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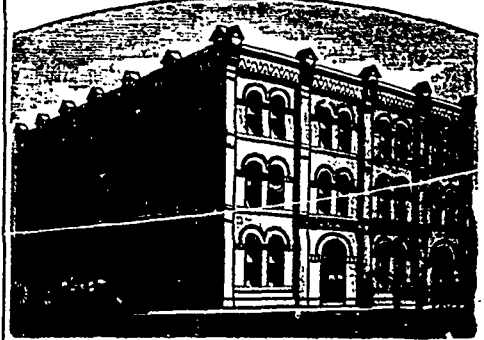
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The Commercial

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

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

WINNIPEG, JANUARY 16, 1888.

CAMPION BROS. are opening a general store at Bellview.

THE Winnipeg brick and tile company have sold out.

MALCOM MCBRIDE is opening a general store at Moosejaw.

D. E. PERRY, stationery, Winnipeg, is selling off by auction.

WATSON, of Calgary, has opened a general store at Golden City, B. C.

THE estate of S. J. Hogg & Co., lumbermen, Calgary, is being wound up.

THE sheriff has taken possession of the effects of Webb & Burbank, livery stablekeepers, Winnipeg.

T. R. BROWN, shoemaker, Donald, was burned out, and also the saloons of Messrs. McIntyre and Walsh.

NORRIS & CAREY have opened a general wholesale and jobbing establishment at St. Albert Road, Edmonton.

D. H. McMILLAN & BRO., flour millers, Winnipeg and Qu'Appelle, have changed style of firm to D. H. McMillan & Co.

W. B. McARTHUR, general storekeeper and manufacturers' agent, Winnipeg and Minnedosa, offers his Minnedosa business for sale, by tender.

CUSTOMS duties, per head of population, collected in the Dominion for the fiscal year ending June 30, last, was \$1.63, the highest rate since 1883.

THE Royal Hotel, Deloraine, has changed hands, D. C. McKinnon removing to Brandon. S. Hungerford, late of Winnipeg, takes hold of the business.

JUDGE BAIN was sworn in on Monday last. SAMUEL SONMES, hotelkeeper, is giving up business.

DR. HARRIS is removing from Morris to Winnipeg.

THE American Hotel, Medicine Hat, is offered for sale.

R. IRONSIDES will shortly open a hardware store at Manitou.

R. L. ALEXANDER is opening a flour and feed business at Moosejaw.

R. B. SIDEBOTTOM has opened a feed and sale stable at Brandon.

A. V. WALKER will start a brick-yard at Neepawa in the spring.

A. E. RUTLEDGE has opened a livery and feed stable at Neepawa.

E. COLPITS has sold his butcher business at Moosejaw, to J. E. Battell.

THOS. SHORTREAD has bought out Lundy's feed and sale stable, at Morden.

WILCOX & Co., of Virden, have purchased the entire stock of J. G. Phelan.

W. J. LAW, tailor, Moosejaw, is adding gents' furnishings to his business.

HARRY BROWN has sold his livery and feed stable, at Morden, to D. Kilgour, Jr.

LAWRENCE & MILLS, wholesale butchers, Winnipeg, have dissolved partnership.

THE furniture and fixtures of the Brunswick Hotel, at Brandon, was sold at auction.

BLACKWOOD, BRADSTOCK & Co., have opened a wholesale liquor store at Clandeboye Bay.

GEO. SIMPSON, Ottawa, has been appointed and commissioner for the Northwest Central.

THE Massey Mfg. Co. will erect a warehouse at Neepawa. D. Maxwell is also building a warehouse at Minnedosa.

T. J. Smith, druggist and general merchant, Wapella, had his premises slightly damaged by fire; covered by insurance.

WAPELLA is in need of a medical man, Dr. Bruce having left that point to share in a fortune recently bequeathed to him.

JOHN WILSON has withdrawn from the firm of Rouson & Wilson, grain dealers, Winnipeg, and will continue business alone.

THE Northwest Central Railway people are about to lay out a town site where the line crosses the river.—*Rapid City Spectator.*

IN a recent suit, at Toronto, the Judge held that a communication of the Dun, Wiman agency was privileged, and was not libel.

THREE arrests have been made in connection with the recent accident at the Mink trestle, being the engineer, conductor and operator.

JOSEPH MARTIN and Smith Curtis have withdrawn from the firm of D. C. McCaig & Co., fanning mill manufacturers, Portage la Prairie.

WOODWORTH, NEWCOMB & Co., grain and produce merchants, Deloraine and Whitewater, have dissolved partnership. Business is continued by Woodworth & Co.

SMITH & BROTHER, general merchants, Macleod, have dissolved partnership. John B. Smith continues the business, S. D. Smith collecting all outstanding accounts.

GALLAGHER & MCGREGOR have opened a butcher shop at Battleford.

SURPLUS funds to the amount of \$2,500 were deposited in the Imperial Bank, at Brandon, to the credit of the municipality of Saskatchewan.

W. G. WYATT and John Mooney, trading under the name of W. G. Wyatt & Co., hardware and lumber dealers, Virden, have dissolved partnership.

THE Rapid City Spectator characterizes the train service to that town as something worse than a stage line, and that business is at a low ebb in consequence.

POSTOFFICES will be opened at Langenburg and Woodhouse, sec. 18, tp. 2, r. 5 east, the former in charge of C. Herick and the latter of E. Mortlock.

GEO. HODDER, late of Winnipeg, has erected the Algoma House, on the sight of the old Windsor, at Port Arthur. It is a model of comfort and elegance.

THE sale of school lands at Manitou was held January 9th, and was largely attended. Forty-five lots were sold, at an average of \$7 per acre, and amounted to \$35,000.

Snow drifts near North Bay, on the C. P. R., are prodigious. No. 1 train took 15 hours to travel 30 miles, notwithstanding the train being drawn by a double-header.

THE Montreal wholesale grocers combination have, after a long struggle, succeeded in getting the house of Lightbound, Ralston & Co., to join the association. Only one house is now outstanding.

COUNTERFEITERS are working their way westward. Port Arthur and Fort William have had a distribution of green goods of the Dominion two, and Bank of Commerce ten dollar denominations.

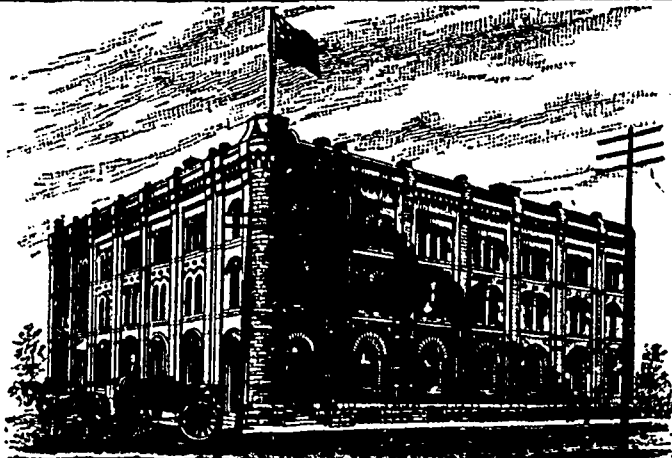
NOTICE is given to incorporate a company under the name of the Port Arthur Water and Light Company, for the purpose of supplying the town of Port Arthur and the municipalities of Neebing and Shuniah with water, light and power.

LARGE quantities of whitefish are being brought into Reaburn, the receipts for the week being about 40,000 lbs., five car loads, of which have been exported to the United States. The catch on Lakes Manitoba and St. Martin are unprecedented and the fish average three and three-quarter pounds each.

THE total amount of customs duties collected at Port Arthur for the year 1887 was, \$81,465.42, an increase of \$16,733.39, over the previous year. The exports for the year 1887, were, \$507,834, composed as follows: Ore, \$191,408; fish, \$35,046; grain, \$235,110; miscellaneous, \$46,270; an increase over the previous year of \$434,118.

NOTICE of an application to construct a new railway line from Port Arthur to Winnipeg is to be made, the company to be called the Ontario, Manitoba and Western Railway Company; the route being from Port Arthur west-crossing the narrows of Lake of the Woods and south of the line of the C. P. R., to Winnipeg, and power is also asked to extend the line into the Northwest Territory.

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TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

The defeat of Mr. Joseph Burke the newly appointed Provincial Secretary in the St. Francois Xavier election on Thursday must prove a crushing blow to the Harrison cabinet, although the result was nothing more than was generally expected for a day or two before the election. Mr. Burke's appointment to a cabinet position was made upon a principle which is fast losing its hold in this Province, namely that of satisfying race prejudice or jealousy, for his only qualification for such a position lay in his being a representative of the French blood in this Province. Religious bigotry is dead long ago in Manitoba, and seemingly the funeral of race prejudice, and in fact every prejudice based upon empty sentiment, is close at hand. People here from every nation and race represented in our population, begin to recognize that our Province has rights withheld from it, and which all irrespective of race are interested in securing, and it must be clear to any thinking man, that the people as a whole have not sufficient faith in the Harrison Government to entrust to it the management of provincial affairs. In fact many who feel friendly to Dr. Harrison and his colleagues, and have full faith in their honest intentions, have no faith in their ability to pilot the Province through its present maze of troubles. After the sweeping victory of Mr. MacArthur in Assiniboia on Tuesday, it was generally believed by all but the most blinded supporter of the Government, that Mr. Burke was certain to meet defeat. The result of this election has a double import to the Government; for besides wiping out the majority they could muster in the House, with the aid of the Speaker's casting vote, it takes away the last reasonable plea they have for asking the Lieutenant-Governor to dissolve and let them appeal to the country. Their appeal has been negated by the defeat of the first appeal of their appointee to his constituents, and there is no honorable course now left for them but to resign, and let some other leader try the formation of a Government.

A month ago had any person asserted, that Mr. Duncan MacArthur could be elected to the Local Legislature for the constituency of Assiniboia with the sweeping majority he received last Tuesday, that person would had his name

quickly enrolled in the great army of cranks. Indeed it is certain that a month ago Mr. MacArthur himself looked forward to carrying the constituency by hard work and a narrow majority, and no one is now more astonished than he at receiving a majority of 65 in a total vote of 256. The constituency has in the past been considered a possession, carried by ex-Speaker Murray in his breeches pocket, and which the Government could at any time carry, by the distribution of a few hundred dollars for digging public drains or making public roads. Mr. MacArthur's sweeping victory is therefore all the more of a conundrum to the political wiseacres, who are ever ready to interpret the sound of the public voice by reference to the grit or tory garment, for the successful candidate was careful to let it be clearly understood, that he was the nominee of neither of those two parties but stood out as independent in his associations, though bound by every tie a man respects in politics, to decided and positive principles. His greatest recommendations were a record in private or business life of unflinching fidelity to provincial rights; a desire, reaching to a hobby, for the inauguration of some scheme for the settling of the vacant lands of the Province, and a complete disregard as to what political party carried out honestly these principles.

There is no cause for astonishment at the election of a Provincial rights candidate for Assiniboia, for no government not professing this doctrine could hold power for one day after the House meets. But it certainly is a cause for astonishment, that one so free from party color should carry matters with such a sweep, and without a party leader from either side in any way assisting him in his contest. The result gives great cause, outside of its provincial rights inferences, for congratulation. It is the first clear proof we have had, that the ties of obsolete partyism are losing their hold in this Province, and that the strings of the grit and tory fiddle are hopelessly out of tune if not rent asunder forever. Mr. MacArthur's election is a victory to be appreciated by men of independent mind, and lays the first stone of a party structure based upon Manitoba's welfare, irrespective of the squabbles of eastern politicians.

The *Monetary Times*, of Toronto, of the 6th instant, furnishes a high moral lecture to Manitoba people on the naughtiness of securing the late change made in our hard wheat standards. For the amusement of our readers we quote the following:

"One thing is certain; a lowering of the standard will not deceive buyers, and nobody is deluded by it except Manitoba producers and dealers. To put the standard below that of Duluth is to give Manitoba wheat a corresponding position. Buyers will be guided by the facts not by name; the proportion of hard wheat, and the weight per bushel, not the name, will determine the rank in the eyes of purchasers. When the standard is put below that of a rival it becomes simply a brand of inferiority; there can be nothing gained by the move, and a loss of prestige is sure to follow the degradation."

