26; rye \$33; patent flour, \$4.60; strong bakers, \$4.25. Brandon Mills patents, \$4.60; strong bakers, \$4.50.

SUGAR—The current quotations by the British Columbia Sugar Refinery are as follows:—Powdered, icing and bar, 7½c per pound; Paris lump, 7c; granulated, 6½c; extra C, 5½c; fancy yellow, 5½c; yellow 5½c; golden C 5½c.

They quote syrup as follows:—Finest golden, in 30-gallon barrels, 2½c; do, in 10-gallon kegs, 3c; do, in 5 gallon kegs, \$2.50 each; do, 1-gallon tins, \$4.50 per case of 10; do, in ½-gallon tins \$6 per case of 20.

These prices are subject to 2½ per cent discount for cash in fourteen days, and cover delivery in Vancouver, Victoria, Nanaimo or New Westminster.

FREIGHTS.—The market is dull, and as very little business is passing rates remain at very much the same level as previously reported.

Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 27s 6d; Callao direct, 30s to 32s 6d; Sydney, 27s 6d to 30s; Melbourne, Adelaide or Port Pirie, 36s 3d to 37s 6d; United Kingdom, calling at Cork for orders, 50s; Tientsin, 55 to 60s.

LUMBER—Quotations for Douglas fir lumber in cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association. Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, per M feet \$ 8 50
Deck plank, rough, average length, 35 feet, per M 19 00
Dressed F. and G. flooring, per M. 17 00
Pickets, rough, per M. 9 00
Laths, 4 feet, per M 2 00

The local quotations established by the Victoria lumber dealers are as follows, including delivery to any part of the city: Rough lumber, per M. feet, \$10; shiplap, \$12; rustic, 6 and 8 inches, \$18; 6 in. flooring, \$18; 4 in. flooring, \$20; do, edge grain, \$22.50; dressed lumber, four sides, \$17; second quality flooring and rustic, all kinds, \$14; shingles, \$2.25; laths, \$2.25.

COAL—J. W. Harrison writes as follows with reference to the present condition of the San Francisco coal market:—

During the week there have been the following arrivals from the coast mines, 7398 tons, from foreign ports 15,790 tons. The shipment recently from our northern collieries have been very light; coal freights are low enough, as shipowners claim that dividends are not dreamt of at going rates, and no great advance is expected in prices, so that there cannot be much profit on coast coal products in the near future if the present conditions to them are unfavorable. The Australian arrivals this week were needed, as stocks of those grades were running very light; the steamer is just at hand from the colonies with only such information as had preceded her by cable dispatches; freight rates from that section are firmly maintained. Cardiff is fast becoming a favored shipping point for coal shipments to this port as the character of that section's output is of a very high order and the pit quotations have been marked down materially for the past year.

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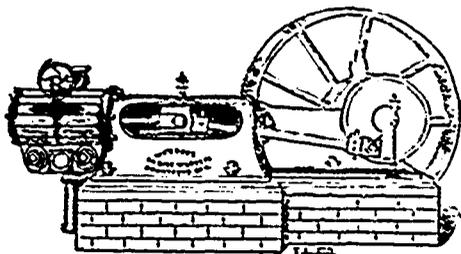
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WINNIPEG MARKETS.

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SATURDAY AFTERNOON, June 24.

The steady continuation of excellent crop weather is increasing the hopeful outlook. The month of June to date has been about perfect for Manitoba crops. The feeling of uneasiness on account of the late spring, has now passed away, and the old-time enthusiasm over the crop prospect, is breaking out in spots. It is worthy of note, however, that this enthusiasm is tempered with more caution than in past years. Business is being conducted on a more careful and conservative basis than formerly, owing to the financial stringency. This is as it should be. Bright crop prospects in some former years, have proved very disappointing in the end, and the lessons of the past should be remembered. While the outlook is therefore hopeful, any tendency to carry enthusiasm to the extent of discounting the future in a business way, should be carefully guarded against.

The war of rates among the Pacific railways, is a factor of interest at the moment. The advent of a new through Pacific road in the field—the Great Northern—has led to cutting and general demoralization of rates. Passenger rates have been cut in two and are likely to be quartered, and new freight tariffs are being announced. The Canadian Pacific has made a new tariff from coast points to Kootenay district, giving similar rates as were in force from Winnipeg to Kootenay. Lower through rates from the East to Pacific coast points are understood to be possible, which will injure Winnipeg unless corresponding reductions are made from here. Sugars are again higher.

GRAIN AND PRODUCE.

WHEAT.—Wheat has been irregular and unsettled, and weak on most days. The visible supply statement on Monday showed the large decrease of 2,287,000 bushels making the total 66,375,000 bushels, as compared with 26,000,000 bushels a year ago. European crop news were more favorable, and reports on Tuesday stated that the damage to the French crops from drought had been over estimated. Continued weakness was the feature on Wednesday, with lower cables. United States crop conditions were reported favorable on Thursday. Prices were still lower on Friday. Further bank failures and a break in corn having a depressing effect.

The margin of error in the official wheat crop reports of the United States in the last two years says Bradstreet's, points to a possible output this season of 460,000,000 bushels, while the surplus reserve available for export at this time cannot be less than 70,000,000 bushels larger than the minimum, indicating a probable total available supply for the ensuing year of 530,000,000 bushels. Exports of wheat (flour included) continue heavy, aggregating 3,553,000 this week, 50 per cent. more than in the like week in 1891, and as compared with about 1,500,000 bushels in the same week in 1890 and 1889.

FLOUR.—Unchanged. Prices in small lots to the local trade are quoted: Patents, \$1.90; strong bakers' \$1.70; XXXX 80 to 95c; superfine 60 to 70c. Brands of some mills sell at 5 to 10c under these prices, even in small lots.

MILLSTUFFS.—The price to the local trade, less than car lots, delivered is the same at \$9 for bran and \$11 for shorts.

OATS.—About the same. Car lots on track here quoted at 29 to 30c per bushel of 34 pounds, and a few loads on the street here brought 23 to 30c. Car lots country points, 23 to 25c as to quality. The top price would demand an extra sample.

Barley—Nominal. Cars on track, Winnipeg, 28 to 30c per bushel, local freights.

GROUND FEED—Held at \$15 to \$17 per ton,

as to quality. Oil cake meal, sacked, \$26 per ton.

OATMEAL, ETC.—Irregular in price. Rolled oats quoted as low as \$2.10 per sack, while some brands are quoted \$2.20. Granulated varies from \$2.10 to 2.20; standard \$1.90 to 1.95; cornmeal \$1.60 to 1.65; beans \$1.80 to 1.90 per bushel; split peas, \$2.40 to \$2.50; pot barley \$2.40 to 2.50; pearl barley \$4 per sack.

CURED MEATS—Firm. We quote: Dry salt long clear bacon, 11½c; smoked long clear, 12½c; spiced rolls 10½ to 11½c; breakfast bacon 14 to 14½c; smoked hams, 13 to 14c; the lower price; for heavy hams; shoulders, 10½ to 11c; mess pork, \$20.00 per barrel. Sausage quoted: Pork sausage, 9c; bologna sausage 9c lb; German sausage, 9c; ham, chicken and tongue sausage, 9c per half lb. packet.

LARD—Pure held at \$2.60, in 20-pound pails, per pail; compound, lower at \$2.20 per pail.

DRESSED MEATS.—For beef 6c is now the top price, and 5½c is a general price. Mutton, 13 to 14c. Veal steadier again at 7 to 8c. Pork is firmer at 7 to 8c.

Eggs—We quote round lots at 11½c and 12 to 13c for smaller lots. Tendency still lower.

Butter—Easier, and tendency weak under free receipts. We quote good to choice dairy 13 to 15c, dealer's selling price.

Cheese—Dealers are selling at 10c.

HIDES—Calfskins lower. We quote Winnipeg inspected here as follows: No. 1 cows, 3½c; No. 2, 2½c; No. 3, 2c; No. 1 heavy steers, 5c; No. 2 steers, 4c; No. 3, 3c lb. Real veal 8 to 13 lb skins, 5 to 7c per pound. Kips about same as hides. Sheepskins worth 60c to \$1 for full wool skins, the top price for very large; sheerlings, 15 to 20c each. Lambskins, 20c. Tallow, 4½ to 5c rendered; 2 to 3c rough.

Wool—Unwashed Manitoba fleeces of ordinary mixed quality usually brings 10c, though some very coarse stuff has been coming in, which is not worth within 2 to 3c of this figure. Pure downs bring 11c, but very little of this class offered.

Binder Twine.

The implement dealers are now quoting prices, which range from 8 to 13½c as to quality and quantity, or from 9½ to 13½c, in small lots of not less than 500 lbs. These are prices to farmers at Manitoba points. The different grades are:—Silver composite, 9½c; red cap, 11½c; blue ribbon, 12½c; these prices are retail to consumers in small quantities, in larger quantities a reduction is made of from ½ to 1½c, according to quantity taken. There is also a discount of 5 per cent. for cash.

Toronto Markets

Millfeed—Bran, quiet and steady; there were sales at equal to \$11.30 Toronto freights; \$10.50 was bid west and \$11 asked, with more offering at \$11.50. Shorts scarce and none offering; \$14.25 would have been paid west.

Wheat—Prices if anything are a little easier. White and red wheat was wanted outside at 61 to 62c low freights, and 63c was asked. Spring wheat lying on the Midland was nominally 61 to 62c; No. 1 Manitoba hard changed hands at 82½c west, and at 83½c east; No. 2 hard was quoted at 81c west, and 82c east.

Oats quiet and steady. There were sales at 33c on track; 34½ to 35c is asked outside, with 34c bid. At the call board 34c was bid for white oats outside, July delivery.

