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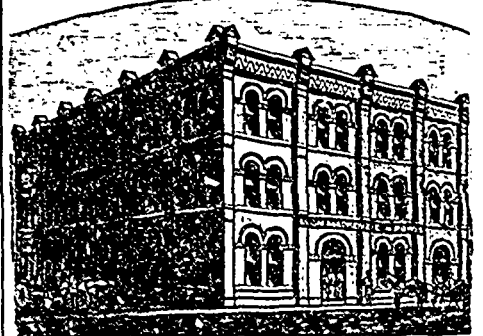
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The Commercial

Journal of Commerce, Industry, and Finance
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 of Manitoba and British Col-
 umbia and the Territories.

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Publisher

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

WINNIPEG, JUNE 4, 1888.

FURNIVAL & WILSON, auctioneers, Winnipeg, have dissolved partnership. J. T. Wilson will continue the business.

THE elevator at the Clarendon hotel, Winnipeg, has been fitted with new machinery, which arrived from New York recently.

JAS. McMURTRY of Ferguson & McMurtry, general merchants, Calgary, was accidentally drowned at Banff, on May 24th, while bathing.

A. FERLAND & Co., general merchants, Calgary, write stating that they have not dissolved partnership, as had been reported a week or so ago.

S. A. D. BERTRAND has been appointed official assignee for Manitoba, on the recommendation of the Winnipeg board of trade. The appointment is one which will give general satisfaction.

THE Hudson's Bay Co. has purchased the stock and business of Schofield & Hyde, general merchants, Pinchers Creek, Alberta, and will hereafter carry on business at that point. Hyde has been employed to manage the post.

THE brewery plant at Emerson, which has not been in use for some time, has been purchased and will be moved to Brandon, where a second brewery will be established. Brandon now has one brewery, conducted by Neumeyer & Pares, which is doing a good business, owing to the quality of its manufactures.

THE M. & N.W. railway company have just issued an illustrated guide book to their lands, compiled from Government township reports and their own land examiners reports, and giving detailed and accurate descriptions of the lands. The book is illustrated with maps of the various municipalities through which the road passes and with views of towns and farms. It is for free distribution.

O'DONNELL & Walsh have taken possession of the Queen's hotel, Fort William.

INLAND revenue collections at Brandon last week amounted to over \$1,500.

R. H. MOODY, real estate, Calgary, has taken Mr. Scaife into partnership.

THE stock of C. W. Lutes, a small dealer in teas, Winnipeg, has been sold by the sheriff.

E. L. CHRISTIE, stationer, Brandon, has added a job printing department to his business.

THE St. Paul, Minneapolis & Manitoba railway announces a reduction in passenger fares to eastern points.

A LONDON cable says the Hudson's Bay Company is paying no dividend this year, owing, chiefly, to the poor prices obtained at the fur sales. Seventeen shillings per share was paid last year.

THE price of flour having gone up, the Winnipeg bakers have decided to raise the price of bread. Fourteen loaves are now given for one dollar, instead of sixteen as formerly; and 16 wholesale, instead of 18.

PRICES at Brandon last week were: Wheat—Coming in pretty freely and bringing 65 to 68c; oats, higher at 25 to 30c; barley, for feed 30c; beef cattle, scarce and bringing 3½ to 4c; hogs, 4½ to 5c live weight; sheep, 5c live weight; eggs, 10c; butter, 15c.

THE following from the Minnedosa Tribune will show the value which the recent rise in wheat has been to farmers: John Orr and Robt. Kerr each sold 2,000 bushels of wheat this week and each cleared \$400 over the prices of last winter. Jhon Connell sold 1,000 bushels also, at an advance of 20 cents per bushel.

THE liabilities of Geo. Brownell, general merchant, of Neepawa, Man., whose assignment was reported last week, amount to about \$6,320. His own estimate of assets are: Stock, \$3,672; book debts, \$1,227; shop fixtures, \$225; lot and building, \$2,000. The stock is now being taken, and it may not come up to the figures given. The creditors hoped to make a satisfactory arrangement with Mr. Brownell, but this does not now appear probable, and the stock will likely be sold.