On this, as on many other questions affecting the Northwest, the *Times* displays a lamentable ignorance for a journal of its pretensions and standing. We suppose the *Times* will be surprised when we state that the grade of Manitoba No. 1 hard calls for a better wheat than Duluth No. 1 hard. We subjoin the qualifications of both grades from the Minnesota standards and the recent order of the Governor-General in Council, respectively, so that for once the *Times* can have a chance for setting itself right upon the question, regarding which it has evidently formed an opinion upon the spleeny vaporings of men interested in misrepresenting facts:

MANITOBA STANDARD.

"No. 1 Manitoba hard wheat shall be sound and well cleaned, weighing not less than 60 pounds to the bushel, and shall be composed of at least two-thirds Red Fyfe wheat grown in Manitoba or the Northwest Territories of Canada."

MINNESOTA STANDARD.

"No. 1 hard spring wheat shall be sound, well cleaned, and weigh not less than 58 pounds to the measured bushel, composed mostly of Scotch Fyfe wheat."

It would be well for the *Times* to know, that for fastidious buyers the new Canadian standards furnish one grade still higher than No. 1 hard, so that Manitoba hard wheat can still be tested by two grades established by law, which call for purer and better wheat than the standards of any other country furnish a parallel for. So our own "degradation" is not quite so deep after all. The following is the requirements for

EXTRA MANITOBA HARD WHEAT:

"Extra Manitoba hard wheat shall be sound and well cleaned, weighing not less than 62 pounds to the bushel, and shall be composed of not less than 85 per cent. of Red Fyfe wheat, grown in Manitoba or the Northwest Territories of Canada."

It seems that the United States Commissioner of Navigation, in his last report, favors the granting of subsidies to navigation companies, in order to restore American shipping interests to a place such as they occupied among those of other maritime nations previous to the outbreak of the great civil war. He states that such subsidies are paid by several European nations, and even Great Britain, in an indirect way, renders such aid to its shipping interests. The Commissioner also mourns the fact, that the trade of the West Indies and South America, at the very door of the United States, so to

Speak, is carried by European ships. Evidently the Commissioner, like many other men in the United States thinks, that the treasury at Washington, is as powerful abroad as it is at home, and that the wet nurse and sucking bottle policy, are the only means by which a merchant marine can be bolstered into life-like proportions. The fact that such nations as Spain, Italy and France, manage to make a fair showing, each of them with a fleet of trading vessels subsidy and bounty aided, may seem a strong argument in favor of such a course being followed, but even admitting that such nations have succeeded, the fact furnishes no proof, that the United States would have similar success. The Commissioner fails to mention the fact, that in the anti-rebellion years, when American shipping were most numerous on the seas, the subsidy or bounty policy had not been even tried. For a quarter of a century since the outbreak of the great rebellion the policy of the United States, in trade matters, has been one tending to a state of national isolation, in which ships would be to that country purely ornamental things. The aim of its legislators was to produce and use everything the nation required at home, and the boast of not a few of its prominent statesmen was that the day was near when that could be accomplished. Naturally a nation which was aiming for no trade intercourse with its neighbors, would gradually find less use for shipping, and that the number of its ships would decrease. A system of tariffs also, which were a main feature of this policy of isolation, made it impossible to build shipping at prices which would admit of competition with other nations, and thus the greed of other classes gradually crowded the shipping out of existence, for while a nation can put a tax upon the manufactures of another, and to some extent prevent their import, it would be impossible to tax foreign shipping for coming into United States ports, as such a course would sound the death knell of the commerce of the nation, by calling forth retaliatory measures from foreign nations which would blockade exports. In short, shipping can be protected by no tariff laws, and the nation which can build and sail them cheapest will have the best merchant navy. If the United States would return to something like the days when New England could compete with the world anywhere in building good and cheap ships, the "stars and stripes" would be as frequently seen flying in foreign harbors, as in the days when that magnificent fleet of clippers from New England rounded Cape Horn and wormed their way through the Chinese seas. No subsidy system can restore the United States to the position her shipping then held for her on the high seas.

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The Commercial

WINNIPEG, JANUARY 16, 1888.

A STIFLED ARGUMENT.

In our controversy with the C.P.R. management over railway monopoly, tables of figures and comparisons of rates have been freely circulated during the past year, all of which show more or less clearly the burden under which the Northwest has been and still is suffering. Of course the C.P.R. directors and managers have been equally active in circulating counter arguments, backed by figures and comparisons of rates, which were carefully calculated to mislead people in the east, but which were utterly valueless as proofs of their assertions to any person acquainted with Northwestern affairs. In all of these statements the C.P.R. directors and managers have strained every argument to represent the people of Manitoba as asking something inimical to eastern interests, and the Company as defending such interests, and using their monopoly mainly, if not altogether for that purpose. Arguments placing railway corporations in the light of defenders of the public interest do not, as a rule, carry much weight in the public mind; but when they are so carefully framed as those of the C.P.R. were, to appeal to the selfishness and cupidity of the eastern public, they might at least be calculated upon as likely to have a strong negative effect, and placed as the C.P.R. Company now is, with a monopoly actually possessed, a negative effect was all that was necessary to secure their point. Thus that portion of the eastern business public, who have business connections in this province, and are consequently deeply interested in its prosperity and progress, have been gradually educated up to a knowledge of the true state of affairs, and see clearly that their own, as well as the interests of the province, were to be advanced by the abolition of the paralyzing monopoly. But the great mass of the eastern public have no direct business ties with this country, have no direct interest in its progress, and are prepared to risk no sacrifice, real or imaginary, on its account. In fact, a small section of the eastern public feel jealous of, and by no means friendly to this country, and are only too ready to echo any cry that would aid in injuring it, or at least hampering its progress. We all know how a man's

sympathies, as a rule, go with his interests or what he imagines are his interests, when he really has none at stake, and we need not therefore be astonished, that we found in the eastern provinces in our struggle with railway monopoly, much fewer friends than we expected to find.

But the day for using tables of figures and comparisons of freight rates as arguments against railway monopoly here has about passed away, for we have at present an argument which appeals to eastern and Northwestern man alike, and one which C.P.R. directors and managers are powerless to answer, although they are using every effort to stifle it. We refer to the hopelessly blocked state of the grain traffic on the C.P.R. at present. The efforts of the company during the past month or so, to grapple with the deluge of grain seeking an outlet to the east, are really productive of commiseration from any man who will give the matter a little consideration. The old simile of "supping soup with a knitting needle" is not more ludicrous than are these futile attempts to accomplish what any man possessing an ounce of business brains will concede as impossible with the resources at their disposal. That the company is furnishing every available car and straining every nerve to supply the grain-shipping demand of this country, no one doubts. But with all this strain they can only manage to get out of the country an average of some sixty cars, or about thirty-five thousand bushels of wheat and other grain a day. Their own figures of the cars passing this city for the east each day furnishes just such an average as we allow, and it can be easily calculated how and in what time the grain of Manitoba will reach an eastern market. No one acquainted with the facts in the case will doubt, that the estimates made three months ago of a 12,000,000 bushel export from our crop of 1887, is too high. In fact, the general belief is that they will fall short of the actual aggregate. At the rate of the present movement, therefore, our export grain would get out of the country in three hundred and forty-nine days, so that we would have sixteen days of a margin for snow blocks and other detentions, if it would clear the country in time to handle the crop of 1888.

Of course during the time of open lake navigation in the late fall, grain moved east at the rate of probably eighty to ninety cars a day, and it will probably move as rapidly, or nearly so, once navi-

gation opens again. But there is every reason to believe that sixty cars a day is much beyond the average that will be maintained during the balance of the winter, and the season is at hand when sixty cars a week will be as much as can be moved through snowdrifts, and only a small portion of that will be moved beyond Port Arthur. Making the most liberal allowances we can, it is safe to state that there will still be in this country when lake navigation opens some 5,000,000 bushels of grain seeking an outlet to the east, and this will not be found in storage elevators, but principally in the hands of poor farmers, who can badly afford to wait for a summer market and haul grain to town when they should be working on their farms. Yet such is the prospect before us, for at present one thousand cars distributed over Manitoba would not fill the wants of the country for three days. The state of affairs is, grain houses at almost every point are full to bursting, and hundreds of farmers have to stay at home, knowing well that there is no market for their grain when they haul it from five to twenty miles, in a temperature varying from zero to 35 or perhaps 40 below. The picture is a beauty indeed, and the loyalty of our farmers must be effervescing like a bottle of fresh soda water, when they remember that all this is part of the policy of our paternal Government at Ottawa, which on high moral grounds enforces a railway monopoly which is responsible for all.

These facts are not generally known by people outside of this province, and are not too well understood in the city of Winnipeg even. The C.P.R. management know well how to keep the pressure on the grain dealers who are most interested in this grain blockade. Let one of these men publish what he knows about it to the outside world, and he would have powerful pecuniary reasons for regretting his rashness before the season was over. Thus in a quiet way the cry about a grain blockade is pretty well stifled, but the pressure is none the less galling because of the stifling.

But we appeal to the people of the east against this monopoly born blockade on business grounds. Our farmers unable to sell their grain are unable to pay their debts. Our retail merchants, wholesale merchants here and in the east, loan companies and other monetary institutions are unable to get their money from a similar source, and yet several million

dollars' worth of grain is pushing for transportation to where it will put money into circulation. We say, and without fear of contradiction, that nothing would do so much to relieve the present monetary stringency in financial circles, as the speedy realization upon the millions of bushels of grain now blocked in the hands of the Manitoba farmers, by a railway monopoly enforced in the interests of one soulless corporation. We should think that business men in the east would see now the iniquity of the monopoly enforced here, and how at the present time it stands in the way of relief from a state of affairs in the east, which if not soon relieved from some source, may bring about a financial crisis any day. Let them carefully ponder over the matter and ask if through their representatives at Ottawa they are going to enforce another year of such an obstruction to the welfare of Canada at large, and crushing pressure upon this young province.

LAND TRANSFER.

Nearly five years ago an association was formed in this province called the "Manitoba Land Law Amendment Association," and its aim was to secure the introduction of the Torrens system of land transfer in this province. The association was composed entirely of business men, did not have a single "honorably" on its executive, and had not a man in its membership of known political aspirations. It was simply an organization of practical men, who wished to bring the buying and selling of real estate down to the sensible level, on which the purchase and sale of other commodities were conducted in business circles. Without any political prestige to back them the members of the association looked forward to years of struggle to educate the public and our politicians up to the passing of such a piece of legislation, and so far as the public were concerned their calculations were probably correct. With the politicians the matter turned out differently, for the interests of the party and not the public good have guided the actions of Manitoba Governments for many years back, and it so happened that a shuffle in the membership of the Norquay Government about three years ago left the Premier and his colleagues with a troublesome ex-minister for whom they had to find a comfortable and remunerative position, and they were so situated that one had to be created for him. In this

extremity they found the Torrens land law agitation to be a perfect God-send. Its workings demanded the establishment of a central registry office, and the appointment of a registrar general, and above all it was a measure of reform to which the opposition in the House could not object. An act was quickly framed, introduced into the house and made law, and then the burdensome ex-minister received the appointment as registrar general, the duties of which he was well qualified to fill, and the Government felt relieved.

For once in the history of our province it seemed as if the public interest and political exigencies demanded the same action, and such was the case had the action been carried out with the public interests kept in view as the aim of the act, and all other interests as minor considerations. But from a Government like Mr. Norquay's which was noted for its selfishness and duplicity no such straightforward course could be expected, and the provisions of the act passed made it in many respects a burden upon land transfers, instead of facilitating them. In New South Wales for instance, where the Torrens system has been many years in force the registration fee in a transfer of real estate is one tenth of one per cent. of the assessed value of what is transferred. This covers the cost of the transfer and provides a fund ample to cover all losses that might take place through errors in registration, and we understand that in that colony the accumulated surplus from this source has reached huge proportions. But the greed of our Government made them place the registration fees at one fourth of one per cent. of the assessed value, or two and a half times as much as the fees charged in New South Wales, where the system has worked so successfully. This piece of legislative greed effectually neutralized all the advantages the act might have, and would have guaranteed in land transfer business, and stamped it a piece of legalized extortion. But what better could be expected from a measure made law to serve the ends of political trickery.