Grain and Flour—Car prices were:—Flour, Toronto freights, Manitoba patents, \$4.20 to 4.25; Manitoba strong bakers', \$3.80 to 3.90; Ontario patents, \$3.50 to 3.60; straight roller, \$2.85 to 3.10; extra, \$2.65 to 2.70; low grades per bag, \$1.00 to 1.25. Bran—\$11.50 to 12.00. Shorts—\$13. Wheat—(west and north points)—White, 62 to 63c; spring, 61 to 62c; red winter, 62 to 63c; goose, 60 to 61c; spring Midland, 62 to 63c; No 1 hard,

North Bay, 85 to 86c; No 2 hard, 83 to 84c; No 3 hard, 76 to 77c; No 1 frosted, 65 to 66c; peas (outside) 56 to 57c. Barley (outside)—No 1, 41 to 42c; No 2, 37 to 37½; No 3 extra, 34 to 35c; No 3, 3) to 32c; Rye (outside) 55 to 56c. Buckwheat (outside) 50c. Oats, 38.

Eggs—Receipts were fair and demand moderate. A few sales of small lots were reported at 12c, but 11½c was the ruling price. Commission men are paying 11c for strictly fresh eggs here.

Produce—Quotations are: Beans per bush.—Out of store, \$1.25 to \$1.40. Dressed meats, per lb.—Beef, fices, 4 to 4½c; hinds, 8 to 9½c; veal, 7½ to 9c; mutton, 6c to 7½c; lamb, 11 to 12c. Dried apples—Jobbing at 4½c; evaporated, 8½ to 9c. Eggs—fresh, 11½ to 12c. Hay—Timothy, on track, \$10.25 to \$10.50. Straw, \$5.50 to \$6.00. Hides—Cured, 5½ to 5½c; green, No. 1, cows, 4½c. Skins—Sheepskins—\$1 to 1.35; calf, 5 to 8c. Hops—Canadian, 1892 crop, 15 to 19c; yearlings, 12 to 14c. Honey—Extracted, 8 to 9½c; sections, 13 to 14c. Potatoes, per bag—out of store, \$1.05; on track, 90c per bag. Poultry—chickens, per pair, 60 to 75c; geese, per lb, 8c; ducks, per pair, 60 to 70c; turkeys, 9 to 9½c per lb.

Butter—Receipts were light to-day and the market firm. Large rolls and store packed tubs were held at 13½ to 14c for good to choice grades, and table grades in dairy tubs were enquired for at about 15c. During the week considerable butter has been sent to Montreal, and the local market has in consequence been pretty bare of stock. Creameries have been rather dull, but prices have kept about steady at the quotations given below.

Cheese—Only a moderate business has been transacted on the local market this week. The demand for new cheese has improved, but dealers have not been heavy purchasers, as lower prices are generally looked for. Jobbing prices are easy at 10c for choice grades new cheese and 10½ to 11c for autumn makes.

Cured Meats—Quotations are:—Mess pork Canadian, \$21.50 to \$22.00; short cut, \$22.00 to \$22.50; bacon, long clear, per pound, 10½ to 11c; lard, Canadian tierces, 12½ to 13½c; tubs and pails, 13 to 13½c; in tins, from 4 to 5 lbs, 13½ to 14c; compound, do, 10 to 11½c. Smoked meats—Hams, per lb, 13 to 13½c; bellies, 13½ to 14c; rolls, per lb, 10½ to 10¾c; backs, per lb, 12½ to 13c.

Cattle—In butchers' cattle particularly the feeling was strong, reflecting the improved conditions at Montreal. It is expected before long that a considerable number of ranch cattle from the Northwest will be placed on the local market.

Export Cattle—The market was active and steady, the conditions which prevailed Tuesday being about the same. Shippers bought stock more confidently this morning, and at the close very few cattle were unsold. The slight improvement in British markets reported in our cable of Tuesday, has created a better feeling here, and shippers are now buying with more freedom, with a reasonable hope of making a fair profit in either Liverpool or London. Glasgow, they say, is still out of the question as a shipping point, and probably will be until the embargo is removed. The sales include a number of loads of cattle at \$5.25 to 5.30 per cwt. These are by no means representative of the prevailing prices, as the cattle were very fancy and generally picked. The bulk of the sales were made at from 4½ to 5½c per lb.

Sheep and Lambs—Sheep were dull and unchanged, but there was a brisk demand for lambs at better prices than prevailed Tuesday. Only a dozen lambs came in, and these sold at about \$4.75 each. One lot of 96 clipped yearlings, averaging 85 lbs, sold at \$3.50 per head; 29 sheep, averaging 140 lbs, sold at \$5.35 per head.

Hogs—The market was strong. Not quite 300 hogs were offered, and these sold early in the day. Choice straight fat hogs sold at 6½ to 6¾c per lb off cars. One load fancy animals was reported sold at \$6.90 per cwt.—Empire, June 17.

Chicago Board of Trade Prices.

(Quotations below are per bushel for regular No. 2 wheat, which grade serves as a basis for speculative business. Corn and oats are per bushel for No. 2 grade; mess pork quoted per barrel, lard and short ribs per 100 pounds.)

On Monday wheat was easier, prices declining $\frac{1}{2}$ to $\frac{3}{8}$ c, and an unsettled feeling existed. Later prices recovered, and closed about the same as Saturday. Corn advanced sharply. Oats were fractionally higher. Closing prices were:—

	June.	July.	Sept.
Wheat	64 $\frac{1}{2}$	66 $\frac{1}{2}$	71 $\frac{1}{2}$
Corn	42 $\frac{1}{2}$	42 $\frac{1}{2}$	43 $\frac{1}{2}$
Oats	30 $\frac{1}{2}$	30 $\frac{1}{2}$	27 $\frac{1}{2}$
Pork	—	20 10	20 90
Lard	—	9 95	10 67 $\frac{1}{2}$
Ribs	—	9 25	9 57 $\frac{1}{2}$

On Tuesday prices were lower, prices declining 1 to 1 $\frac{1}{2}$ c, and closing about 1c lower. Corn and oats were also lower. Closing prices were:—

	June.	July.	Sept.
Wheat	64 $\frac{1}{2}$	65 $\frac{1}{2}$	70 $\frac{1}{2}$
Corn	41 $\frac{1}{2}$	41 $\frac{1}{2}$	43 $\frac{1}{2}$
Oats	30 $\frac{1}{2}$	30	26 $\frac{1}{2}$
Pork	—	—	20 85
Lard	—	9 80	10 42 $\frac{1}{2}$
Ribs	—	9 00	9 32 $\frac{1}{2}$

Wheat continued unsettled on Wednesday, opening $\frac{1}{2}$ to $\frac{3}{8}$ c lower, declined about $\frac{1}{2}$ c more, then advanced $\frac{1}{2}$ to 1 $\frac{1}{2}$ c, and closed about the same as Tuesday, as follows:—

	June.	July.	Sept.
Wheat.....	64 $\frac{1}{2}$	65 $\frac{1}{2}$	70 $\frac{1}{2}$
Corn.....	41 $\frac{1}{2}$	41 $\frac{1}{2}$	43 $\frac{1}{2}$
Oats.....	30 $\frac{1}{2}$	29 $\frac{1}{2}$	26 $\frac{1}{2}$
Pork.....	—	19 55	20 40
Lard.....	—	9 57 $\frac{1}{2}$	10 20
Short Ribs.....	—	8 90	9 17 $\frac{1}{2}$

On Thursday wheat showed more firmness, but closed slightly lower.

	June.	July.	Sept.
Wheat.....	—	65 $\frac{1}{2}$	70
Corn.....	—	41 $\frac{1}{2}$	47 $\frac{1}{2}$
Oats.....	—	29 $\frac{1}{2}$	26 $\frac{1}{2}$
Pork.....	—	19 15	20 15
Lard.....	—	9 72 $\frac{1}{2}$	10 32 $\frac{1}{2}$
Ribs.....	—	—	—

On Friday wheat was lower, as well as all other cereals. Closing prices were:—

	June.	July.	Sept.
Wheat.....	—	64 $\frac{1}{2}$	69 $\frac{1}{2}$ -60 $\frac{1}{2}$
Corn.....	—	40 $\frac{1}{2}$	41 $\frac{1}{2}$
Oats.....	—	29	26
Pork.....	—	19 95	20 10
Lard.....	—	9 72 $\frac{1}{2}$	10 32 $\frac{1}{2}$
Ribs.....	—	9 02 $\frac{1}{2}$	9 85

On Saturday wheat opened at 64 $\frac{1}{2}$ c and closed at the same price for July option.

Duluth Wheat Market.

No. 1 Northern wheat at Duluth closed as follows on each day of the week:

Monday—July 62c; September 67 $\frac{1}{2}$ c.
Tuesday—July 61 $\frac{1}{2}$ c; September 67.
Wednesday—July, 61 $\frac{1}{2}$ c; September, 67 $\frac{1}{2}$ c.
Thursday—July 61 $\frac{1}{2}$ c; September, 67c.
Friday—July 61 $\frac{1}{2}$ c; September, 66 $\frac{1}{2}$ c.
Saturday—July 61 $\frac{1}{2}$ c; September, 66 $\frac{1}{2}$ c.

A week ago July wheat closed at 62 $\frac{1}{2}$ c, and September delivery at 67 $\frac{1}{2}$ c. A year ago cash wheat closed at 79c, and July at 79 $\frac{1}{2}$ c.

British Columbia Brief Business Notes.

The American barque Seminole, 1439 tons, is on her way to load lumber at Moodyville for Santa Rosalia.

Mr. Cassidy, of the firm of Cassidy & Co., lumbermen, Vancouver, has gone east on an extensive trip.

John Morrison, Vancouver, has leased the Hotel Mission, of Mission City.

Wood, Travis & Co. are building a large fish-curing establishment at Mission city.

The customs collections at Kootenay Lake points during April and May amounted to \$22,580.57.

The contract for clearing the right of way of five miles of the Haslo Sloan railway has been let to J. D. Cameron.

Nelson and Bouseman, butchers, Vancouver, have dissolved.