BRANDON Times:—A special meeting of the city council was held on Friday evening last to consider a communication which had been received from the Northwest Central Railway authorities, asking what the council would be willing to do toward bringing the road into the city. The letter stated that it would take about \$26,500 to build the necessary bridge for the road to come over the river. The matter was freely discussed and it was ultimately resolved that a committee be appointed to consider the communication and to make an offer to the company on condition that the shops and head offices and terminus be permanently located here. It was generally understood that it would not be advisable to offer more than \$25,000. The committee met on Saturday and a communication was sent to the company in accordance with the understanding arrived at in the discussion of the subject at the council. Should the company accept the offer made by the city it is altogether probable that a meeting of the ratepayers will be called to discuss the matter in all its bearings.

THE Regina Leader announces that the Long Lake Railway will be continued northward this season, probably as far as Saskatoon.

G. G. MILLS, late deputy attorney-general of Manitoba, will form a new law firm at Winnipeg, under the style of Mills, Elliott & Chaffoy.

F. OSBORNE, of Greta, Man., will start a German paper at Winnipeg, to be named *Neue Freie Presse*. In addition to the English journals, Winnipeg will now have two French, two Icelandic, one Scandinavian and one German paper.

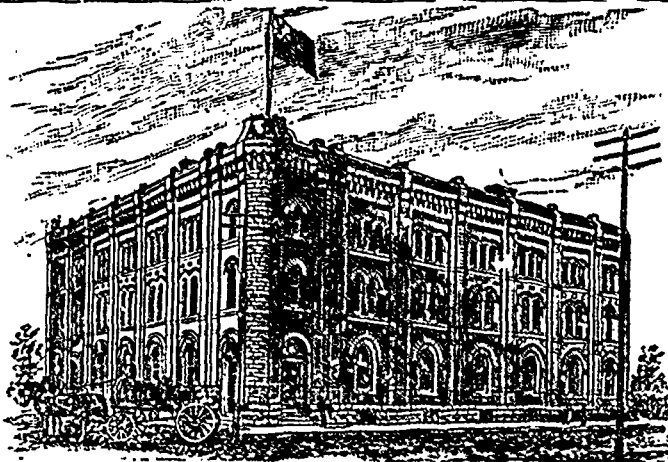
D. D. MANN has been awarded the contract for building the proposed extension of the Manitoba & Northwestern railway for 25 miles beyond the present terminus of Langenburg. He will start work at once and as the contract calls for the completion of the work by August 15th, he will have to push it with considerable haste.

THE C. P. R. have followed the example of the St. P. M. & M. and have reduced their eastern passenger rates. First-class passenger rates from Winnipeg to all points east have been reduced \$3.64, making the fare \$39.90, instead of \$43.50 as heretofore. Second-class rates have been reduced \$1.75, making the fare \$34.40 instead of \$35.15. These rates only apply to the all-rail route, and to take effect June 1st.

A NEW special east-bound tariff on grain, flour, oatmeal, millstuffs, flax seed and potatoes in sacks or barrels from Port Arthur has gone into effect on the C.P.R. To Owen Sound and all points on the main line the tariff is 15c per hundred pounds; to points on the Central Ontario railway it ranges from 17½ to 23c; to points on Kingston and Pembroke railway 18 to 20c; to points on the Brockville, Teeswater, Elora, Orangeville, London and Prescott branches 15c; to points on the Canada Atlantic railway, 15 to 23c; to points on the Ottawa Valley section, 15 to 21c; to points on Credit Valley section, 15; to points on Quebec section, 19 to 22c; to points on Atlantic division 18 to 24c; to points on the Passumpsic division, Boston and Maine railway, 22 to 27c.