As might be expected complaints are numerous against the present land transfer law. Some, which are against its being carried on in a central office for the whole province, are without foundation, and are doubtless circulated by or in the interests of, local registrars, under the old system who see their fees gradually dying away. But complaints made against the expense of transfers under the new system are well founded, and we hope they will receive the attention from

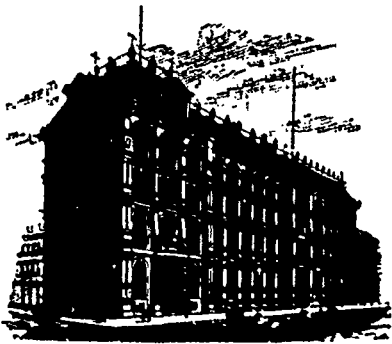
our legislators to which they are entitled. Evidently a spirit of true reform is setting in in Manitoba, and in connection with land transfer law there is scope for its workings.

THE HARRISON GOVERNMENT.

Every indication points to the defeat of the Harrison Government, and it may be safely stated that this is already practically accomplished. Its life has been short indeed, and now that it must die, it cannot be said to be dying for its own misdeeds, for as yet the new Premier has had no chance of showing to the House or the public his powers of administration. Before meeting the House his first appeal to the people for the re-election of his Provincial Secretary has met with a decided negative, so that he is ignominiously snubbed at the outset. The voice of two constituencies have already been heard saying in the most positive manner, "we will not have this man to rule over us," and it is plain that public feeling throughout the province will as a rule echo this verdict.

The fact that the Harrison cabinet, with the exception of Mr. Burke, are practically the "last mortal remains" of the late Norquay Government has no doubt had something to do with this want of confidence on the part of the people of the Province, but it is by no means responsible for it all. Among the number who have called loudly for Harrison's defeat, are many who have all along been rigid conservatives, and are but recently ranged on the side of provincial rights, without abandoning their conservatism on other points. To such the policy outlined in Thursday's speech from the throne should be acceptable in every respect. Indeed most of this class, although not officially informed on the matter, are convinced that Dr. Harrison and his present colleagues are in a very small degree, if at all, responsible for the worst faults of the late Norquay Government and yet they refuse to have faith in the Doctor and his colleagues at this juncture. When pressed for reasons it is found, that it is want of faith in his ability rather than his intentions, which has alienated support of this kind. There can be no doubt but Mr. Norquay held power for years, while practically baffling the desires of a large majority of the electors of the Province, simply because he possessed that ability which most people think that Dr. Harrison lacks.

We hope to hear immediately of some one being called upon to form a Government who is in a position to do so, and we hope the man called will have the sense to gather around him a cabinet, comprising the business ability necessary to successfully grapple with the affairs of the Province, in their present tangled state, and one free from the political barnacles and imbeciles who have so long muddled provincial affairs, even if he has to go outside the membership of the present House to secure the right men.



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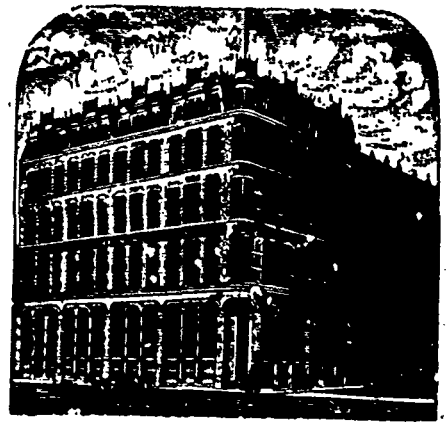
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WINNIPEG MONEY MARKET.

Monetary affairs in the city have changed but little since our last report, and what little change has taken place has been for the worse. Bank managers, like other business men here are getting tired of the slow dribbling manner in which the grain crop is being exported, and have given up hope of any early relief from monetary tightness from that source. Some of them state freely that a rapid marketing of our crop would in a week or two ease matters permanently here, and later on in the east also. The pressure lets up very slowly, however, and banks are still holding their discount business down rigidly within the limits of regular accounts, and will not touch promiscuous business of any kind, and even regular customers are held down to short rations. It is with a grudge however, that some business is refused, as there is a certainty of relief coming, though it comes slowly, and managers foresee this clearly. There has been no easing up of the pressure which comes indirectly from the east, and with the prospect of snow blockades bringing export business to a standstill, a conservative policy at the banks is only an excuse of ordinary business caution. The minimum discount rate still holds stiff at 8 per cent, and for short loans one to two per cent. higher is paid. In mortgage loans matters are very quiet. Very few new loans are being called for during this spell of severe weather, which has also had a bad effect on interest payments. Loan men now acknowledge that they have been astray in their calculations this season, and new business as well as payments, which were expected in December and January, are not now looked for before February and March, and with such forced delay plenty of expected new business will be lost for a season. The interest rate is steady at 8 per cent., although it is to some extent a nominal quotation.

WINNIPEG WHOLESALE TRADE.

In our last report we noted a state of general quietness throughout the wholesale trade of the city, and we regret to state that there have been no signs of improvement since. In fact in some branches a feeling of absolute deadness reigns, and the mention of business sounds like disturbing the memory of the departed. Keen, cold weather, blizzards and snow blocks, have had a serious effect on every branch, and even in goods comprised under the head of daily necessities the volume of sales has been down to the very lowest possible proportions. In season lines there have been practically no sales for present delivery, and the only business done has been in orders from samples for spring delivery, and the receipt of these from men out on the road, has been seriously interfered with by snow blocks on the different lines of the C. P. R. A feeling of depression is general, and this is none the less keen because it is due entirely to the utter inability of the C. P. R. to handle the grain seeking a market. It is well known, that in the country there are millions of dollars worth of grain locked in the hands of farmers for the want of transportation facilities, which if it could find a ready market, would set business here a humming, and in a few weeks produce a state of financial ease all

over the country. People here must grin and bear it, however, for there is no hope of any speedy relief in this respect. As might be expected, collections are adversely affected from the same cause, and the very willingness with which country merchants pay up to the best of their ability, strengthens the proof, that any deficiency in payments is due entirely to the cause we have stated. Altogether the wholesale trade of the city is in a rather demoralized state, as indeed, is trade generally all over the country, and this is all the more painfully apparent by the demoralization being forced upon the country in the interests of a railway corporation.

ROOTS AND SHOES.

No calls of any kind for winter sorts, but orders for spring delivery have been coming in with encouraging freedom. Collections are reported rather slow, but better than might be expected under present circumstances.

CROCKERY AND GLASSWARE.

Practically nothing doing and no hope of speedy improvement. Collections have been slow.

CANNED GOODS.

No changes to note, and very little business to report. Prices are: Tomatoes, \$3.25; peas, \$3.25 to \$3.45; beans, \$2.75 to \$3.00; corn, \$3.25 to \$3.40; peaches, (Canadian) \$7.00 to \$8.00; apples, \$3.25 to \$3.50; pears, \$3.25 to \$3.50; plums, \$4.50 to \$5.00; strawberries \$5.25; raspberries, \$4.75 to \$5.25; peaches (California) \$8.50; pears, \$8.00; Plums, \$7.50; apricots, \$8.00.

DRUGS AND CHEMICALS.

Business has livened up a little since our last report, and is gradually gliding into its usually steady state. There are no changes in prices to report this week. Quotations are: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.75 to \$3.25; iodide of potassium, 65 to 75c; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.25 to \$2.50; chlorate of potash, 25 to 30c; alum, \$4 to \$5.00; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5.00; sulphur, roll, \$4.50 to \$5.25; American blue vitrol, 6 to 8c.

DRY GOODS AND CLOTHING.

A single horse wagon would draw all the winter sorts called for from both of these branches during the week. Orders from spring pattens have been coming in fairly free so far as travellers could be heard from. Stock taking and balancing is now over, and preparations will soon be making for receiving consignments of spring goods. Collections are not coming in, in a satisfactory manner, but wholesalers are not disappointed over this fact, as it would be unreasonable to expect, that they would under the circumstances.

FRUITS—GREEN, VEGETABLES, ETC.

Business is reported very slow, and shipments dangerous to make owing to the extreme cold weather. No changes in prices are reported, but apples are tending upward. Quotations are: Apples, cooking \$4.00 to \$4.50; fancy eat-

ing, \$4.50 to \$5; snows, \$5.75 to \$6; oranges, russets, \$6 to \$6.50; bright to fancy, \$6.50 to \$7.50; Malaga grapes, \$8.25 to \$8.50 per keg. Californian pears, \$4.50 to \$5; cranberries, bell and cherry, \$10 to \$10.50; bell and huckle, \$11; Cape Cod, \$12.50 per bbl; lemons, \$7 to \$7.50.

FRUITS—DRIED, AND NUTS.

Very little moving, and no change in prices reported. Prices are: Dates, 10c per pound, in 50-lb. boxes; Valencia raisins, \$2.50 to \$2.65 per box; Morandi's Valencias, \$2.75 to \$3.00 per box; Malagas, London layers, \$3.50; Black Crown, \$5.25; Eleme figs, in different sized boxes, 18c per lb.; Spanish onions, \$7.50 per crate. Walnuts, 18c per lb.; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c.

FISH AND OYSTERS.

Business slow and lake fish not plentiful for local use, but in good demand for export. Local lots of white sell at 6 to 6½c, other quotations are: Fresh cod, 8c; fresh haddock, 9c; finnan haddies, 11c. Oysters, selects, \$2.10, and standards, \$1.90, per gallon.

GROCERIES.

Business has shown scarcely any sign of improvement since our last report. Sales are confined almost exclusively to the immediate wants of customers. No changes in prices are reported, but syrups are likely to go up any day, as they are higher at the refineries. Sugars hold their late advance and are quite firm. Collections are reported not at all encouraging, and not likely to improve while the grain block lasts. Prices are as follows: Sugars—raw, 7c; yellow, 7½ to 8c; granulated, 8½ to 9c; lumps, 9½ to 10c. Coffees—Rios, from 24 to 28c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan New season's 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. Syrups, corn, \$2.25 to \$2.60; sugar cane, \$2.50 to \$2.75; T. and B. tobacco, 50c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 55c; Laurel Bright Navy, 3s, 57c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c.

HARDWARE AND METALS.

Heavy goods are still dead as can well be imagined, while shelf goods are almost as dead. There are no changes in prices reported, and any would be purely ornamental, as quotations are nominal. Quotations are as follows: Cut nails, 10d and larger \$3.75; I. C. tin plates, \$6 to \$6.25; I. C. tin plates, double, \$12.00 to \$12.50; Canada plates, \$4.00 to \$4.25; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 42c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6 to 6½c per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs.; barbed wire, 6½ to 7c. The sales in shelf hardware show a falling off in volume since our last report. Collections are reported fair to good.

HIDES.

Receipts have been fairly good considering the regularity of railway traffic. Prices are steady, although where buying without inspection was done they were a little irregular. Quotations are as follows: Winnipeg inspection, No. 1, 5c; No. 2, 4c; bulls, 3c; calf, fine-haired real veal, 6 to 11-pound skins, No. 1, 7c; No. 2, 5c; sheep pelts, 25 to 50c.

Frozen lots of hides are taken at 3½ to 4c all around; Cullow, scarcely saleable at any price.

LEATHER AND FINDINGS.

Business very quiet and collections reported slow. Quotations are steady and as follows: Spanish sole, 28 to 31c; slaughter sole, 30 to 32c; French calf, first choice \$1.25 to \$1.50; Canadian calf, 90c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 75c; slaughter kip, 55 to 65c; No 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 31 to 34c for plump stock. American oak sole, 45 to 60c; buffle, 17 to 22c a foot; cordovan, 23 to 25c; pebble, 21 to 23c; colored linings, 12c.