A. B. Gray's wholesale stock of wines, etc., Victoria, has been sold by auction.

Chief Engineer Roberts, of the Nelson and Fort Sheppard railway, says the trains will be running over the road by October.

The name of Chipman, Morgan, & Co., shipping and commission firm, Vancouver, has been changed to W. W. L. Keene and Co.

The s.s. Miowera sailed last week for Australia, with twenty passengers and about 400 tons of freight.

The second Australian steamer for Canada sailed on Saturday from Sydney.

Geo. Powell, E. M. Korwood and S. Lumpman, have been admitted to the B. C. bar.

The owners of the town site of Lardeau are contributing \$5,000 to build a wagon road from Lardeau to Trout Lake City.

A company is being promoted in Kaslo to light the town with electricity.

Messrs. Crean & Thomas, proprietors of the Oriental Hotel, Vancouver, are opening a restaurant in the Brinsmead block.

The Inland Agricultural Association will hold its exhibition at Ashcroft on Oct. 12th and 13th.

John Ferguson, baker, Westminster, has assigned.

W. J. Gallagher, late of the *Telegram*, Vancouver, is endeavoring to establish a new daily paper in Nanaimo.

W. E. Gravely, Vancouver, has been appointed agent for British Columbia of the Dominion Burglary Insurance Co., Montreal.

John Douglas, South Westminster, has discovered croppings of bituminous coal on his property, and will make test borings.

Q. Faulkner, hotel, Vernon, has sold out to L. Morand.

Axel Johnson, hotel, Vernon, advertises business for sale.

F. G. Powell, groceries and provisions, has opened at Plumper's Pass.

R. M. Woodward, general store and sawmill, Lower Nicola, has offered to compromise at 75 cents on the dollar.

L. E. McFarland has bought out the interest of G. Leask, in Leask & Wilson, bakers, Nanaimo.

The *Mission City News* has made its appearance. It is very neatly got up, clean and well printed, and filled with very interesting matter. As a large, eight page weekly paper, this is one of the most ambitious attempts in the Province. Though *Mission City* is a small place as yet, the support given to the *News* seems to be most generous.

John Muddell, Courtenay, Comox district, has been appointed collector of customs at that point. Frank Whitney has been appointed postmaster for the new postoffice established there.

Messrs. Dalby & Claxton have been appointed agents for Vancouver Island for the Albion Fire Insurance Association, of London, England.

The annual general meeting of the Nelson & Fort Sheppard Railway Co. will be held at the head office in Victoria on Wednesday, July 12, and the annual general meeting of the New Westminster Southern Railway Co. in the Royal City on July 4.

A meeting of the shareholders of the Union S.S. Co. was held in Vancouver last week, at which the following were elected directors: Messrs. A. St. G. Hamersley, J. Oppenheimer, C. D. Rand, F. C. Cotton, J. C. Keith, H. McDowell, and G. T. Legge.

The Revelstoke Printing and Publishing Co., Ltd., has been incorporated with a capital stock of \$5,000, and Frederick Fraser, Wm. M. Brown and H. N. Coursier as first trustees.

The constitution of a local board of overseers to carry into effect the provisions of the Cattle Ranges Amendment Act of 1893 in that part of Clinton and Canoe Creek polling divisions of Lillooet lying west of the Fraser, has been authorized by the Lieutenant-Governor in Council. The election of members of the board will be held at Empire Valley on June 8.

The Empress of Japan arrived last week with 2,700 tons of cargo, principally made up of the new season's crop of tea, 102 saloon passengers, 22 intermediate, and 401 in steerage. The last named were Chinese and Japanese. She carried 53 sacks of mail.

Port.	No.	Tonnage.
Vancouver.....	5	7,676
Nanaimo	12	17,485
Total.....	17	25,161
Total last week	17	28,434

The British Pacific Railway.

Mr. Frank Bakeman, the head of the British Pacific Railway enterprise, or what was known as the Canada Western, has left Victoria for London, Eng., via San Francisco, Chicago and New York. Before leaving Victoria he had the following to say to the Colonist:

"The capital of the construction company, which you know is five million dollars, has been secured, and I will stop in New York only long enough to transact what business is necessary with the subscribers, before I sail. It will, I suppose, be August before I can get my private affairs and those of the construction company arranged. I will then go to London and make the final arrangements between the construction company and the financial company, or the British Columbia Railway and Finance Corporation, as the latter is called. I think I have already told the *Colonist* that the latter is a corporation with a capital of a million pounds, and is to finance the whole railway project for us."

"Has the capital of this company been secured?" was asked.

"It has, of course conditionally. In fact, I may say that we have a thorough understanding with the parties who are to furnish the money for every purpose connected with the railway and the other enterprises necessary for the development of its traffic."

"When will the work be begun?"

"We will resume the survey and location shortly, probably next month, and will complete that portion of the work from Victoria to Campbell's river, at least, during the present season."

"In this connection it is not immature to announce a policy which has already been settled, and that is this: We shall, in organizing our forces, recruit as far as possible from the residents of the Province. On my return I will be able to answer all questions of this kind more definitely. I expect, however, that work will go on continuously until the road is completed."

"When will you return?"

"In October I expect to be back in Victoria with my family, and to take up my residence here permanently."

"Who will remain in charge here?"

"Mr. M. Keith Jones, who is general manager of the construction company; Mr. C. W. Higgins, who is auditor; Col. Kane, the secretary; and Mr. F. P. Blackman, who has been with us during all the preliminary work, and who is our associate counsel, will also remain. These gentlemen will have charge of whatever business the company may have in hand. The corporate matters of the company will be looked after by Mr. Richef, who is the company's treasurer, and Col. Prior, its vice-president, which you will readily concede is placing such matters in very strong hands."

"I would like to add that I feel that we have surmounted all the difficulties which confront every enterprise of such magnitude as the British Pacific Railway. I do not know that the work has been especially difficult—that is, no more so than any other project involving twenty five millions of dollars would be—but I am sure of one thing, and that is, that we would never have succeeded if it had not been for the great resources of British Columbia and its splendid possibilities. *Au revoir.*"

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Grain and Milling.

The *Miller*, of London, England, dated June 5, says: "That the sellers of American patents have had uphill work during the past three months is perhaps the loudest echo of Mark Lane market. The pecuniary embarassments of certain firms have led to the forced sale of a good deal of imported flour, and although perhaps low grade made up the largest item in this bill, yet no inconsiderable amount of excellent patent flour was thrown on the market and bought at very low figures. A case in point is the purchase of 1,000 sacks of a well-known patent at 23s a sack. That price was secured by a factor, who, having a sound circle of custom among metropolitan bakers, could turn his purchase to good account by competing with higher-priced brands, of which the quality was little, if at all, better."

The *Journal d'Agriculture Pratique* gives the result of an experiment which has been made by M. Leon Noirot, farmer at Veuxhaubs (Cote d'Or) France, for the treatment of rust in wheat, which is said to have been completely successful. The size of the field in which the trials took place was half an acre, the soil being clayey. The wheat (white wheat of the country) was sown on November 8, 1891. On May 28, 1892, half of the field was treated with 4½ lbs. of sulphate of copper, and 6½ lbs. of sulphate of soda, dissolved in two gallons of water, and the solution was applied by means of a sprayer. The second half of the field was left untouched. The part dressed produced a crop at the rate of 36 bushels to the acre, and the half not dressed only 22 bushels, the former also being a ten per cent heavier sample. The dressed half gave a perfectly white straw, while the other was rusted and black.

The Carnduff Mill & Elevator Co., of Carnduff, Assa., is seeking incorporation.

The steamer Sitka, a few hours out from Port Arthur with wheat from Buffalo, run on a rick and made water. She returned to

Port Arthur and was beached. Several thousand bushels of wheat were damaged.

Wheat Crop Conditions in Europe.

The *Liverpool Corn Trade News* of June 6th says:—The weather of the past week has been bright with a few intermittent showers, and complaints are still very rife as to lowness of watercourses and general scarcity of water. The hay harvest has commenced, and curiously enough cutting has begun earliest in some districts which are usually among the latest. We have received no complaints of late as to the progress of the Wheat crop, and presume that it continues to give satisfaction in this country at least.

From abroad our agents have advised us as to conditions up to the 5th inst., as follows:

Germany (Hamburg), June 5.—Estimates are being slightly raised.

Germany (Munich), June 3.—General rains have fallen, and prospects, especially for Wheat, have much improved.

Germany (Bremen), June 2.—Weather cool with occasional rains.

Austria Hungary (Vienna), June 5.—Prospects becoming more favorable.

Italy (Genoa), June 5.—Prospects are satisfactory.

Spain, (Barcelona), June 5.—Prospects rather uncertain, but the damage is reported to be slight.

France (Paris), June 5.—Prospects are improving.

Belgium (Antwerp), June 3.—Some heavy rains have much improved the aspect of the crops. Fair average yield of Wheat and Rye looked for.

Holland (Rotterdam), June 2.—Prospects somewhat better, but more than a small average crop not expected.

It is stated that work will be commenced on the celebrated Silver King mine and the Dandy, Nelson, in July, and that machinery will be put in to develop them.

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Adulteration of Food.