Free Press; THE Hon. Mr. Martin speaking of the R.R.V.R. rails yesterday, said they were coming via the lakes and Duluth. The C.P.R. wanted \$10 a ton to deliver the rails by the all rail route; while the Grand Trunk offered to carry them for \$9.50. The advantage of bringing the rails by all rail route would be that they would now have been here, and track-laying would be going right ahead. From a political standpoint this would have been an advantage, but the government decided that it would be in the interests of the province to delay tracklaying and effect a saving of \$8,000 to the province by bringing the rails by the lake route. The C.P.R. were asked with the Grand Trunk to quote a rate. They did and their rate was \$8.20 by rail and lake. The Grand Trunk rate was \$7.21 per ton, which includes 25 cents a ton for unloading at Duluth. The government properly accepted the lowest rate, and the rails are now on the way between Montreal and here. They will arrive early in June and tracklaying will be at once begun. Meanwhile the contractor, J. D. McArthur, will be busily engaged building the culverts. He will send out teams to begin work to-day.

GOODS SOLD TO THE
TRADE ONLY.



GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,
DIRECT IMPORTERS
TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES
 CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

THE Philadelphia Board of Trade has lately made a move which is worthy of taking pattern after, and which should prove a source of satisfaction to its members. This is nothing less than the establishment of a court of arbitration for the prompt settlement of business disputes. A judge has been appointed, and the parties to any controversy may submit it to him alone, or may each select an arbitrator, who, together with the judge, shall constitute the court. In either case the decision of the tribunal is to be final and without appeal. This should be the means of settling many little disputes among business men in an amicable way. Many law suits which have cost thousands of dollars, might have been settled to the greater satisfaction of all parties concerned, within a few minutes, or hours at least, by the exercise of a little common sense. Plain, practical common sense, could certainly be utilized in settling the majority of disputes among business men, and when exercised in a business way, should often be capable of attaining more desirable results in a brief time, than could be accomplished by long sieges of expensive litigation. By all means let us have disputes among business men settled by arbitration, and by business men, whenever practicable.

EVIDENTLY it is the intention of the Manitoba Government to ignore the offer of the C. P. R. Co., to give running powers over its line between Winnipeg and Portage la Prairie, with the object of connecting the Red River Valley and Manitoba & Northwestern Railways. The Government, it seems, has determined upon the construction of an independent line between the points named, judging from its advertisement calling for proposals for the construction of such a road. The Government is seeking to carry out its intention in this respect in a somewhat novel way. The advertisement reads:—"Proposals will be received up to June 9th, from companies, or proposed companies, for the construction of a line of railway from Winnipeg to Portage la Prairie. Companies will state how much cash bonus, or guarantee of bonds they require from the Government for such construction." The idea evidently is that a private

company should construct, own and operate the road, receiving as an inducement to undertake the work, a bonus from the Province. By calling for tenders it is supposed the minimum bonus will be obtained. No doubt this is preferable to the construction of the road by the Province. But in undertaking the work the Government seems to be placing itself in a somewhat peculiar position. Other parts of the Province are badly in need of railways, and why should not the Government undertake the work in the same way? The Manitoba Northwestern railway has everything to gain and nothing to lose from a continuation of its line to Winnipeg, to connect with the Red River Valley road, and it might reasonably be supposed that the company would undertake the work, without an expenditure of funds which belong to the whole Province. A Government guarantee on a loan, to a moderate amount, with proper security from the company, might not be objectionable. But unless the Government is prepared to undertake a similar policy generally, the bousing principle is an objectionable one. Even as a general policy, railway bousing is objectionable, and it is to be regretted that the Province is obliged to undertake such a policy. The terms upon which the C. P. R. Co. would grant running powers over its road to Portage la Prairie, have not been made public, but if they are favorable, some such arrangement would seem preferable to the expenditure of any considerable amount of public funds in providing a rival line.