PAINTS, OILS AND COLORS.

An unbroken quietness reigns in this branch, except in lubricating and lighting oils. Prices are almost nominal and are: Turpentine, 80c in five-gallon cans, or 75c in barrels; harness oil \$1.25; neatsfoot oil, \$1.50; linseed oil, raw, 70c per gallon; boiled, 73c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal. live, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 25c; water white, 28c. American oils, Eocene, 34c; water white, 31c; sunlight, 27c. Calcined plaster, \$1.25 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.25; No. 1 \$6.75; No. 2 \$6.25; window glass, first break, \$2.25

WINES AND SPIRITS.

The after holiday replenish is over, and business is once more down to a quiet state, with almost nothing doing in imported goods. Quotations are quoted as follows: Canadian rye whiskey, five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet DeBouche & Co., 4.50; Martell, vintage 1885, \$6.50, vintage, 1880, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1885 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$1.00 to \$1.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$14 per case of 12 bottles; v. o., \$19; v. s. o. p., \$22.

THE MARKETS.

WINNIPEG.

WHEAT.

The business done in wheat during the week has been ludicrously small, if we might use the term, for this season of the year. Deep snow and extreme cold weather may have effected receipts at some points, but the utter inability of the C. P. R. to handle one-quarter of the volume of grain seeking an outlet to the east, has practically paralyzed the grain trade, and, for that matter, every other trade of the province. Early in the week grain elevators and warehouses at nearly every point in the province were full to bursting, and buying from farmers was practically stopped, while a daily demand for three to five hundred cars met with a supply of about sixty on the average. In the midst of this delightful state of affairs

came the blizzard of last Thursday, and now it is a matter of calculation with some, and a conundrum with others, when the C. P. R. will be sufficiently cleared, to again renew even its usual light volume of traffic. Under these circumstances the principal occupation during the time of the exchange meetings has been reading telegrams of outside markets from the black-board. Some business was done with liberal allowance as to conditions of delivery and shipment, and towards the close of the week dealers showed a hopeful disposition. No. 1 hard was offered at outside points at equal to 59c, and sales were made at that figure with No. 2 hard and 1 northern offered and going at 2c lower. Scarcely a sample lot appeared on change during the week. Street lots of high-class milling wheat sold at 57c.

FLOUR.

Mills are still running, but a considerable portion of their output has gone into store here, and a shut down for slight repairs is probable any day. Shipments either east or west have been light, and the local trade has been quiet. Prices are unchanged and hold steady at: Patent, \$2.15; strong bkers, \$1.90; XXXX, \$1.40; superfine, \$1.20.

MILLSTUFFS.

There is a heavy demand from the east, and prices have shot up with a jump. Car lots of bran are now held at \$12 a ton and shorts at \$14.

BARLEY

A few car lots of No. 3 have been sold to be delivered at outside points at equal to 36 to 39c on track here. Higher grades are very scarce. Feed lots have sold from 26 to 32c here.

OATS.

The firm feeling stated in our last report still holds out, and lots fit for milling have been held firm at 30c, and street receipts have sold freely at the same figures.

QUATMEAL.

With oats holding up this article holds firm also, and prices are steady at \$2.50 for standard and \$2.65 for granulated.

EGGS.

Good pickled are held at 25c, and fresh are practically out of the market.

BUTTER.

The stocks in the country are increasing rapidly, and country merchants persist in paying prices at which the city men cannot afford to buy from them. The city stocks are sufficient at the present moment to supply the local demand for three months, and no export business can be done at present prices. A glut next spring is inevitable, as it seems experience will not make fools wise in the butter trade. During the past two weeks quite a number of car lots have passed through this city from the east consigned to British Columbia, all of which could have been sold here if prices were right. That market houses are now filled until spring, and we have no outlet but to the east. Some holders are sticking for 20c for prime, while others are letting go at 18c. To allow of shipping, 17c is the highest that can be paid, and it is not improbable that before grass comes, lower figures will be reached. The trade is certainly demoralized for this season.

CHEESE.

Only lots of a few boxes are called for and these sell at 13c for good quality.

LARD.

The feeling is still firm and the best local article is held at \$2.30 for 20 lb. pails. Eastern is quoted at \$2.20 to \$2.25.

CURED MEATS.

A slow demand with prices steady. Dry salt ranges 11 to 11½c, and smoked at one cent higher. No local smoked goods are yet on the market. Eastern rolls are quoted at 12½c and Chicago at 13 to 13½c. Eastern hams are held at 14c and Chicago at 15c. Breakfast bacon is held at 14c. Barrel pork is higher and sells slowly at \$20.

DRESSED MEATS.

Beef is still steadily rising and carcasses butcher slaughtered sell from 5 to 9½c. Mutton is still scarce and held at 10c. Dressed hogs still sell at 7 to 7½c.

POULTRY.

Prices are a shade easier. Chickens sell at 6 to 7c, and turkeys at 11 to 12½c. No geese or ducks are offered.

Qu'Appelle is to have a Board of Trade.

The Harrison Government placed their resignation in the hands of the Lieutenant-Governor to-day, and Mr. Greenway was called on to form a cabinet.

A serious fire took place at Morden on Friday morning last, and but for the wind changing the whole town might have been destroyed. George McKay, restaurant, Dafoe's general store, Schell's barber shop, a residence and a vacant building were destroyed. There was very little insurance on the buildings.

Review of the Hide Trade.

A retrospective look over the hide trade for the past year is not by any means so satisfactory as that of any of the lines of business germane to it. It is true that during the year there have been a great many hides handled, but from the beginning to the end of it, the market has had a downward tendency, and trade has been accompanied with the drawbacks always consequent upon a falling market. As a consequence there has been a difficulty in making sales without giving often unreasonable concessions, and on much of the stock handled dealers have been fortunate, if they have not lost money.

But for the future, in the very nature of the case, things must be better. Already prices are lower than they have been in twenty years. In addition to that, the curtailed buying of tanners during the year will surely make it necessary for them in a short time to begin to stock up. When buying does begin again it will be only natural to expect considerable activity and a strong advance in prices. If therefore the hide men can take no special consolation in the recollection of the year past they cannot least look forward to the expectation of a vast improvement in the near future. It is a long lane that has no turning and this lane has been so long that the turning must now be very near.

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WHOLESALE DRY GOODS,
 MONTREAL.
 Samples and Prices of Goods adapted
 to the Northwest Trade furnished
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MEDICINE HAT, - - - ASSA,
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 Good sample rooms and clean and comfortable sleeping
 apartments.
HUGH DEMPESEY, Proprietor.

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 Coffins and Caskets of every description in Stock. A great
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FRUITS, VEGETABLES
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ASK YOUR WHOLESALE FOR OUR GOODS.

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 Wholesale Dealer & Importer of all kinds of
Shelf and Heavy Hardware,
 STOVES AND TINWARE,
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CLOTHING
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 A Full Assortment of Drugs, Patent Medicines
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 Manufacturers of
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STANDARD
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 Near McGill Street,
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 Represented by J. M. MACDONALD,
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Manufacturers of Clothing
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 Importers of GENTS' FURNISHINGS,
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OGILVIE MILLING CO.
 Mill at Point Douglas.
 Capacity - - - 750 Barrels per day.
OFFICE:—Corner King and
Alexander Streets, Winnipeg.

A Full Stock of Patent Hungarian, Strong
 Bakers' and Spring Extra Flour; Oatmeal, Pot
 and Pearl Barley, Graham Flour, Cracked
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 Barley.
 Wheat buyers at all C.P.R. Shipping Stations

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 Importers and Wholesale Dealers in
Wines, Spirits and Cigars
 365 MAIN STREET,
WINNIPEG.

EASTERN MARKETS.

CHICAGO

The market during the week has been a scalper's one in almost every article of trade. There have been no causes for any material changes in prices coming from outside sources, and local speculation seems to have had no decided drift in any direction. Fluctuations were numerous and quick in succession but were up and down alternately like the mercury on a changeable spring day. For instance, the fluctuations in wheat were confined within a narrow range, and in other products it was equally circumscribed. It was one day up and the next day down, and it was evident that the pronounced "bulls" and "bears" believed they had prices at a point where some unusual influence was necessary to warrant an attempt at any decided movement up or down.

On Monday wheat opened about the closing figures of Saturday but dropped and closed a point or two lower. Pork and lard were both steady all day. Closing figures were:

	Jan.	Feb.
Wheat	77½	77½
Corn	48½	49½
Oats	—	—
Pork	15.00	15.10
Lard	7.65	7.65
Short Ribs	—	—

On Tuesday there was a stronger feeling all round and wheat gained all it lost the previous day and advanced a little more. Pork was also strong and tending upwards. Closing quotations were:

	Jan.	Feb.
Wheat	77½	78½
Corn	49	49½
Oats	32	—
Pork	15.12½	15.17½
Lard	7.72½	7.75
Short Ribs	—	—

On Wednesday there was an ease off in wheat, and a decline of a few points. Pork showed a more marked decline. Closing prices were:

	Jan.	Feb.
Wheat	77½	78½
Corn	48½	49½
Oats	—	31½
Pork	15.05	15.15
Lard	7.57½	7.60
Short Ribs	—	—

On Thursday wheat showed returning strength and gained the loss of the previous day. Pork and Lard were firm but did not advance beyond a point or two. Closing quotations were:

	Jan.	Feb.
Wheat	77	77½
Corn	48½	49
Oats	—	—
Pork	14.85	14.87½
Lard	7.42½	7.42½
Short Ribs	—	—

On Friday the feeling in wheat was again easy, while pork continued to decline. Lard was steady. Closing quotations were:

	Jan.	Feb.
Wheat	77½	78½
Corn	48½	49
Oats	—	—
Pork	14.70	—
Lard	7.42½	7.42½
Short Ribs	—	—

Closing prices on Saturday were:

	Jan.	Feb.
Wheat	77½	77½
Corn	48½	49½
Oats	—	—
Pork	14.70	—
Lard	7.42½	7.42½
Short Ribs	—	—

DULUTH WHEAT MARKET.

Stocks in store the first of last week were 6,647,716 bushels, an increase over the previous week of 62,189 bushels. The following closing quotations for No. 1 hard on each day of the week, will show the state of the market:

	Cash	Jan.	May.
Monday	77½	77½	83½
Tuesday	—	77½	83½
Wednesday	—	78½	83½
Thursday	—	78½	83½
Friday	—	78½	83½
Saturday	77½	77½	83½

MONTREAL MARKETS.

WHEAT.

The business doing here has been mainly for local wants, and no heavy sales are reported. Export sales are low at present. Prices are steady and firm, with an inclination to move upwards. Manitoba No. 1 hard is quoted at 87c and Red and White winter the same.

FLOUR.

Although nominally prices are nearly as high as in December, the market is far from strong, and the receipt of heavy consignments would no doubt break it very soon. Manitoba Strong Bakers' is quoted from \$4.15 to \$4.35, but only odd car loads are wanted at these figures.

BUTTER.

The after holiday lull is over, but still the market is quiet, and there is very little demand outside of local calls for choice creamery. Export business has been slow. Creamery is quoted at 20 to 22c; Townships 17 to 20c. and Western 17 to 20c.

MONTREAL STOCK MARKET.

The following quotations on Friday, Jan. 6th as compared with prices on the same day of the previous week, will indicate the course of the stock market:

	Jan. 6th		Jan. 13th.	
	Offered.	Bid.	Offered.	Bid.
Montreal	217	216½	214	213½
Ontario	115	110	110½	108
Toronto	193½	192½	195	190
Merchants	123½	122	122½	121½
Dominion	—	—	—	—
Commerce	112	111½	110½	108½
Imperial	—	—	—	—
Federal	—	—	70	—
Molson	140	132½	140	—
Union, ex. div.	85	89½	95	89½
N. W. Land Co.	—	52	50	—
C. P. R.	62½	62	61½	61½

Fanny Field advises farmers to invest their wheat as feed for chickens. She says, in the Farmer, don't confine your experiments in feeding wholly to hogs and beef cattle. Try the hens. Find out how much money a bushel of wheat will bring if turned into eggs, and how much cash a bushel of corn will bring if marketed in the shape of chicken or turkey meat. I have experimented some in that direction, and while I cannot say that a bushel of wheat will make a bushel of eggs, or that liberal feeding with corn will make a rooster weigh as much as a hog, I found out that we could afford to buy wheat for our fowls and chickens, and that corn which was turned into

poultry meat brought a higher price than that which was turned into pork.—Ex.