To elevate the standard of food products, to put a premium on quality v. quantity, has been the object of the concerted efforts of many of our leading houses. To succeed in this meritorious work, they must have the co-operation of their customers; for what will it avail them to handle high-grade goods if there is no demand for them? If the consumer would be well served, he must lend his assistance to the producers, in so much as first to demand that he be well served, and second, to see that he is well served, rejecting all that is not as represented. To succeed in such a system would, of course, necessitate familiarity with the goods handled, and would require study, but what study could be productive of better results? Upon it depends the well-being of the community. Although the art of adulteration has been brought to great perfection, there are in most instances simple methods of detecting sophistication. Jellies, jams, marmalade, fruit, butter, etc., are articles which admit of much adulteration, both in the inspissated substance and the materials used for flavoring. The pulp of the turnip, whose characteristic flavor is easily overcome by admixture and flavoring, is a convenient and favorite material for this purpose; but may be easily detected by the aid of the microscope, the texture of the several fruit pulps for which it is liable to be substituted, being sufficiently dissimilar to be easily recognized. With jams which contain small seeds, such as blackberry, raspberry, etc., the pulp of damaged figs is sometimes mixed. This substitution, although not apparent to the casual observer, may be detected by the microscope by the difference in texture of the pulp, as well as the difference in the seeds. For flavoring this class of preserves, artificial extracts are prepared from several of the compound ethers and appropriately colored with aniline dyes. They are to be distinguished from the genuine fruit juice by the following tests, founded upon the presence of aniline. Fuchsine dyes a woollen or silken thread a permanent rose color, the tint imparted by natural fruit juices washes out, dilute mineral acids redden the natural fruit juices, but turn those containing an aniline dye yellow, artificial syrups are reddened by carbonate of potassium, but natural syrups are not affected, and subacetate of lead precipitated red with fuchsine, but green with natural fruit. Salicylic acid was first produced in 1874 at a cost sufficiently small to permit of its being used in the arts. It was originally brought to notice on account of its inhibitory influence on putrefaction, and is now used by some packers for the purpose of preserving their goods. When pure it appears as a snow-white crystalline powder, without odor or taste, but leaving a sense of astringency on the tongue, and irritation of the membrane of the mouth. The commercial article is, however, often very impure sodium chloride (common salt), carbolic acid and creosotic acid being the usual impurities. It may be detected in its aqueous solution by the addition of a neutral solution of ferric chloride, which develops a beautiful violet color. This is a very delicate test, one part of salicylic acid in four hundred thousand parts of water having been thus detected. The effect of this acid upon the human system is at first similar to that produced by an overdose of quinine, i.e., fullness of the head, with roaring in the ears. It is a powerful drug, and its effect is to paralyze the higher nerve tissue. In the case of spices, purchasers are apt to accept the fact of their being whole as a guarantee of their purity. This, however, is not always the case. Nutmegs are often punctured and boiled to extract the volatile oil, upon which the flavor depends, after which the orifice is so carefully closed up as to defy detection, without breaking the kernel. As the loss in weight when thus manipulated is very marked, they may be recognized, but are not otherwise altered in appearance. An inferior nutmeg is occasionally met with, which may be distinguished by its greater length,

elliptical shape, the absence of the dark brown veins, and its comparatively feeble odor and disagreeable taste. This is the male, or wild nutmeg, and is sometimes mixed with the cultivated article. Cloves are liable to the same treatment as nutmegs, i.e., the admixture with those from which the essential oil has been extracted by distillation, and with the powdered article, when this practice is extensive, detection is nearly impossible. Ginger root, with the exception that inferior grades are sometimes substituted for the better varieties, is generally sold for what it is; but the flour is frequently adulterated with rice starch, flour of ginger, which has been exhausted in the manufacture of preparations, and occasionally brick dust and chalk; the loss of pungency occasioned by the mixture being atoned for by the addition of pepper or mustard. Turmeric is sometimes employed to give color to the adulterated powder, but may be detected by adding an alkali to the alcoholic solution, when, if turmeric acid be present, the liquid will assume a reddish-brown color.

The quality of cinnamon has a wide range of variation, the best coming from Ceylon, but even this is not constant in quality, the flavor and aroma being much affected by the character of the soil and the mode of cultivation, different localities producing different grades. Cassia bark, however, which is only a species of cinnamon, and an inferior article, is often substituted, or mixed with the true cinnamon. It may be detected, when not ground, by close inspection, as the cassia is much thicker than cinnamon flavor less delicate, and not so strong. In the powder, cassia may be recognized by the addition of tincture of iodine to a decoction which will assume a violent tint, due to the starch contained in the cassia. This does not prove the presence of cassia, but only that starch has been in some way introduced. Allspice, from its comparative cheapness, is not liable to be adulterated, although the husk of mustard seed is sometimes mixed with it when in a powdered state; this, however, can be readily detected by the microscope. Curry powder is composed of several ingredients, of which turmeric forms the greater portion, coriander and black pepper are next in amount, and a small proportion is made up of cayenne, cardamoms, cumin, and fenugreek seeds. Small quantities of ginger, cloves and allspice are sometimes used, but not in all cases. As it enters into commerce it is liable to much adulteration, large quantities of ground rice being often incorporated with the powder, and the reduction in color being made up for by the addition of red-lead. The practice of coloring curry powder with lead is pernicious in the extreme, for, unlike most spices, it is consumed in large quantities by those who are fond of it, and they are thus liable to take into their system lead in sufficient quantity to cause serious, if not dangerous results. For the sake of the additional weight, salt is often added in considerable quantity. With much care the microscope will reveal the presence of rice or other flour adulterations, but would not identify anything of an organic nature, further than the discernment of red earthy particles which might or might not be lead; but as no salts of iron are apt to be present, if a small quantity of the powder be shaken up with water and upon addition of sulphide of ammonium the liquid assumes a dark or black appearance the presence of lead is indicated, and the amount by the degree of color assumed.—*New York Grocer's Review.*

The Canadian Magazine for June.

The June number of *The Canadian Magazine* is bright, interesting and well illustrated. A commercial article of interest to everybody, and full of suggestions worthy of the attention of the commercial men and publicists both of Canada and the United States, is that by Chauncey N. Dutton, of Washington, on "The Aorta of North American Commerce." Mr.

Dutton's facts and figures go to show that the rapid growth of American cities on the upper lakes, is owing to the cheap transportation afforded to the materials on which the industries of these cities depend, through large vessels plying on the lakes; and he predicts that, should the Welland Canal and St. Lawrence route be deepened, and deep and speedy connection made from Lake St. George to the Hudson, Toronto and Montreal and various cities on Lake Ontario and the St. Lawrence will also make rapid progress in the future. Z. A. Lash, Q. C., contributes a timely article on the questions before the Buhring Sea arbitration at Paris. J. J. Mackenzie, bacteriologist to the Ontario Board of Health, writes in popular vein an illustrated article on "Bacteria and their Role in Nature." Other illustrated articles are, "The Women of the United States," by Cecil Logsdail; an article on "The Nickel Region of Canada," bringing into prominence the enormous value of the mineral deposits of Algoma and Nipissing; and an article, "Dak to Peshawur," by A. H. Morrison, full of entertaining incidents of a ride from Lahore to the Khyber Pass; "A Rare Specimen," a personal sketch, by J. H. Stevenson, B.A.; "Glimmerings of Sartor Resartus," by C. M. Sinclair; "Aspects of Lake Ontario," by John Hague, F.R.S.S.; "Women and Money," by Ella S. Atkinson; and another of Henry Lye's "Tales of Wayside Inns," are all charmingly written. The stories are "A Cerebral Discovery," by E. MacG. Lawson, and "The Chamotte Hunter," by Florence Ashton Fletcher, the latter a most powerful tale, of intense interest and true to life. A number of short poems are given.

Wheat Values May Mend.

The old "bear" cry of immense supplies and tight money, while still used to force down prices and satisfy the destroyers of values, is having less effect among a good share of the investors. They are not so feverish as they were and begin to exhibit more confidence in the stability of our finances, as well as in the fact that wheat prices are too low to continue so long. They realize that the price of wheat as compared with any other product of the farm, is below its real value, and that either the prices of other cereals, cotton, gold and animal products are now too high, or else that wheat is too low. Prices of all these products are regulated in the end by the supply and the demand there is for them. If wheat is relatively too low and out of line with them, the people will consume more flour, as the masses eat what is the cheapest. So it would be with meat, or any other product that is in general use for food. Now meat is high and people use less of it. Flour is cheap, and while it remains so, they will use more bread in the place of meat and potatoes, which will finally help to restore prices to their proper level.

Another thing that is beginning to attract attention is that when the present supply and prospective yield are looked up thoroughly, the situation is not found to be so alarming. In fact, it rather looks as though the supply before the next crop year is out, would be drained pretty low. Now they see if the United States raises 410,000,000 bushels of both spring and winter wheat, which is among the larger estimates, and there is 70,000,000 bushels surplus, which is larger by 10,000,000 bushels than is generally supposed it will be, there would be only 510,000,000 bushels in sight. After taking out of that the amount required for seed and domestic use, there would only be 140,000,000 bushels left for export, which would be 20,000,000 bushels less than the average exports for the last seven years. Now that they are beginning to figure on this, they are looking for a better condition of affairs, even if it does take some time to work off the present surplus and get the great obstacle of big stocks out of sight.—*Minneapolis Market Record*, June 15.



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Outlook for Growing Wheat.

According to the reports received by the Chicago Daily Trade Bulletin, the conclusion is arrived at that the winter wheat crop in the aggregate was slightly improved during May, though it must be admitted that in sections where a good proportion of the crop is raised the result of winter weather damage has been quite serious, and the area plowed up somewhat in excess of former years. Through the eastern, middle and a majority of the Atlantic coast states, the crop is in good condition, and the yield in New York, Pennsylvania, Maryland and Delaware will average nearly that of 1892, though there may be a slight decrease in the area. In Virginia and West Virginia the outlook favors a good crop, the plant is heading out nicely and the weather is favorable. In Ohio, the crop is in very good condition, and there is little doubt but the yield will equal if not exceed that of 1892, even on a slightly reduced acreage. In Michigan, the outlook favors a fair yield—the estimates varying from 60 to 80 per cent. In Kentucky, the crop is in rather good condition, and the yield will probably reach an average. Reports from Tennessee favor rather a good yield in the aggregate, though a little injury from rust has been sustained. In Indiana, the crop has slightly improved. In the northern part of the state the crop is very uneven and spotted, with one-quarter to one-third of the area plowed up. In the central and southern portions the crop is in rather good condition, and estimates vary from 70 to 80 per cent of a full yield. The season, however, is a little backward. In Illinois, the crop is generally uneven, though some reports favor an improvement. Estimates vary from 40 to 80 per cent. In Missouri, the crop is quite good on the bottom lands, while on the uplands the plant is in rather poor condition. Yield in the western and central portion of the state will probably reach an average. Reports from Kansas are very conflicting, and indicate very little change. Crop very uneven, and considerable area plowed up and seeded to other grain. Estimates vary from 25 to 75 per cent. In Texas, the outlook favors a fair yield. Reports from Iowa generally favor a good yield, though the acreage is small. Spring wheat seeded moderately and looking well, with the season backward. In Nebraska, there is some damage reported to winter wheat, but spring wheat is in good condition and promises a fair yield. In Wisconsin, winter wheat promises a fair yield, and spring wheat looks well. Acreage of the latter smaller than usual. In the Northwest states, a fair acreage has been seeded, but the season has been backward. Good weather, however, has materially improved the prospects within the past two weeks. In Colorado and Utah, the plant is in rather good condition, except in the southern portions. In California, the yield will be quite good, though the outlook is not regarded as favorable as reported one month ago. In Canada, the outlook is generally good, though some damage has been sustained by unseasonable weather. Area in Manitoba rather larger.