CANADIAN SECURITIES IN ENGLAND.

The *Canadian Gazette* gives the following quotations of leading Canadian securities in the London market:

	Price.	Rise.	Fall.
Canada 4 per cents., 1860	107½d	—	—
Ditto 3½ per cents.	102	—	—
Ditto 4 per cents., 1885	107½d	—	—
British Columbia 4½ per cents.	109	—	—
Manitoba 5 per cents.	108	—	—
Quebec 5 per cents., 1888	114	—	—
Winnipeg 5 per cents.	106	—	—
Canadian Pacific shares (N. Y. register)	62½	½	—
Ditto shares (London register)	61½	½	—
Ditto mortgage bonds	105½	1	—
Grand Trunk ordinary stock	12½	½	—
Ditto first preference	75½	2½	—
Bank of B. C. fully-paid shares	30	—	—
Ditto £10 paid	15½	—	—
Bank of B. N. A.	70	—	—
Manitoba Mortgage	—	—	—
Trust and Loan of Canada, £5 paid	5	—	—
Canada North-West Land	2½	—	—
Hudson's Bay	22½	4	—

The Future Lumber Supply.

The reader of scientific and building journals, to say nothing of the casual observer of news items published in the daily press, is startled now and then by the announcement that the lumber supply is well high exhausted, and a few years, at most, will find us at our wit's end for a substitute that shall fill the place of this common product of our country.

Whatever difference there may be among thinking minds regarding the building material of coming ages, we believe there is no cause for alarm respecting the limited supply, for the next decade at least. Let the reader who is inclined to believe to the contrary study the pine lands to the North and South; let him take a run to the trackless pineries of Northern Wisconsin and Michigan; let him travel through the vast pine-bearing States of the South, Arkansas, Georgia and Alabama, if he desires to realize in a forcible manner the fallacy of his reasoning.

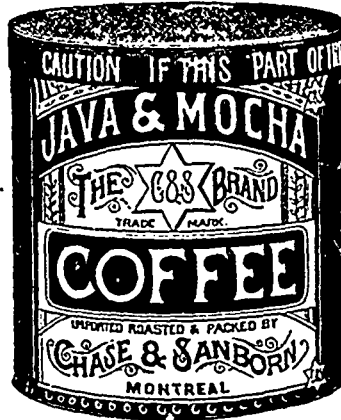
Let him take one square mile of pine-bearing lands, and estimate, or average the amount of standing timber ready for the saw, and he will be surprised beyond measure at the stupendous array of figures that will meet his gaze.

Hundreds of square miles of standing pine are found within twenty-four hours' ride of Chicago, St. Louis or Cincinnati; immense pineries, not yet explored by the white man, remain to be utilized in our future building operations, and yet in the near future we are promised a lumber famine! As one of our contemporaries, in an article on this subject, says: "In some parts of the United States the lumber supply is exhausted entirely, and as a consequence climatic changes have ensued, which bring new influences of a dangerous character." To a certain extent this is so, but the all electric subjects, and this it has acquired by energy and perseverance.—*National Builder.*

The Crooked Lake Indians have a steam thrasher, their latest acquisition, at work on their reserve. They expect to thresh about 7,000 bushels of grain during the winter.

THE BEST

A Brand of Coffee which represents a perfect blending of strength and flavor. Always packed in 2 lbs. air tight cans; no charge for cans; 15 cans in a case.



A perfect blend of Private Plantation Java and Pure Arabia Mocha. Imported, Roasted, and packed by
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MONTREAL.

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Watches, Diamonds, Clocks, Spectacles, Gold-headed Canes, Silver-plate, Watch Material, Tools, etc., etc.

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Largely patronized by commercial men and possessing special features for the accommodation of this trade. Large Sample Rooms Free.

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Manufacturers of Hydraulic, Steam and Hand Power Passenger and Goods Elevators,
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TORONTO, ONT.Bindery furnished with the latest and best
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Pocket and Office Diaries
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Printers' supplies**FOR \$10.00**Dealers in nearly every branch of trade can profitably
handle a few cigars. In order to introduce my goods for
the fall trade, I will make the following special offer,
good for three months from August 1—I will send for
\$10, seven half boxes all different brands handsomely put
up in boxes. These cigars are selected from my choicest
brands, made from the finest leaf tobacco, and guaran-
teed superior to the ordinary imported 10 cent cigars.
Mail orders forwarded promptly.**THOS. G. FLEETON,**
MANUFACTURER OF FINE CIGARS,
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pared to finish the trade with the above mentioned
articles manufactured from the very best seasoned dry
cedar and white pine. All work guaranteed. Correspond-
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LAUNDRY SOAPConsisting in part of Yellow Soap, Brown Soap
Red, White and Blue Mottled Soaps,
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Rockville, Ontario.**Colonial Hotel,****WESTMINSTER, B.C.**Largest hotel in the city; centrally located in
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rooms, etc. Fire-proof building. First Class.LUKE PITHER, *Proprietor.***LELAND HOUSE, VANCOUVER,**

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The leading commercial hotel of the city.
Directly above the C.P.R. Station and Steam-
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rooms for travellers.

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MANITOBA PRODUCE a Specialty.

Consignments Received in All Lines.
Correspondence solicited.**THE DRIARD,**

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The only strictly first-class hotel
in the province.**British Columbia**H. Tilton, grain and produce dealer, Victoria,
has sold out.Weldman & Barry have opened the Casino
saloon at Vancouver.Morris & Dick have opened a tailor shop at
New Westminster.P. I. Fould & Co. have opened a grocery
business at Westminster.Atwell, King & Co., fancy goods dealers,
Victoria, have sold out out.A salmon, weighing fifty pounds, was cap-
tured in the harbor at Victoria.The value of fish caught in British Columbian
waters during 1887, amounted to \$1,373,282.Hon. John Robinson, provincial secretary of
British Columbia has been called to the Senate.John Blake, stevedore, Vancouver, has joined
the Vancouver colony at Seattle, leaving
several anxious creditors.Vancouver customs officials seized a quantity
of goods on board the Batavia, on account of
not being entered on the manifest.The ice in the Fraser River is three inches
thick, and navigation is closed. Cold weather
is general throughout the province.THE Minister of Marine and Fisheries is in
Washington, with a statement of claims and
evidence in the Behring Sea seizures.Carleton & Harris, general storekeepers,
Port Hammond, have dissolved partnership.
Business is continued by J. W. Harris.The Provincial Government will appeal to
the Privy Council, England, in the case of the
ownership of mineral lands in the forty-mile
railway belt, recently decided at Ottawa against
them.The Esquimaux and Nanaimo company have
given notice of an application to apply to the
Dominion Government for power to operate a
transfer ferry to connect with the American
railway system at Port Angelo, W. T.The *Victoria Times* and the *News-Advertiser*,
of Vancouver, each have a libel suit on hand
the former by David Higgins; M.P.P., who
places the damage at \$10,000 and the latter by
Hon Mr. Dunsmuir who places his damage at
\$25,000.The steam collier Walla Walla will be con-
verted into a magnificent passenger steamship
at a cost of \$100,000. She will be placed on
the San Francisco and Victoria route and run
in connection with the Canadian Pacific Rail-
way.Messrs. Wilson & Co., the foundrymen and
machinists, of Victoria, have been compelled to
make an assignment of their estate and effects
for the benefit of their creditors. The liabilities
are placed at about \$20,000 and the assets

represent a sum nominally far in excess of those figures. General sympathy is expressed for the firm in its present troubles.

Application will be made to the provincial legislature to incorporate a company for the construction of a line of railway commencing at a point at or near Maple Creek, Crow's Nest Pass, Kootenay district; thence by Elk River to Kootenay River; thence by way of Cranbrook and Mooyie Pass and Goat River to the Lower Kootenay River in the province of British Columbia.

The dispute between the contractors of the Esquimaux Graving Dock — McKenna and Mitchell vs. McNamee — is now before the Supreme Court at Ottawa. The contract entered into by the latter with the British Columbia Government in February, 1883, was for \$350,000, and the dispute arose in regard to the employment of the appellants by the respondents to complete the work.

Several of our merchants who were indiscreet enough to pay out money to agents of the *San Francisco Journal of Commerce* are anxiously enquiring when the British Columbia number of that journal is to make its appearance. Some go so far as to express an opinion that there is something crooked about the deal. *Vancouver Herald*. Moral—Patronize home industry.

The steamship *Batavia*, Capt. Watton, sailed on Monday afternoon at half-past three o'clock from Vancouver for Yokohama and Hong Kong with about 1,200 tons of cargo, including 36,196 sacks of Oregon flour, 200 sacks Manitoba flour, 885 pieces of cotton goods from Montreal, a lot of machinery and a large quantity of general merchandise. She took out 12 first-class passengers, 3 second-class, and 84 steerage, Chinese.

A public meeting was lately held at Vancouver to discuss the most feasible way of improving the communication between the splendid farming country situated on the North Arm of the Fraser and on Sea and Lulu Islands and Vancouver. At present this city is sending many thousands of dollars away annually to foreign countries or to the eastern provinces for fruit, farm and dairy produce, whilst within a few miles of it lies a country probably unexcelled on the continent for the richness of its soil and the magnificent crops which can be raised within its borders.—*News-Advertiser*.

The Fraser is becoming as famous in Westminster for boat building as the Clyde is throughout the world. Not a season passes by unless several craft of some description are floated. At present there are building on the Fraser within the city limits of Westminster, no less than four steamers intended for different parts of the province. The first, owned by Messrs. D. W. Port & Co., is to be used in the fishing industry, as also is the one building for the British-American Packing Co. Mr. George Cooper's stern-wheel boat is nearly ready for launching, and when finished will be used for excursion parties on Harrison lake and river. Mr. Calhoun is building a small steamer for his own use.—*Ex*.

Raison, hotelkeeper, Maple Creek, has sold out to Yerex & Cowles.

Western Trade Notes.

Considerable building is still in progress at Virden.

A large number of horses are being imported from Ontario and Montana, to the Northwest C.P.R. passenger trains will stop at Anthracite and a station building will soon be erected.

Calgary asserts that its position is the best in the country for the erection of smelting works.

Several provincial papers are informing subscribers to pay up their subscriptions in cordwood at once.

The Dominion Government engineer is about to survey the route of the Regina and Long Lake Railway to Saskatoon.

I. S. Freeze of Calgary, has just completed his handsome building, and now has the best business block west of Winnipeg.

The Calgary Lumber Co., are applying to have their letters patent extended to give them power to engage in the manufacture of bricks and tile and mine for coal and other minerals.

A bridge over Sheep Creek will soon be constructed. This is one of the most difficult streams in the territories to cross being too shallow for a ferry and too deep to ford, with continually shifting sand shoals.

Dr. McEachren, Dominion cattle inspector, intends to add a new branch to his cattle ranche at Fort McLeod, by going extensively into the raising of horses with a view to supplying them to the British army. He proposes to gather 200 fillies during the winter and send them to the ranche.

Robert Charles Drummond, Donald Watson Davis, William Thomson Ramsay and Edward Pease Davis, are seeking incorporation under the name of "The Bow River Waterworks Company (Limited)." The objects for which the incorporation is sought are the establishment of a system of waterworks in the town of Calgary.

THE *Moosomin Courier* offers, as an inducement to new subscribers for 1888, and delinquent subscribers to pay up, three cabinet photos, by the local photographer. Enterprise must be commended, but experience with delinquent subscribers, has usually been the difficulty of placing them, especially long enough to secure a photo of a flattering nature.

An application for incorporation is being made by "The Chinook Belt and Peace River Railway Company," authorizing and empowering the said Company to construct a railway, at, near to, or between Calgary and Gleichen, thence to, at, or near the town plot of Edmonton, and thence to the Peace River in the Northwest Territories of Canada, with the usual powers to build a telegraph or telephone in connection therewith.

Calgary Tribune: Christmas turkeys are offering at \$2.00 and \$2.50 with brisk supply and demand. This is probably the only district in the Northwest that supplies its home market with turkeys. They were first introduced in '81, and for several years farmers were careless about trying to rear them, thinking that they would be too delicate for the climate. Experience has proved that they increase rapidly and

thrive well, and are being reared successfully and profitably throughout the district.

A sample of coal, brought by Mr. H. Hassard, sec. 4, tp. 2, rg. 8, from the Souris coal fields, and which has been mined there this season is of excellent quality. We have given it a trial, and it burns equal to Galt, but not quite so freely, there is no difficulty in keeping up a good fire with it, and it throws out a good heat. The coal used was taken from a ravine bank and about 100 feet in. A branch railway to these mines would enable vendors to supply this excellent domestic fuel throughout Manitoba and the Territories for about \$3.50 per ton. Mr. Hassard states that several minor coal beds are on fire in that vicinity. Settlers would do well to consult their own interests and pay a visit to these coal fields.—*Moosomin Courier*.

Lumber Cuttings.

The Royal City Planing Mills of New Westminster, B.C. shipped 20 car loads, containing 175,000 feet of lumber to Manitoba and the Territories. They have an order in hand for 400,000 feet for the new C.P.R. elevator at Port Arthur. The mills are running night and day.

A bill has been introduced in the Minnesota legislature to admit duty free on the product of the forests on Rainy Lake River and the Lake of the Woods and other tributaries, owned by American citizens and sawed in the provinces of Ontario and Manitoba, the same being in part manufactured.

The creditors of Stewart Bros., the Maritime Province lumbermen, who failed some time ago with a million of dollars of liabilities, are endeavoring to buy out the interest of J. A. Grier, of the firm of Grier & Stewart, at Ottawa. Mr. Grier's mills and limits are valued at one million dollars and an advance of one hundred thousand dollars is offered. This, if bought, about settles this famous failure.

De Grassis and other well-known railroad builders, besides prominent business men in St. Paul, Minneapolis and Duluth are interested in the building of the Duluth, Rainy Lake & Southwestern railway. Dennis Ryan is among the number who are interested in pine lands on the Minnesota side on the northern slope and the primal object in constructing the road is undoubtedly to give value to much of this timber by making it accessible.—*Mississippi Lumberman*.

Mr. James Maclaren, of Buckingham and Senator J. G. Ross, of Quebec, have through their Victoria agent, C. D. Rand, given notice through the *British Columbia Gazette*, that they intend making application to the chief commissioner of lands and works for the lease of certain timber lands situate west of Duncan Bay, Sayward district. The lands mentioned comprise in all about 26,000 acres. This is probably the largest piece of land for timbering purposes ever laid out in one block in this province. Mr. E. Hermon, D. L. S. who made a survey of this property, describes the country as level, heavily timbered with Douglas pine, with some cedar and white pine.

Another batch of J.P.'s for the province have been published, a number being re-appointments

General Notes.

The first court order for the payment of creditors holding Central Bank notes has been made, \$130,000 of outstanding notes will be redeemed.

Buntin, Boyd & Co., the well-known stationers, of Montreal, have dissolved partnership, the business being continued by Alex. Buntin & Son.

The deposits in the Post Office Savings Bank, Toronto, during October totalled \$630,000, and the withdrawals \$678,000. The total remaining to the credit of depositors on October 31st was \$19,779,255.

A Maine man as an experiment clipped the fleece from a pet Newfoundland dog and had it carded and spun into yarn. It yielded four skeins of jet black yarn, weighing two and one-quarter pounds, and was as soft as wool.

A joint-stock company, with a capital of \$25,000, have secured the large building on Wellington Street, Toronto, formerly occupied by the Dominion Hat Works, and purposes opening the largest canning factory in Canada.

Volapuk, the new commercial language, is being publicly taught in France, Germany, New Zealand, Italy, Spain, Portugal, Austria, Russia and Denmark. Several German firms have given notice to Bradford, Eng., houses to the effect that they will adopt this language in future correspondence.

A large trade in canned salmon was done in Samoa, where the natives were very fond of the delicacy, until some one spread the report that the stuff was really the flesh from the bones of Chinamen, whose remains were sent home by their surviving countrymen in San Francisco. Canned Chinaman was unattractive to the Samoans, and they, ceasing to trust in the labels, have discarded canned meats altogether.

Having received an intimation from the Customs authorities that in case a new steel steamer was ordered from Glasgow it would be admitted to the country free of duty, the Hamilton Steamboat Company have, it is said, ordered from William Hamilton & Co., of Glasgow, a \$60,000 passenger steamer for the Toronto-Hamilton route. The new steamer will, it is understood, be ready by May, and make the trip between Hamilton and Toronto in a little over two hours.

The tracklayers of the C.P.R. and the Soo sbbrt line met at 4.20, on Jan. 1st, between the main spans of the International bridge. Both parties had engines headed toward each other and both were bound to make the first crossing. The C.P.R. engine had almost gained American soil, when the Soo people of the Michigan side, who had a large and powerful engine in waiting, told the C.P.R. people they would have to retire or they would be crowded back to Canada. The Canadians yielded as their engine was too small to contend with the American mogul. The train pulled across at about four miles an hour and went tearing down into the Canadian Soo under a full head of steam. The event is causing great rejoicing. Through freight will begin running at once. The final celebration will take place on the 18th.

Banff mines are shipping large quantities of anthracite coal to British Columbia.

The Government will build a mill for the Indians next spring at Whitefish Lake.

Sacho & Walters have a wire rope ferry across the Saskatchewan from their coal mine at Edmonton.

The Emigrant. If any one wants any proof of the wisdom of the policy and the energy which is shown by the Indian Department he need only have attended the Agricultural Shows to be made certain that they are working out a grand result. The Indian exhibits have been simply grand and to see the interest taken in the competition by the natives themselves, must be a great inducement to the Commissioner to not only foster, but increase the opportunities for exhibits by the Indians.

Grocers and tobacconists should be prepared for a visit from Mr. Gravelle, special officer of the Department of Inland Revenue. He has visited Quebec, Montreal and other eastern points, and is working his way west. When last heard of he was making things lively for the Ottawa dealers. He is looking into the manner in which the regulations relating to the sale of tobacco are complied with; particularly those referring to the use of empty cigar boxes and the destruction of cancelled inland revenue stamps.

At the recent annual meeting of the Bank of Ottawa, Vice-President Magee, in the course of his opening speech, said: "You will notice by the report that a branch of the bank has been opened at Keewatin, under the management of Mr. Monk, for several years an accountant in the Winnipeg office, and a reliable and trusted officer of the bank. The water power of that place is attracting the attention of capitalists, and there is just now a large flour mill approaching completion that will have a capacity of about 1,250 barrels per day. The directors hope that this branch, while giving banking facilities to a section of the country hitherto unprovided for, will be a source of profit to the bank."

The public debt of the Dominion on the 31st of December, 1887, shows as follows:—

LIABILITIES.	
Payable in England, (fund debt)	\$171,434,835 89
Payable in England, temporary loans	3,114,666 68
Payable in Canada	18,189,128 25
Dominion notes	15,721,553 11
Savings banks	41,479,059 47
Trust funds	6,978,562 30
Province accounts	17,219,584 43
Miscellaneous and banking accounts	1,573,182 85
Total gross debt	\$274,710,702 98
ASSETS.	
Investments, sinking funds	\$ 19,779,509 40
Other investments	9,478,168 28
Province accounts	7,529,295 99
Miscellaneous and banking accounts	10,503,819 08
Total assets	\$ 47,391,796 75
Total net debt	\$227,419,910 23

Grain and Milling News.

A grist mill is about to be erected at MacLeod.

S. P. Clark, of Winnipeg, is buying grain at Emerson.

Twenty-seven thousand bushels of wheat have already been threshed at Macleod.

John Ogilvie, of A. W. Ogilvie & Co., has gone to New Mexico, for his health.

McMillan Bros., of Winnipeg, have taken over the elevator at Fleming from S. Pierce.

N. Bawlf & Co., have let the contract for building an addition to their warehouse at Rapid City.

The grist mill at Whitewood is now in working order, and a good article is being put in the market.

The new elevator at Rapid City is now ready for the reception of grain and is proving a boon to the farmers.

Roblin & Atkinson have arranged with the Winnipeg elevator for storing a considerable quantity of grain.

Crystal City roller mill will soon be in running order; a grain warehouse will soon be erected in connection.

The Crooked Lake Indians have a steam thresher, their latest acquisition, at work on their reserve. They expect to thresh about 7,000 bushels of grain during the winter.

A large and commodious mill, with all the latest improvements, will be erected at Oak Lake, as soon as the weather will permit. The municipality of Sifton granted a bonus of \$4,000 to the last one, which amount will be given again for the same purpose. Several parties are anxious to step in and build here, it being one of the best points in Manitoba. It is the intention of Messrs. Leitch Bros. to re-build, without unnecessary delay, on the old site.

New Zealand Cheese.

New Zealand is making a practical effort to compete with Canada in the supply of cheese to the English market, and, consignment of over forty tons of cheese from the Otago factories is at the present moment on sale in the London market. That there is ample determination to make the most of the dairying resources of the colony is shown in the fact that in the provinces of Otago and Southland alone there are over twenty factories operating, already turning out each season an average of fifty or sixty tons of cheese and capable of more than doubling this production with their present plant and machinery. The Wyndham factory, one of the largest, manufactured last season fully 150 tons, the Ellendale company being next, and only a little behind in its out-turn. In the Auckland, New Plymouth and Wellington provinces there are also several factories in operation, though on a less extensive scale, and the total yield for both the north and middle islands for the season ending in July last, cannot, it is estimated, have been far short of 1,500 tons of cheese. Up to last year a market was, in New Zealand and Australia, found for whole output, but this year the producers have spread their net wider, and are making a bid for English custom.—*European Mail.*

A Word from the Pulpit.

Rev. Mr. Silcox, of the Congregational church of this city, during the course of his remarks on "The Graves of 1837," delivered January 8th, spoke in scathing terms of the political condition of the Province. While we deprecate the partisanship of any minister being made public in the pulpit, yet there are times when it is to the benefit of nations that words of warning on political matters should come from this source. The bedraggled condition of the party press is apparent, not only to independent men, but also to the thinking and conscientious partizan and the words of the reverend gentleman have found an endorsement throughout the province. The following is an extract:

"It stands to reason that you cannot have a permanently strong nation without a pure government, and you cannot make a pure government with corrupt men. If you want to blight and curse a nation, if you want to wreck and ruin the ship of state, elect unprincipled, immoral men as your lawmakers and rulers. I am persuaded that we must give more attention than we have done to the moral condition of our public men. The voters must go to the Bible, and not to the political caucus to learn whom to vote for. Here are the directions,—you will find them in Exodus 18, 21. 'Thou shalt provide out of all the people, able men, such as fear God, men of truth, hating covetousness, (that means boodle) and place such over them to be rulers.' It is our first duty as Christian citizens to obey these Divine directions every time we go to the ballot box. We must elect to office, men, who, when in office, will honor God by an honest, upright, and holy life, and by a faithful and righteous administration of the public affairs. We have no right to adopt a lower ideal. We are responsible for the welfare of the state. By our votes we determine who shall make and execute our laws; and I submit that he is a poor Christian and an unworthy citizen who shirks and neglects the duty he owes the state. What this Province of Manitoba needs, sorely needs just now, is men, men of ability, men of truth, men of honor, to lift the Province out of the miry slough into which it has been dragged by pot-house politicians, and lift it to a respectable position before the world. We are in a sorry, shameful plight to-day. Men who were leaders have left the ship floundering on the shoals, and are asking parliament to pass special laws to make them lawyers. Thus they will make the noble profession of law a sewer pit for smirched politicians. How art thou fallen, O Justice and Law! As a citizen, as one who has loved this Province and does love it—and I know I speak for many—I feel humiliated when I consider the present condition of the Province. We are a colony of a colony, the dependency of a dependency, and our rulers are willing to have it so. The Province has been trampled on an spat on by a huge bulldozing corporation, and our leaders have not had manliness enough to resent the insult. Like whipped dogs they have licked the hand that smote them. They have proved themselves either incapable or criminal or both, and are not worthy to represent the spirit and independ-

ence that have characterized Anglo-Saxons the world over. It would be an unspeakable blessing to the land if some strong man would come and go into the legislature, as Oliver Cromwell once did, and drive the whole kit out in order to make room for honest capable men. If it is true that a nation is known by the character of the men it elects to office, what will the world think of us."