Available Supply of Breadstuffs.

The stocks of breadstuffs in the principal countries of Europe and afloat at the close of May, as specially compiled and cabled by the Liverpool Corn Trade News, exhibit an aggregate increase of 2,700,000 bushels during May. The quantity reported afloat showed an enlargement of 3,700,000 bushels. British supplies were increased 1,700,000 bushels, and those to the Continent, 2,100,000 bushels, while those "for orders" were reduced 100,000 bushels. The aggregate quantity afloat on June 1, was 14,900,000 bushels larger than reported one year previous. The report of the stocks in store exhibited a decrease of 1,000,000 bushels. Supplies in United Kingdom were decreased 500,000 bushels, those in Russia 1,400,000 bushels, while those in France were enlarged 300,

00 bushels, and those in Belgium, Germany and Holland 600,000 bushels. The aggregate quantity in store is 16,500,000 bushels smaller than reported on June 1, 1892. Supplies in the United Kingdom were about equal to those of one year ago, but there is a marked decrease in Continental stocks. The aggregate European supply is reported only 1,600,000 bushels smaller than a year ago.

The aggregate supplies of flour in the United States and Canada at the close of May exhibit a decrease of 101,019 barrels of which 87,253 barrels were credited to the United States and 23,766 barrels to Canada. Stocks are still very large at Duluth, which would indicate that Northwestern millers are shipping freely. The stocks on hand at the principal cities were as follows on the dates named:—

	June 1, '93.	May 1, '93.	June 1, '92.
	Barrels.	Barrels.	Barrels.
Philadelphia	145,000	165,000	175,000
New York	220,000	197,100	193,000
Chicago	87,560	111,513	62,340
St. Louis	80,400	89,714	60,400
Toledo	11,000	10,000	3,000
Baltimore	70,018	72,305	60,363
Detroit	11,000	10,700	7,630
Boston	155,917	163,187	110,493
Milwaukee	91,500	125,500	73,552
Duluth	311,808	314,821	109,472
Total, barrels	1,215,573	1,259,910	925,161

The stocks of wheat in the United States and Canada, at the points reported to the Chicago Daily Trade Bulletin, decreased 12,762,377 of which 11,972,525 were credited to the former, and 789,852 bushels to the latter. The decrease was quite general at all the western markets, excepting at Chicago, where speculation has attracted large supplies. The decrease in the northwest was quite marked. At the eastern seaboard markets, stocks were somewhat enlarged, which is due to transfers from the west.

THE STATISTICAL POSITION.

It is evident from the supplies on hand that the past two or three crops of wheat must have been underestimated. The requirements for consumption and seed for twelve months are generally estimated at 355,000,000 bushels. The exports during the past eleven months have been about 175,000,000 bushels, and the exports during June will probably swell the aggregate for the year to 190,000,000 or 192,000,000 bushels. It is evident that the stocks of flour and wheat in the United States in second hands on July 1 will aggregate about 95,000,000 bushels. It is safe to say that the quantity remaining in farmers' hands will aggregate 35,000,000 to 40,000,000 bushels additional, so that the aggregate resources on July 1, may be placed as 130,000,000 to 135,000,000 bushels. The outlook for the growing crop is not as favorable as in former years, and the acreage has been materially reduced. Under present conditions, the crop may be estimated at 400,000,000 bushels, which would give an aggregate supply during the coming twelve months of 530,000,000 to 535,000,000 bushels. Allowing 50,000,000 bushels surplus on July 1, 1894, and 360,000,000 bushels for seed and domestic requirements for twelve months, and there would remain for export purposes about 130,000,000 bushels.

The aggregate supplies in the United States and Canada, in Europe and on passage June 1 were about 205,039,000 bushels, against 215,560,000 bushels one month ago—a decrease of 10,521,000 bushels. The aggregate supplies on hand on June 1, 1892, were 147,979,000 bushels, against 161,261,000 bushels on May 1. The supplies on hand June 1 were 57,060,000 bushels larger than one year ago.—Daily Trade Bulletin.

The Financial Situation.

The events of the past week indicate that the want of confidence is increasing rather than otherwise, and this too in the face of the fact that money has increased in the banks as a rule, but those institutions instead of lending it freely are disposed to strengthen their own position. Perhaps they can not be

blamed, in view of the fact that some banks that were in a solvent condition have suffered a withdrawal of deposits to such an extent that they were obliged to suspend. It is perfectly natural if it is not the duty of banks to husband their resources and be prepared for any emergency, but it places those merchants and manufacturers who are dependent upon bank accommodations for the proper prosecution of their business in an embarrassing condition. Many banks that have considered themselves in a good condition when they held the reserve required by the National banking laws are not now satisfied unless they carry a much larger reserve, and many of them hold at least 50 per cent of their deposits in actual cash, and some of them are striving to increase this per cent. But to do this there has been and still is a severe curtailment of banking accommodations, and this intensifies the commercial distress. The banks as a whole probably never held so much money in their vaults as at the present time, but the strengthening of the banks works against the interests of manufacturers and merchants, for the volume of business has not shrunk in the same ratio as banking accommodations, and it is not possible to suddenly curtail the employment of money in manufactures and commercial pursuits without disaster. Large business operations are necessarily carried on in anticipation of the future; money is invested by manufacturers in raw material, labor, expenses, etc., and many months must elapse before returns are realized, and this must go on in about the same volume month after month, and year after year, and if the banks, which are reasonably relied upon to assist these manufacturers, suddenly restrict their aid business suffers and this sooner or later reacts upon the banks themselves. The banks generally recognize this fact, for it is evidently for their interest to assist in promoting general business. In this city they are doing this probably more generally than elsewhere, but the curtailment in discounts prevents any enlargement in existing trade or encouragement in new enterprises. But this is a time when any weak spots in the commercial fabric are made manifest and those concerns that are not in a solvent condition must go into liquidation. The banks are ready and able to assist all solvent customers to tide over the present strained condition of the money market, but perhaps they are too exacting as to the security they require for the loans they make. Business will go on in about the usual proportions, the country is rich in resources and consumers are able to buy and pay for what they require. There is good ground for confidence in the prosperity of the future and the banks need to cultivate this sentiment and set the example to the general business community, which will be quick to follow their lead.

There is no scarcity of money in the country, but it is in a congested condition; too much of it is in the coffers of the banks and is not circulating freely in the channels of trade. A change for the better is sure to come, but there are no indications that it will take place in the immediate future.—Cincinnati Price Current.

The revised agreement of the Western Passenger association was signed at Chicago on June 13 by every line necessary to its maintenance and will become effective Thursday morning. As soon as it was adopted the Great Northern road made the announcement that it would make a \$35 rate between St. Paul and Seattle and reduce its sleeping car rate from \$15 to \$8. Against such competition the Union Pacific and the Northern Pacific could not hope to maintain their rate of \$80. The greatest pressure is now being brought to bear on the Great Northern to withdraw its notice, but so far without success. The reductions will lower and perhaps destroy the whole system of rates and may result in the Union Pacific issuing a boycott against the Great Northern.

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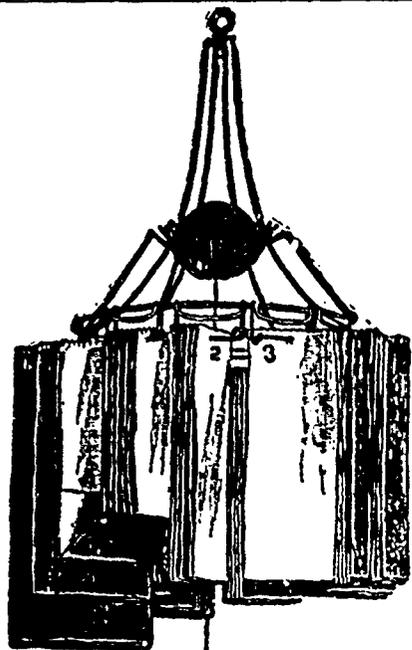
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Montreal Markets.

Flour.—The flour market has been very dull and easy during the week, the weakness having been emphasized by the fact that about 1,500 bbls of a Toronto firm which recently failed are offered on this market, and although at time of writing they are being offered at away below market values, they are not yet sold; and until this flour is worked off things will remain in a very unsettled condition. Newfoundland shippers, we understand, have been offered these straight roller flours at \$3.15 to \$3.17½, the latter for a lot of 90 per cents. It is difficult to quote rates at the present time, as there are no regular prices, each seller using his own judgment as to what figure he will take when he gets hold of a buyer. It is feared that the Toronto failure will be followed by others, unless the banks extend help until prices improve. Millers in the West are getting their wheat cheap enough now, as they are getting it delivered at the mills for 53 and 64c per bushel for red and white winter, but they say wheat must go lower still before they can sell their flour at a profit. As regards spring wheat flour, strong bakers are selling at all sorts of prices, city brands having been sold at \$3.75 to 3.80, while other sales are reported at \$3.90 to 4.00. Manitoba ground strong bakers sold all the way from \$3.25 to 3.90, as to quality. Surely prices cannot keep at this low ebb much longer.