The Week.

Snow has again fallen heavily and has been followed by heavy drifting, making travel exceedingly difficult even around town. The mercury has ranged from zero to forty five below and both combined have caused a quiet week of trade.

Two members of the legal profession have died, both of whom were well-known throughout the country. Ex-Judge Ryan died on Wednesday, and Thursday morning, at an early hour, Fred. McKenzie, Q. C., passed away.

The grain blockade is now assuming a somewhat serious shape, notwithstanding the heavy fall of snow throughout the country, and the inaccessibility of getting to market experienced by most farmers. The receipts, however, have been large enough to fill every out-house and building with grain of every description, and along the track at many stations bags of grain are piled three and four tiers deep awaiting shipment. From the present aspect of affairs it will be late in the year before the crop of 1887 has been transported to the grain markets of the east, and unless something is done in the way of remedying the invalid service of the C. P. R. before the crop of 1888 comes to market, the whole country must inevitably suffer great loss. The dog-in-the-manger policy of the "great national highway" is making itself forcibly apparent even to its most sincere friends, and the time is not far distant when a competitive railway system will be inaugurated through Manitoba and the Territories. The practical inability of the C. P. R. to handle the grain trade is the thin end of the wedge of an argument that has not yet been pressed, and which contains a power to unite the most blue blooded tory with the hair-splitting grit into a unit demanding a reform in the railway policy of this country. With the Provincial Government tottering and quivering with every breath, the outlook for a more promising condition of affairs are excellent and before the session of 1888, of the Manitoba Legislature, has closed we will see a genuine and earnest effort made to lift the monopoly yoke from our necks. The one strong move required is for a thorough organization of the provincial rights party and the Province will be cleared from end to end of the herde of cheats and rascals who too long have infested our legislative halls.

Personal.

F. W. Rimer, of Kilgour, Rimer & Co., left on Saturday last on a visit to European markets.

Capt. Clark, Dominion Grain Inspector, returned from England on Sunday last. He leaves for a trip to the coast to-day.

Canadian Oil Trade.

In looking back and reviewing the oil situation for the year just ending, 1887, we find our oil industry to have been in anything but a satisfactory condition. The producers, like their brethren in Pennsylvania, have been longingly looking for dollar oil, and claim that the business of producing is unprofitable at the current market prices for crude, which on the Petrolia Oil Exchange have averaged about seventy-three cents per barrel. It is claimed that the present condition of affairs is due to the refiners, who by the peculiar methods of storing and selling in vogue have had matters pretty much their own way. At the present time the statistical situation appears to be most favorable to the producer, the stocks being gradually depleted, while but few new wells are being drilled. The present stocks above ground only amount to about 200,000 barrels, and with the production just about enough to satisfy the consumption surely ought (if prices are to be governed by the law of supply and demand) to place the producer in a solid position before long. The refiners, on the other hand, claim their business has been unprofitable, and unsatisfactory in every way. The price of crude, as before stated, has been about seventy-three cents per barrel, and refined to-day is sold for ten cents per Imperial gallon, competition amongst themselves having brought about this state of affairs, for while the Refiner's Syndicate was in existence fourteen cents was the standard figure, and readily paid for car lots, and refiners were exacting a princely revenue from the consumer. The same state of affairs would have continued no doubt but for the opposition of some parties, who it is to be hoped by this time have had all they want and to spare with an open market. And we are inclined to the opinion that it will not be very long before another combination of the refiners will take place, and if such should be the case and the producers would agree to sell their crude through one party or channel there is no earthly reason why the year 1888 should not be a prosperous one to all concerned in the business.] As far as the manufacturer is concerned refineries can be built to-day and accomplish greater results in a financial point of view on about one-fourth of the outlay or investment it took a few years ago. Moreover, past experience has demonstrated the kind of a refinery to build in order to make the most valuable and profitable grades of oils for which a ready market has already been established. There is no doubt that the refining of oils by some of our large concerns here is very profitable, owing to their large capacity and rapidity with which it can be turned out. The crude can be bought, refined and sold within a week's time. On the other hand the producer can get his drilling done for about half the figure that it would have taken a few years ago, and purchase his plant in about the same proportion. What with all the pipe line and storage privileges at hand to-day he has not much to complain of if a reasonable figure could only be obtained for his commodity. We can only hope and trust that the coming New Year will see that change for the better that has so long been looked for. —Petrolia Advertiser.

Business East.**ONTARIO.**

G. D. Rawe, jeweller, Trenton, has assigned.
Albert Dynes, grocer, Windsor, has assigned.
Vance Bros., saw mill, Inwood, were burned out.

John T. Duggan, grocer, Toronto, has assigned.

E. C. Matthews, grocer, Morrisburg, has assigned.

John Barclay, druggist, Glencoe, has assigned.

Wm. Smeaton, dry goods, Belleville, has assigned.

Jas. Dean, insurance agent, Tilbury Centre, is away.

Thos. W. Scott, hotelkeeper, Hamilton, has sold out.

Edward McKeown, dry goods, Toronto, has assigned.

Thos. Clappison, books, etc., Hamilton, has assigned.

W. J. Byrnes & Bro., tailors, Kingston, have assigned.

Folson, Scott & Co., millers, Highgate, have dissolved.

A. R. Morrison, commission agent, Hamilton, is dead.

M. O'Neill, general storekeeper, Kirkfield, has sold out.

Felix Coto, general storekeeper, Plantaganet, has assigned.

Edwin Beattie, general storekeeper, Highgate, has assigned.

R. Elliott, upholsterer, Hamilton, has removed to Toronto.

Bingham & Co., general storekeepers, Crysler, have assigned.

Alex. F. McRae, general storekeeper, Berwick, has assigned.

W. J. Buyers, painter, Stratford,—style now Buyers, Skilling & Co.

Mrs. Gough, fancy goods, St. Thomas, is advertising stock for sale.

A. Glenn, tin dealer, Toronto, has compromised at 50c in the dollar.

Louis Laplante, boots and shoes, Tilbury Centre, has moved to Comber.

J. D. Little, general storekeeper, Midland and Parry Sound, has assigned.

W. A. Hawkins, general storekeeper, Sunderland, has removed to Colborne.

Legault, Sirois & Overend, manufacturers of boots and shoes, Caledonia, have assigned.

R. D. Cameron, general storekeeper, Lucknow, has admitted J. D. Murdock under style of Cameron & Murdock.

James Swift, wharfinger, etc., Kingston, has admitted James F. Leslie as partner, under style of James Swift & Co.

QUEBEC.

Philomene Pelletier, grocer, Montreal, has assigned.

Frank Saüve, saloonkeeper, Montreal, is offering compromise.

O. Lemire & Co., general storekeepers, St. Isidore, have assigned.

Harris, Heenan & Co., leather belting, Montreal, are offering compromise.

L. P. Guilmette, dry goods, St. Jerome,—demand of assignment made on him.

Irwin Jenkins, saloonkeeper, Montreal,—demand of assignment made on him.

Z. Beauregard, general storekeeper, St. Guillaume,—demand of assignment made on him.

Geo. W. Moss, commission thread, etc., has admitted Alex. Baird partner, under style of Geo. W. Moss & Co.

Mills & Hutchinson, wholesale cloths, Montreal have admitted James McDougall, Jr., as partner under same style.

Jas. Hutton & Co., wholesale hardware, Montreal, have dissolved. W. H. Hutton continues under same style.

Don't.

Don't acknowledge a man as an agent unless he can show that he stands in his principal's shoes as to the business in hand.

Don't transcend your authority as agent, or you will become personally responsible.

Don't accept a chattel mortgage unless the schedule annexed contains every article to be covered by the lien.

Don't forget that a chattel mortgage is, in fact, a conditional bill of sale.

Don't think that compound interest will render a contract usurious.

Don't forget that there is an implied guaranty in selling goods by sample.

Don't sue for one-half of a demand unless you want to loose the other.

Don't rely on a witness who can't go into detail.

Don't testify to your own conclusions unless you are an expert.

Don't hold a paper on account of unreasonable time, or you will be presumed to admit its correctness.

Don't take a title where there is a judgment against a man of the same name as your grantor, without conclusive proof that he is not the judgment debtor.

Don't forget that a promisory note in the hands of innocent third parties for value shuts out all defences usually made on contracts.

Don't take a note after it has matured, unless you expect to meet all the ordinary defences.

Don't go into a firm already constituted unless you expect to be liable for its debts.

Don't imagine that a mere joint purchase by two or more, each receiving his share, constitutes a partnership.

Don't think that an infant's neglect to repudiate a contract when he becomes of age will ratify it.

Don't pay off a mortgage until you receive a properly executed satisfaction piece.

Don't expect to construe an important or difficult trust without the advice and consent of the court.—*Michigan Tradesman.*

A Boston company proposes to furnish heat and power to anybody in that city who wants them. The medium employed is hot water, and it is to be distributed through pipes just as gas and cold water are. The pipes are already laid through many streets. The water is to be heated to from 400 to 450 degrees, and can of course, readily be converted into steam for furnishing power, while the hot water itself is a much better heater for buildings than steam.

Decay of the Paper Collar.

There was a time when the paper collar reigned supreme. It encircled the masculine neck from Maine to California, and attained great popularity as an article of feminine attire; nested in boxes of every variety of color and style of adornment, it added attractiveness to the furnishing store windows, in its decaying stages it filled gutters, lent vanity to ash heaps and dotted the landscape along the line of every railroad in the country, dividing honors across the Western plains with the tin can. Its stronghold was in the crowded metropolis, but its trail extended into the remotest backwoods district. It would seem, considering this immense popularity, that Mr. Meserole, the inventor of the collar, must have been insured against poverty for the rest of his days, but such, it seems, is not the case. A bigamy trial in New York, in which a member of the family is involved, brings out the fact that the wealth which accrued from the patent has, like the collar itself, vanished, no man can say whither; that the Meseroles have nothing left but character, and if the bigamy trial is an indication, not much of that. Perhaps there is retribution in this.—*Indianapolis Journal.*

Window Display.

There is no reason why dry goods, clothing, furnishing and such like concerns, should monopolize the benefits accruing from window dressing. The grocer can profit by it if he will comply with the necessary conditions. These may require some study, but are not so difficult as to discourage anybody.

The one leading fact to be born in mind, first and last, is that a window must be striking, even startling, if possible, in order to attract and fasten the eye. A little of everything won't do this. People are not caught by a jumbling of miscellaneous things, though each may be of the nicest quality. Take some one thing, if you have sufficient stock, and pile the window full of it. Suppose you want to push a particular brand of soap. Build cob houses of it, construct a miniature castle or some other figure of it in the window. Have it tall enough to be seen across the street, and placard it with a peculiar excellence. A new stock of raisins set up in rising ranks, the open box full of the tempting fruit; canned goods artistically built up; a superior buckwheat in masses of bags stacked up and plainly labelled; or packages of cereal foods similar arranged; these and plenty of other things will make a grocery window conspicuous and a strong "pull" on the street. Many grocers are so busy that they think they have no time to dress a window, but they have time to carry great quantities of goods out doors every morning and bring them back at night, because they think they must. In like manner they can find time to use their show windows when they discover that they are profiting by their displays. We have seen some very handsome grocery windows, and many that actually commanded attention. Those who have practiced window displaying, stick to it. Those who have not, have but one other way to ascertain whether it will pay or not, which is by trying it.—*Commercial Enquirer.*

The Local Legislature.