Oatmeal.—The market is steady, and we quote:—Rolled and granulated \$4.25 to 4.50, Standard \$4.10 to 4.30. In bags, granulated and rolled \$2.10 to 2.25, and standard \$2.05 to \$2.15.

Mill Feed.—Bran is quiet and slightly easier, sales being reported of car loads on track at \$14.00 to 14.50, and shorts are quoted steady at \$16.00 to 17.00. Moullie \$19.00 to 21.50.

Wheat.—No. 2 Upper Canada red winter wheat has been offered on this market, and 68c was the best bid. No. 2 hard Manitoba wheat is quoted at 80 to 81c, but shippers state that they cannot pay those figures for export.

Oats.—The market is firm, the sale of a round lot being made yesterday at 40c afloat per 34 lbs. Sales have also been made at 39½c per 34 lbs. in store for the local trade.

Barley.—The market is very dull, and sellers find it difficult to make sales. Brewers say the season is pretty well over, and that they are not in need of barley. A lot of No. 2 extra was offered at 48c, but buyers did not seem to want it. Feed barley is quiet at 41 to 43c.

Butter.—Considerable creamery is said to be going into cold storage, although at 17½ to 18c it could be placed for English account, and sales of small lots have transpired at 18 to 18½c for export. A lot of 30 tubs of choice fresh made creamery was sold at 18½c for the local

trade and a lot of early made sold at 17c. A fair range of quotations for creamery is from 17 to 18½c in a wholesale way. As regards dairy, sales have taken place of Eastern Townships at 16½ to 17c in good sized lot for the local trade, and one lot was taken for export at 16½c. A very choice lot of Western dairy was sold for Newfoundland at 16c, but the selection was close and the quality said to be equal to creamery. A lot of mixed Western was placed at 13½c. Buyers in the Eastern Townships are paying 15 to 16c.

Cheese.—The market is unsettled and on the easy side although the sales for this week's steamers comprise finest Western white at 8½ to 9c, and second grades 8½ to 8¾c, and finest Western colored at 9½ to 9¾c. French cheese has been sold at 8½ to 8¾c for finest, and second grades at 8½ to 8¾c. These are good figures, and farmers should be well satisfied with them. The flow of milk at the present time is unusually large, and there can be no doubt that the June production will beat all former records. The public is down another 61 to 47s 6d. Sales have been made for this week's shipment at 43s 6d, and a lot of French cheese was reported sold over the cable at 42s 6d c.i.f. Liverpool.

Eggs.—The market during the past week has remained steady with sales of ordinary stock at 11 to 11½c as to quantity, a few cases of fancy candled having been placed at 12c. A few shipments of fresh stock are going forward to the English market from the west. Further sales of pickled eggs have been made for October and November delivery in England. Dealers here say they can see no money in shipping fresh eggs to the other side at present.

Cured Meats.—There is an easier feeling in the local market, and fully \$1 per bbl. less money has been accepted in order to effect business. Sales of Canada short cut mess pork have been made at \$22, while \$21.50 would probably be accepted for a round lot. Pork is also lower in the west. Lard is quiet but steady at \$1.90 per pail for compound, sales being reported at that figure. Extra pure lard sells at \$2.40 per pail of 20 lbs., smoked meat are in fair demand with sales of hams reported all the way from 12½ to 14c per lb. as to quantity and quality. Picnic hams have been sold at 11 to 12c.

Wool.—The mills are taking a few lots of Cape all the time, but not in any large quantities, sales being reported at 14½ to 15½c as to quality, although we hear of one or two lots changing hands at 14c. A few lots of new Canadian fleece have been received at country points west of Toronto, but it is too early yet to give quotations, although it is believed they will be about 2c higher than last year's opening. We quote Cape, 14½ to 16½c; scoured B. A., wool, 29 to 30c; Canadian fleece, 18 to 21c; and Northwest wool, 12 to 13c as to grade.

Hides.—At a meeting of the principal dealers

on Wednesday last, it was agreed to put down the prices paid to dealers to 50 and 5½ for No. 1, to 60 for No. 1 steers, and 50 for No. 2, the change to go into effect on Monday next. The principal change will be upon steers weighing 60 pounds and upwards. It is to be hoped that the hide dealers will agree among themselves, and not take advantage of the understanding arrived at, as the terrible cutting that has obtained in this trade has been a great drawback to profitable trading. We do not alter our quotations this week, which are as follows: Nos. 1, 2 and 3 hides to tanners 5½, 4½ and 3½c and to dealers 5 to 5½c, 4 to 4½c and 3 to 3½c for Nos. 1, 2 and 3c. Calfskins 8c, sheepskins \$1 to \$1.25, and lambskins 95c. Clip, 25c. Calfskins will be reduced 1c on Monday next to 7c.

Dried Apples, etc.—The market is dull, and we quote dried apples 5½c per pound, evaporated peaches and apricots 18½ to 21c.—*Trade Bulletin.*

Cider Preservatives.

We think salicylic acid is the best preservative for cider, and in small quantities is perfectly harmless. The acid should be either dissolved in alcohol or in a little of the cider, so as to prevent its floating. The proper quantity is about an ounce and a half to fifty gallons of cider, and should be added when the first fermentation has just been completed. There is no harm in using sulphur by burning it inside the casks, either in the apparatus used for the purpose by the French wine-growers or by soaking strips of cloth in melted sulphur, lighting them, and allowing them to burn inside the cask. This destroys the fungi which oftentimes are apt to spoil the cider.

Hours of Labor in Japan.

The development of the cotton spinning industry in Japan has progressed with great rapidity during the past three or four years, and the return of the dividends paid by the various companies show that they are all in a highly prosperous condition. There is, however, a sombre side to the picture, and it is found in the condition of the work people employed. The American Board of Missions, as a result of its investigations in the condition of the working population of Japan, says that each day in the week is a working day—there being no Sunday rest—for men, women and children alike; that it runs from twelve to fifteen hours as a rule, with exceptional instances of seventeen hours, the only breaks being two short intervals for meals. This long daily stretch of work is made still more arduous and injurious to the workers by the badly ventilated and badly lighted factories in which they labor, and cannot fail to act prejudicially upon the quality of their products.

R. B. HUTCHISON,
(Late of Mills & Hutchison, Montreal.)

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HUTCHISON, DIGNUM & NISBET

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In use for a quarter of a century. For full particulars, circulars, &c., address Chas. H. Steele, Manager, Winnipeg.

Gillies' Series of Pens.

NO.	DESCRIPTION.	PER GROSS
202	Railway Pen, fine point.....	40c
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222	Queen Pen, fine point.....	70c
232	Lodger Pen, fine point.....	70c
242	Beaver Pen, turned up point.....	60c
252	Commercial Pen, medium point.....	60c
262	Electric Pen, fine point.....	60c
282	Public Pen, fine point.....	45c
302	Falcon Pen, medium point.....	40c
402	Lorne Pen, extra broad point.....	65c
602	Windsor Pen, medium point.....	60c

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About 1,000 gallons of Pure West India Lime Juice just received.

Leithad's Phenyle Disinfectant in stock. Also receiving large shipments of Chloride Lime and Carbolic Acid.

For Soda Water Manufacturers and Confectioners: A full line of Essences and Extracts.

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MERRICK, ANDERSON & CO., Winnipeg.

QUOTATIONS MUCH LOWER THAN EVER BEFORE.

Co-Operation in the United Kingdom.

The co-operative societies of the United Kingdom held their annual congress at Bristol recently. The president, in his opening address, said that he looked with the greatest satisfaction at the marvelous and rapid strides that co-operation had made in most parts of England and Scotland. He was greatly pleased to note that co-operation was taking a very firm hold on the people in South Wales. Indeed, he ventured to prophesy that Wales would soon rival Northumberland and Durham in the universality of co-operative spirit and practice among the workpeople. In the west of England they had had a great amount of opposition to fight against in the past. At one time co-operation was only not understood, but it was misunderstood and misrepresented. The wealthy classes believed it was opposed to their interest, and the civil law afforded it no protection. Nevertheless, co-operation had at last become a power in the state. It was now a state within the state, and at the present day, instead of the wealthier classes being opposed to the movement, they had dukes, marquises, noble lords and stately bishops, wise statesmen, and eloquent ministers of all denominations coming on to their platform and speaking of the movement in the highest terms. Referring to the fact that the general improvement which had taken place in the education of the people had been of great advantage to the co-operative movement by enabling them to understand it more clearly, he argued the co-operation was the true panacea for the terrible conflicts between capital and labor.

A less confident tone marked the portion of the president's address in which he referred to the relations between co-operative distribution and co-operative production. He said it was right for workmen to start workshops of their own, so that they should reap the fruits of their own labor, and that the wholesale society should render them all the assistance it could by purchasing from them what it did not produce in its own workshop. But he hoped the day was not far distant when the wholesale society would produce all it required, and he hoped the societies would support them in doing this, for it was far the best and most equitable method of co-operation. The wholesale society had become a mighty power for good. They had now 994 societies federated together, representing 821,600 members. Their trade in 1892 amounted to £9,182,822, and their capital, share and loan, amounted to £1,424,551. They employed 5,100 people, and paid in wages £8,788 a week.

The president said that he was surprised at co-operators supporting middlemen, remembering their experience in times gone by, and was afraid that many who joined their ranks did not understand the meaning of the word co-operation, or they would be more consistent and would give the movement their entire support. After all, individual co-operators were the proprietors of the wholesale. They had done well, and would do much better if it were not for men who were continually crying out that they were not on the right lines. They all ought to pull together, and their opponents might then as well attempt to stop the tide as to check their onward progress. Referring to the statement sometimes put forth, that the profits made belonged to the workmen, and not to those who found the capital and found the trade, without which two powers no society could exist, the president said that he always understood their movement was for the greatest good of the greatest number, and that the way to make it so was to divide profits on consumption. The wholesale and the stores did not pay on an average interest at the rate of 5 per cent., but some productive societies and industrial partnerships paid 15 per cent. or more. This excessive payment for the use of capital was a much more severe tax on the working people generally than the loss of bonus was a deprivation to them. The wholesale society was not established only for some 990 workmen, when

they were on an average earning three times as much per week as some poor laborers were, but was established for the benefit of every co-operator.