On Thursday afternoon the opening of the Local Legislature took place, and the usual cheap pageantry was sadly marred by the advent of the wildest blizzard the city has experienced since the year 1882. There was however a large gathering on the occasion.

The speech from the throne as read by the Lieutenant-Governor, commenced with congratulations on the abundant crop of 1887, then followed more congratulations on the increase in immigration. The disallowed railway and other acts were next referred to in a strong provincial rights tone, concluding with the information that the Queen in Council had been petitioned for relief from the uncalled for exercise of the Governor-General's veto power. A paragraph announcing a deficiency in revenue came next, and one foreshadowing a policy of rigid economy concluded the speech.

The following is a list of the bills the Government intend to lay before the House during the session, after which the Legislature adjourned until to-day (Monday) at three o'clock p. m.:

Bill to provide for the construction of railway from Winnipeg to West Lynne.

Bill to provide for the expropriation of lands for public uses.

Bill for vesting the right of way of the Red River Valley railway in Her Majesty.

Bill for the confirmation and redemption of the provincial bonds issued under the Treasury Act.

Bill to provide the raising by way of loan of certain sums of money for the construction of public works and for public service, and

Bills to amend "The Queen's Bench Act, 1885," "The Administration of Justice Act, 1885," "The Petition of Right Act," "The County Court Act," "The Liquor License Act," "The Municipal Act," "The Building Society Act," and "The Asylum Act."

Defective Brick Work.

In seventy-five cases in one hundred where fires occur from "unknown causes," writes an architect to the *Insurance World*, it can be traced to defective brick work. Ordinarily an architect specifies that the brick work shall be well slushed, and that the flues shall be well pargeted or plastered on the inside. This is a great error, as no flues should be plastered on the inside; and no walls having flues in them should be slushed, as the term is generally understood. The flues should in all cases be built smooth on the inside, and all the joints should be filled full of mortar, the vertical joints as well as bed joints. The lining of the flue, or the four inches surrounding the flue, should always be kept in advance of the brick work, and the brick adjoining the lining and the second and third brick, and so on, should be shoved in soft mortar up against each other; this will fill all the vertical joints from bottom to top as laid. The slushing that is ordinarily put in from the top only goes down into the joint about one-half inch, thus leaving an opening the entire length of the wall, and in some cases an opening which a mouse could crawl through. As it is only a question of time when all the plastering that can be put on the inside

of a flue will fall off, it will leave these vertical joints between the bricks open into the flue, and as the joists cross through these joints in the brick work, fire is liable to take place ten or twenty feet away from the flue.

Farming in Kansas.

A current item which has appeared in nearly all the newspapers of Kansas is to the effect that not more than one-half of the dairy products consumed by that state are produced within its borders. Following close upon this statement the singular fact is noted that Kansas, which annually raises millions of bushels of corn, consumes thousands of cans of that cereal which is put up in Maine—a state which does not produce one bushel of corn where Kansas raises 5,000. This shows a condition of affairs in that state for which there is absolutely no apology. Carrying coals to Newcastle would be a thoroughly logical proceeding compared with the importation of butter, cheese and corn into a state which ranks among the first in its grazing facilities and its splendid agricultural resources. The fault lies with the people, and it must be speedily corrected if Kansas expects to make the best of her great possibilities. The failure of the farmers of that state to properly utilize the opportunities which the soil and climate offer for diversified husbandry is one of those perplexing enigmas which seem to defy solution. Almost all of the smaller channels of profit seem to be neglected in the zeal for extensive farming which seems to possess the tillers of the soil. The result is that vast sums of money annually go out of the state for commodities which Kansas should produce in the greatest abundance, and prosperity is hindered by this perversion of economic principles.

With the enormous immigration that is pouring into that state, the day is rapidly approaching when a largely increased division of land is inevitable, and the plan of small farming will become a necessity. Agricultural producers will then be constrained to learn the lesson which they have hitherto failed to master, and it is the part of wisdom to anticipate that day by timely action.

There is no reason why Kansas, with her vast herds of cattle and her almost limitless pasturage, should not only supply her own people with butter and cheese, but export large quantities of both every year, and if the measure of enterprise in that state were commensurate with the natural advantages, there would be a sufficient quantity of fruits and vegetables annually canned to meet the home demand, and bring in from outside markets a handsome revenue.—*Kansas City Star*.

Rough on Rubber Manufacturers.

The *New York Sun* has taken up the fight against poor rubbers and lectures the manufacturers in the following style:

This is an appropriate time to speak up to the men who make rubber overshoes for the American nation. Gentlemen, a word with you!

There is a tremendous responsibility upon you which you do not seem to appreciate. your relations with your fellow citizens are

something more than merely commercial. The health and lives of millions of men, women and children depend directly upon the honesty of the products which you manufacture and sell. Shoddy, rotten overshoes, mean wet feet, fever and congestion, acute rheumatism, pneumonia and death.

Yet it is a fact that it is now well nigh impossible to procure for love or money in the open market a pair of sound, substantial, honest, staying rubber overshoes. The entire manufactured product is cheap and nasty.

The sham things that you put out from your factories tumble to pieces as soon as they go on to the feet which they ought to protect. They are made for sale, not for use. They yield to the weather like wet pasteboard. The treacherous humbugs crack and yawn and split open, and every crevice, big or little, is large enough for 'soath to creep in.

It is not the fault of the retail shoe dealers that they do not supply their customers with honest goods. They can't get them. It is to their interest to sell satisfactory overshoes, but the factories don't produce them now. Every retail dealer in boots and shoes knows that this is true. Any candid retailer will say so. A worthy but profane shoe shop man in Hartford put the case rather forcibly a few days ago. "They make only two grades of rubber overshoes now," he said, "the bad and the d—d bad. It is very difficult to get the first kind."

This is no joke. It is a serious matter. It is a matter of life or death to thousands.—*Leather Gazette*.

Alaska.

The climate in the southeastern sections, along the coast, near the influences of the Japan current, is temperate, and is greatly superior to that of those sections of the continent on the Atlantic coast in the same latitudes. On one-half of the coast of Alaska the thermometer seldom falls below zero.

The population is estimated at 35,000 whites, creoles and natives, and is, as a general rule, provident, self-supporting, well-behaved and law-abiding.

The industries consist of the fur trade, mining, canning of fish, and the sawing of lumber by a few mills for domestic purposes. The manufacture of lumber, whenever the laws permit, will become an important source of wealth.

With the same advantages of civil government which are enjoyed by the citizens of other Territories, the people of Alaska would soon enter upon an era of prosperity which would justify the expectations of its most sanguine friends. In its present condition the laws can not be successfully enforced and administered. The only court is located at Sitka, and is separated by water, at long distances, from every other part of its jurisdiction. Criminals readily and frequently avoid arrest by taking refuge in the seclusion of remote parts of the Territory where there are no means to pursue them, and consequently escape trial and punishment. All of these evils should be remedied by appropriate special legislation.

Alaska is the gate of the North Pacific, and in the not distant future will become one of our most valuable possessions.—*Secretary of the Interior*.

Preparing Medicinal Roots.

T. A. Bronson & Co., of New York, have issued the following directions for preparing ginseng and medicinal roots for market. Ginseng is found in largest quantities in hard wood timber, has one stem with three branches, each branch, five large, light green, thin leaves. Flower light green, succeeded by a bunch of red berries, and until these have disappeared, the roots should not be dug, as the sap then goes back into the roots, making them heavier, and consequently more valuable. After digging, shake off all adhering earth, wash thoroughly in running water, if possible, or in tubs, using fresh, clean water; *never split* the roots, to hasten drying, as it injures value. Dry in well ventilated shed or garret, spread out thin, turn the roots every day, taking out any mouldy pieces. Never dry in the sun, nor in stoves or chimnies, as either plan darkens the root. Break off all tops close to the root, also small fibres. When thoroughly dry, pack in barrels or boxes, *not in bags*, to prevent breakage in transportation.

The larger, clearer, and more entire ginseng is, when put on the market, the greater its value.

Pack by shaking, never pounding or jumping on the root to get more in.

Senega, Pink, Golden Seal, and other roots, follow same directions as for ginseng, and when dry, shake out the dirt, pack in clean, *strong* bags.

Gambling and Business.

The world's crop of wheat amounts in round numbers to 2,000,000,000 bushels. Of this not to exceed 500,000,000 bushels finds its way into the broad stream of general trade. The quantity that could properly come under the classification "commercial wheat" would possibly not exceed 400,000,000 bushels, and it might be even less. Upon that foundation rests the whole speculative fabric. Contracts for the transfer of twenty five times 400,000,000 bushels of wheat are entered into every year on the produce exchanges of half a dozen American cities. Not one person in ten, nay in a hundred, who contracts to buy or sell this wheat ever expects to handle a pound of it. The real intent is to bet on the rise and fall of prices and to receive or pay differences. The whole transaction is a gamble, a wager on price fluctuations. A leading commission merchant on the Chicago Board of Trade recently issued a circular over his own name in which he stated that not one transaction in a thousand contemplated the actual delivery of property stipulated in the contract. He was taken to task by his fellow members, not for misstating or overstating the facts, but for making public confession of the real character of the business done on the floor of the exchange and "giving us away."—*Price Current.*

It may be of interest to note that a large consignment of Canadian turkeys reached Liverpool on Saturday by the *Etruria*, for the British Christmas markets. This is not the first time that shipments of this nature have been made by Canadian growers. In the present instance the consignments came from Ingersoll, Ontario, and a fairly profitable market is anticipated.—*Canadian Gazette.*

The Last Spike.

The last spiko in the road connecting the two leading cities of the Pacific coast has been driven and another link in the great railroad system has been forged. It is therefore a matter for sincere congratulations, not only to the two great states of the west, but to the whole of the Union. From the City of Mexico to Tacoma and Seattle on Puget Sound, the line is now complete and British Columbia will not be long outside the steadily growing circle of our influence. The California and Oregon in conjunction with the original Southern Pacific is now the great trunk line of the west. From it on either side, lateral branches will now bring under cultivation and settlement the rich lands of the west.

The country near it and them will be the richest and most prosperous in the whole world. It has all the varieties of climate and soil found from New York to Florida in the east, and from the Baltic to the Mediterranean in the old world. All the fruits and cereals of the temperate and tropic zones flourish in the greatest luxuriance. The great mineral belt of North America, nay, the world, follows the road along its course and it is but as yet in the infancy of its development.

Gold and silver, lead, copper, tin, quicksilver, iron, coal, soda in all its compounds, salt and all other known materials are found here. There are now many flourishing towns and cities all along the line; in five years from to-day their development will be something wonderful to witness. Like cases produce like effects, and the connection of Southern California with the east which broke up its lazy sleep of a century, will work as wonderful a revolution from the City of Mexico to Vancouver. The great transcontinental roads did a wonderful work in making a pathway out west. This great line will do more—an empire will spring up along it.

On this long line of settlement San Francisco and Portland are happily placed to command its commerce, as is also Tacoma or Seattle, or both, on the waters of Puget Sound. The growth of the towns and cities along the route will be marvellous. Paso del Norte, Los Angeles, Faisal, Fresno, Stockton, Sacramento, Marysville, Chico, Redding, Salem, Portland and the Puget Sound will grow at an exceptionally rapid rate. With San Francisco as the great entrepot of the whole coast, they will draw new life from the circumstance in which they are placed, and will rival the array of cities that line the Atlantic sea-board.

At some future day this road will reach from Cape Horn to Alaska. As if to anticipate, Senator Hoar last Thursday introduced a bill into Congress providing \$100,000 for a survey which should trace out a line of road from Spokane Falls to Behring's sea, and which should tap the commercial currents of Asia. The bells which to-day tell the story of the spike driven by the silver hammer in the hands of Col. Crocker, will be the harbingers of glad tidings to the people of all this coast.—*San Francisco Journal of Commerce.*

The large flour train sent east from Minneapolis, over the new "Soo" route, was blocked with snow, and had not crossed the bridge up to the 7th inst.

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