As will be seen by reference to the above remarks of the president of the congress, the co-operators are still far from the real goal of the movement, which is co-operative production. It is still true, as it has been for years past, that the commodities distributed through the store system are largely purchased from ordinary producing establishments. This fact is reflected in the president's expression of the hope that the day will not be far distant when the wholesale society will produce all it requires. This stage is still in the domain of expectation rather than of realization, or, to put it more briefly, co-operative production lies still in the future as far as the United Kingdom is concerned. Doubtless some progress is being made, but the advance made since the movement was inaugurated has been so moderate, at least as far as co-operative production is concerned, that it should have the effect of infusing a corresponding moderation into the future predictions of confident promoters of economic and social reform.—*Bradstreets.*

Facts About Tapioca.

The plant from which tapioca is obtained is native of South America, and cultivated extensively in Brazil as also in many parts of the East Indies and Indian Archipelago, says a contemporary. It is a woody plant, with slender stalks, and grows to the height of about eight feet, and is known as the Cassava or manioc plant. It has smooth, palmated leaves, and bears small, green flowers, which grow in clusters, with an immense sized fleshy root, sometimes weighing as much as 40 or 50 pounds. The plant belongs to a highly poisonous tribe and is itself one of the most virulent of the species. This poison is found more particularly in the juice of the plant, a small quantity killing birds, quadrupeds, and even man himself, causing cold perspirations, great swelling and convulsions, generally ending in death; but this deleterious substance is so highly volatile if exposed to heat, or even the open air for about two days, that its property is entirely dissipated.

A Surinam physician administered it, by way of experiment, to dogs and cats, which died after 25 minutes in dreadful agony. Dissection proved that it operated by means of the nervous system alone—an opinion confirmed by 36 drops being given to a criminal. These had hardly reached the stomach when such torments and convulsions ensued that the man expired in six minutes. Three hours afterwards the body was opened, when the stomach was found shrunk to half its natural size, so that it would appear that the poisonous principle resides in the volatile substance, which may be dissipated by heat, as, indeed, is satisfactorily proved by the mode of preparing the root for food.

The root from which tapioca is prepared is of rapid growth and comes to perfection in six months, and somewhat resembles a huge parsnip. It is then taken up and washed, and the rind, which is of a dark color, peeled off; then grated or ground into a pulp, and the pulp submitted to pressure, by which the juice is expressed and preserved. The meal or pulp that remains in the press being dried is called *casaque*, and is made into bread or cake, which is called cassava bread. The expressed juice, after being allowed to stand, deposits a white powder, which, after being well washed and dried, constitutes what is called tapioca flour or Brazilian arrowroot, and by the French, *moussache*. All the products of the root are nutritious and easy of digestion. The natives frequently ferment the expressed juice with molasses and form an intoxicating beverage called *onycan*, that supplies the place of wine and beer of the temperate climate. When the climate is favorable, the plant is of

a hardy nature and easily cultivated. It requires a dry situation and the land to be of good quality, and will not well yield on the same ground two successive crops. The mode of planting is from cuttings, and a little moisture is needed by the plant at first growth. There are nine different species enumerated by botanists but two only of which are cultivated for human food; they are known as the bitter cassava and the sweet cassava. The two roots are very similar, the first by far the most poisonous, the only perceptible difference between the two roots being a tough ligneous cord running through the centre of the sweet cassava root, which the bitter variety is wholly without.

The Aroma of Coffee.

The aroma of coffee develops especially during the process of roasting; its fatty oil oxidizes, is burned, and is changed into essential oil, or caffeine, a species of ether that cannot be isolated by distillation, and which we can sometimes see with the naked eye on the surface of the ordinary infusion. But coffee, like many other natural products, such as wine, tobacco and cocoa, requires a certain length of time after being gathered before it reaches its full maturity. Experience has shown that the development of its aromatic principle is required by keeping it in a green state from one crop to another. But it is well known that for about the last half century the caffeine seems to be lacking in the infusion of coffee, which has no longer the exquisite qualities due to its aroma. If, now, on one hand, we consider that the production of coffee is necessarily limited by the conditions of climate requisite for its growth, and that, on the other hand, the planter, in order to supply the demand which is constantly on the increase, is now obliged to deliver the crop as soon as it is gathered, we can do nothing but infer that the cause of the degeneration of coffee lies in the fact that it is supplied to trade too soon, while it has not yet developed its constituent principles, and particularly in caffeine.—*New York Herald.*

Montreal Iron and Hardware Market.

The jobbing houses report a fair business in shelf goods, wire screens, nails, etc., in a jobbing way, but in heavy material the market is decidedly quiet.

In pig iron, despite the fact that warrants have shown more or less fluctuation, the tenor of advices operates against any urgency on the part of buyers, and the latter are not showing any. Values are not notably changed, but it is quite probable that holders of pig iron would shade to secure a purchaser. In fact, they are free sellers, and we understand that Summerlee has been offered at \$17.90 in round lots. Carnbroe is quoted at \$17, and No. 1 Siemens at \$18.

Very low offers have been made in Canada plates by sellers who, it is claimed, are discounting the possibilities of the market. Round lots of 200 and 500 boxes have been offered at \$2.45, but we hear of no sales of small lots under \$2.50.

There is little or nothing doing in tin plate. Cokes are offered at equal to \$3.15 here, and charcoal at \$3.35 to 3.45 for low grades, with higher grades in proportion.

Copper is quiet, and 1½¢ is quoted, but a round order would secure a shading on this price. We quote prices as follows on the various lines.—Summerlee, \$18 to 18.50; Eglington, \$17 to 17.25; Carnbroe, \$17; Siemens No. 1, \$18; Langloan, \$19; wrought soap No. 1, \$15 to 16; bar, \$1.90 to 1.95. Tin plates, cokes, \$3.15 to 3.20; I. C. charcoal, \$3.50 to 4.25; Canada plates, \$2.50 to 2.60;terne plates, \$7.25 to 7.75. Oxford copper, 11½ to 12½; ingot tin, 21½ to 22c.

There is a fair enquiry for leads and paints, and prices are unshaded.

Glass is steady under a moderate business at \$1.35, and putty in bulk \$1.85.

British Grain Trade.

L. Norman & Co. (limited), London, England, write THE COMMERCIAL as follows:—

"There is little, if any, improvement in the grain trade to report since our advice of 30th ult.

The cargoes then referred to as off coast have since been disposed of at a reduction of about one shilling per quarter off current prices. Buyers movements have been further restricted by the depressed condition of the American markets, coupled with fear of further financial troubles over there. Pending a more reassuring feeling we see little chance of improvement in prices.

There are at the moment some thirty cargoes of wheat now off the coast, and a further forty are due to arrive during the ensuing week. These heavy supplies form a glut on our markets, and buyers are disposed to hold off in anticipation of sellers being forced to realize at lower prices.

No. 1 Manitoba—Some 3,000 quarters, were sold during the early part of the week, at 30s c.i.f., London, but since then 29s 9d has been taken for further 1,000 quarters.

Spring Wheats—The views of sellers and buyers show eighteen pence per quarter divergence. Hull and Newcastle would pay 26s 3d, against shippers limits 27s 9d.

Barley—Unchanged, only feeble demand for Canadian at prices below shipper's views.

Canadian Oats—Are firmer, sellers 12s for mixed or white, but no transactions are reported.

Out of forty grain cargoes off the coast, we understand the bulk is unplaced, and the fact that a further seventy cargoes are due to arrive has had a strong bearish influence on our market.

In Canadian grain we learn of few, if any, transactions of any importance having taken place. There has been some enquiry from the outports for Manitobas and white winter wheats, but buyers views are not within a shilling per quarter of shipper's limits. We learn from our Canadian friends that owing to the advance in the local markets shippers prefer to hold their stocks rather than accept the prices ruling on this side. This applies equally with oats, barley and peas, and as a consequence business for the past fourteen days has been practically at a standstill.

We estimate that prices have declined about one shilling per quarter on wheat during the last week. Meanwhile resellers are doing their best to unload in fear of a further drop.

It is hoped that buyers will again commence to operate when the coast cargoes have gone into consumption, and certainly at the present low range of prices buyers should later on be tempted.

We quote as this day's nominal values, June July shipment: No. 2 hard Manitoba, 30s; white oats, 17s 6d; mixed oats, 17s; barley, 16 to 22s per 400 pounds according to sample.

Northwest Ontario.

S. Bottrell has re-opened business at Rat Portage in boots and shoes.

We have it on good authority, says the Rat Portage Record, that the water power now used by Dick & Banning's saw mill is to be purchased by a United States company, who intend to build one of the largest saw mills in this vicinity. Four members of the firm have been exploring the Rainy River district for timber and have, it is said, located over 200,000,000 feet of timber since the 1st of May and they say there is lots more in sight. They intend to build their saw mill in the course of next winter, and will start work early next spring. All their machinery will be imported from Detroit, Michigan.

Andrew Allan, President. John McKechnie, Supt.
F. H. Brydges, Vice-President. W. R. Allan, Sec.-Treas.

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DOORS AND SASH.

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To Chicago and the World's Fair.

"The Northwestern Line" now offers the following improved train service from Minneapolis and St. Paul.

"The Badger State Express" leaves Minneapolis every morning 7.20, St. Paul, 8 o'clock, and arrives Chicago 9.35 p. m. This train is equipped with modern day coaches and luxurious parlor cars. By this train the traveler is enabled to see the beautiful scenery of Wisconsin with its hills, rivers and lakes, giving most delightful daylight ride through a most picturesque and interesting region.

"The World's Fair Express" leaves Minneapolis every evening, except Sunday, 6.45, St. Paul, 8.20 o'clock, and arrives Chicago, 7.45 next morning. This train is equipped with vestibuled, Gas-Lighted Buffet Sleepers and Free Chair Cars; and because of the early arrival in Chicago is best train for World's Fair.

"The Northwestern Limited" leaves Minneapolis every night in the year, 7.30, St. Paul, 8.10 o'clock, and arrives Chicago 9.30 next morning. This is the only train west of Chicago equipped with Pullman and Wagner Private Compartment Sleeping Cars and Buffet Smoking Library Coaches, and is only train of its kind in America on which extra fare is not charged.

World's Fair Excursion Tickets now on sale, via "The Northwestern Line."

T. W. TEASDALE,
General Passenger Agent, St. Paul.

UNITED STATES

Government Land

Farming Lands Any person who is the head of a family, or a single person 21 years old, a citizen, may take up 160 acres of land and acquire title by living on it and cultivating it for five years, or he may perfect title after fourteen months' settlement, residence and cultivation by paying \$1.25 per acre, or \$2.50 per acre when the land is within the limits of a railroad grant. There are land office fees of about \$20.

Timber Lands Land covered with valuable timber, and unfit for cultivation, can be purchased by any citizen or association to the extent of 160 acres at a cost of \$2.50 per acre.

Stone Lands Can be taken upon the same terms as timber lands. Granite, sandstone, limestone, etc., at many points along the Great Northern.

Coal Lands Any person can acquire title to 160 acres by paying \$20 per acre if within 15 miles of a railway or \$10 per acre if beyond that limit. An association or company of persons can secure 320 acres under same terms.

Mineral Lands Mining claims upon veins or lodes of precious metals can be taken up along the veins to the length of 1,500 feet and 300 feet each side of the middle of the vein.

Desert Lands There are localities where the rainfall is not sufficient to insure regular crops. Where such land can be irrigated it can be entered by citizens and residents of the state or territory in which the land is situated, in tracts of from 40 to 320 acres, at \$1.25 per acre, by expending at least \$3 per acre—\$1 per acre during each year for three years—and by making proof, after four years, of the reclamation and cultivation of the land.

Free Land Millions of acres of farming and grazing lands are to be found along the Great Northern Railway in North Dakota, Montana, Idaho and Washington. Also thousands of acres of timber, coal and stone lands.

See Here For printed matter and other information of importance to home seekers and investors, apply to

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NORTHERN PACIFIC R.R.

TIME CARD.

Taking effect on Sunday, Nov. 20, 1892.
Central or 90th Meridian Time.)

North Bound			South Bound		
Brandon Ex. Tues, Th. & Sat.	St. Paul Express Daily.	Miles from Winnipeg.	STATIONS.	St. Paul Express Daily.	Brandon Ex. Mon., Wed & Fri.
2.55p	4.10p	0	Winnipeg	11.45a	1.00p
2.45p	4.00p	8	Portage Junction	11.54a	1.10p
2.30p	3.45p	9	St. Norbert	12.09p	1.24p
2.17p	3.31p	15	Cartier	12.23p	1.37p
1.69p	3.13p	23	St. Agathe	12.41p	1.55p
1.60p	3.04p	27	Union Point	12.49p	2.02p
1.39p	2.51p	32	Silver Plains	1.01p	2.13p
1.20p	2.33p	40	Morris	1.20p	2.36p
	2.18p	40	St. Jean	1.35p	
	1.57p	66	Letellier	1.57p	
	1.25p	65	Emerson	2.16p	
	1.15p	83	Pembina	2.26p	
	9.35a	103	Grand Forks	6.00p	
	6.35a	223	Winnipeg Junction	9.56p	
	6.35p	470	Minneapolis	6.30a	
	8.00p	431	St. Paul	7.05a	
	9.00a	831	Chicago	9.35a	

MORRIS-BRANDON BRANCH.

East Bound.			West Bound.		
Freight Mon, Wed. & Fri.	Passenger Tues, Thur. & Sat.	Miles from Winnipeg.	STATIONS.	Passenger Mon, Wed. & Fri.	Freight Tues, Thur. & Sat.
11.40a	2.55p	0	Winnipeg	1.00p	3.00a
7.30p	1.15p	0	Morris	2.30p	7.30a
6.40p	12.53p	10	Low Farm	3.03p	8.15a
5.46p	12.27p	21	Myrtle	3.31p	9.05a
5.24p	12.15p	25	Roland	3.45p	9.25a
4.46p	11.57a	33	Rosebank	4.02p	9.53a
4.10p	11.43a	38	Miami	4.15p	10.25a
3.23p	11.20a	49	Deerwood	4.33p	11.15a
2.58p	11.03a	54	Altamont	4.50p	11.43a
2.18p	10.49a	62	Somerset	5.10p	12.23p
1.43p	10.33a	63	Swan Lake	5.24p	1.00p
1.17p	10.19a	74	Indian Springs	5.39p	1.30p
12.53p	10.07a	79	Maricapolis	5.50p	1.55p
12.22p	9.50a	86	Greenway	6.00p	2.23p
11.51a	9.35a	92	Balder	6.21p	3.00p
11.04a	9.12a	102	Belmont	6.45p	3.50p
10.28a	8.55a	109	Hilton	7.23p	4.29p
9.49a	8.40a	117	Ashdown	7.35p	5.05p
9.35a	8.30a	120	Wawanesa	7.47p	5.16p
8.48a	8.06a	129	Rounthwaite	8.14p	6.09p
8.10a	7.48a	137	Martinville	8.35p	6.43p
7.30a	7.30a	145	Brandon	8.55p	7.30p

West bound passenger trains stop at Belmont for meals.

PORTAGE LA PRAIRIE BRANCH.

Taking effect Tuesday, Dec. 20, 1892.

East Bound			W. End		
Mxd. No. 144 Mon Wed Fri	Pass No. 118 Tues, Thur Sat	Miles from Winni. p.c.g.	STATIONS.	Pass No. 117, Tu. Sat.	Mxd No. 141 Mon Wed Fri
12.15p	12.10p	0	Winnipeg	4.15p	3.40p
11.50a	11.52a	3.0	Portage Junction	4.25p	4.00p
11.18a	11.33a	11.5	St. Charles	4.45p	4.20p
11.07a	11.23a	14.7	Headingley	4.50p	4.35p
10.36a	11.12a	21.0	White Plains	5.07p	5.00p
10.03a	10.54a	28.8	Gravel Pit	5.25p	5.27p
9.55a	10.49a	31.2	Lasalle Tank	5.31p	5.35p
9.33a	10.40a	35.2	Eustace	5.40p	5.49p
9.11a	10.26a	42.1	Oakville	5.50p	6.13p
8.25a	9.55a	55.5	Portage la Prairie	6.25p	7.03p

Passengers will be carried on all regular freight trains.
Pullman Palace Sleeping and Dining Cars on St. Paul and Minneapolis Express daily.

Connection at Winnipeg Junction with trains for all points in Montana, Washington, British Columbia, Oregon and California. Close connections at Chicago Eastern Incs.

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- S. S. ALBERTA, every Sunday.

Connecting trains leave Winnipeg Monday, Thursday and Saturday.

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- and every month thereafter.

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From Vancouver to Yokohama and Hong Kong

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 - Empress China..... July 17
 - Empress India..... Aug 7
- And every three weeks thereafter.

For full information apply to Wm. McLeod, City Passenger Agent, 471 Main street; J. S. Carter, Depot Ticket Agent, or to ROBERT KERR, General Passenger Agent.

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Alberta Ry. & Coal Co. and Great Falls & Canada Ry. Co.

CONDENSED JOINT TIME TABLE

R'd Up. In Effect September 1st, 1892. R'd Dow

Going South.		STATIONS.		Going North.	
	No. 5			No. 6	
DAILY.	9 30a	Ar	Great Falls	De	11 00
	8 50		Vaughan		11 40
	8 15		Steel		12 20
	6 50		Collins		00
	5 20	De	*Pondera	Ar	3 40
	5 00	Ar			
	3 40		Conrad		5 00
	2 50	De	*Shelby Junct.	Ar	6 00
	2 20	Ar		De	6 30
	1 40		Rocky Springs		7 20
	12 50		Kovin		8 10
	00p	De	Sweet Grass (Internat'l bound.)	Ar	9 00
Mon., Wed. and Friday.	30	Ar	*Coutts	De	9 50
	10 40		Milk River		10 40
	9 50		Brunton		11 25
	8 20		Sterling		12 55p
	7 00a	De	Lethbridge	Ar	2 10

Meals.
Through trains leave Great Falls, Sunday, Tuesday and Thursday, at 11 p.m.
Through trains leave Lethbridge, Monday, Wednesday and Friday, at 7 a.m.

CONNECTIONS.

Canadian Pacific Railway. — Trains leave Dunmore Junction: For Atlantic coast at 10 25 a.m. For Pacific coast at 6.02 p.m.
Great Northern Railway. — Trains leave Shelby Junction: For Kalispell, Bonner's Ferry, Spokane, etc., at 10.48 a.m. For St. Paul at 2.32 p.m.
Great Northern Railway. — Trains leave Great Falls: For Helena and Butte at 10.42 a.m. For St. Paul at 1.45 p.m.
MacLeod and Pincher Creek. — Stage leaves Lethbridge every Tuesday, Thursday and Saturday, at 8 a.m.
Choteau Stage for Choteau, Belleview, Bynum, etc. connects with trains No. 5. and 6.
N.B.—Passengers to and from Kalispell, Bonner's Ferry Spokane, etc., will note that close daily connections are made with Great Northern Railway at Shelby Junction.

ET. GALT, W. D. BARCLAY, H. MARTIN,
Gen. Manager. Gen. Super't. Gen. Traffic Agent

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