New and rapidly growing towns are not the only ones which suffer from real estate "booms." The inflation in real estate at Montreal something over a decade of years ago, will be remembered by those familiar with the city at that time. A collapse followed this "boom," which caused a season of stringency to many. More recently quite a real estate "boom" occurred in Toronto, from the effects of which many in that city are now suffering. Commencing only a few years ago, and since the collapse of the Manitoba land "boom," real estate speculation seemed to take hold of many

JAMES PYE,
FLOUR MILL BUILDER
 CONSULTING ENGINEER, &c.
 218 Third Avenue South,
 MINNEAPOLIS, - MINN

A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 8th, 1887

JAMES PYE, Esq., Minneapolis, Minn., U.S.A.

DEAR SIR,—In handing you our check for \$1,301.24, in full for balance on your contract for building and enlarging our mill, we without solicitation wish to state that you have done your work in a manner highly satisfactory to this company. The capacity which you guaranteed at 275 barrels, we find considerably under the mark, as we are at present making over 300 barrels, and the quality of the flour is all that we could wish for. Some of our largest purchasers frankly tell us, it is equal to any flour made in either Minnesota or the province. The yield also we find very satisfactory. We must also bear testimony to your pleasing and gentlemanly manner, and your willingness at all times to meet our wishes. This has made our business relations pleasant and we can honestly say, that we recommend you to any person, requiring anything in the mill building or mill furnishing. Wishing you the success that straight dealing merits, we are
 Yours very truly,

THE PORTAGE MILLING CO
 Jas. MacLenaghan, Managing Director.

residents of the Queen city of Ontario. Additions were made to the city on all sides, excepting the lake front, and property was surveyed up into building lots for many miles beyond the city limits and sold. Parties who bought in these lots now find they have made unremunerative investments, and as a result there are many in Toronto who are chronically hard up. Perhaps some of the speculators who started the Toronto land "boom" received their training in Winnipeg. They seem, at least, to have been pretty well up as "boomsters," for it is said "city" lots were sold at a distance of nearly ten miles beyond the corporation limits.

THE disputants in connection with the re-arranging of the Manitoba grain grades seem to have spent their force, and now the Department of Internal Revenue at Ottawa is doubtless bothered to know how to please all parties, or if that is not possible to please as many as they can. Should the wishes of the Manitobans be disregarded, they will not be left in the helpless condition they would have been placed in, had railway monopoly still been in force here. If Manitoba ideas are ignored in connection with grain grading, Manitoba shippers can ignore Canadian grain inspection. They can ship over a southern route to the seaboard, and sell on Duluth inspection. This will reduce Canadian inspection laws to purely ornamental arrangements, and indeed they will soon be that anyway, if all Canada is allowed to meddle and muddle, in what is strictly speaking the business of this province only. In so doing the Canadian Pacific Railway Company would be the heaviest sufferer, and undeservedly so; for to the credit of the management of that road be it said, that they have stood firmly by the demands of this province in this same matter, and outside of those here connected with the grain trade, they are doubtless the best posted parties in the Dominion on the actual grain wants of Manitoba. It is significant that the Vice-President and General Manager of the road should be so thoroughly at one with the grain men of the province, for he is seldom found to be favorable to Manitoba ideas, and

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the fact that, not only from his present knowledge, but from largo experience in the past his opinion gathers value, is an indirect proof that the Manitoban men's standards are correct and what are really wanted. There has been a great deal of so-called patriotic talk about Canadian trade through Canadian channels, but if the grain grades of eastern men are forced upon Manitobans, mighty little of the grain trade of the Northwest will go east by Canadian channels. There is such an act as abusing the Devil undeservedly, and if the carrying trade of the C. P. R. is to suffer, in order to satisfy the greed, ignorance, or meddlesomeness of eastern grain men, then we fear his satanic majesty is getting more than his deserts.

The discontinuance by the Dominion Government of the policy of assisted emigration, has called forth some opposition from certain quarters. Dr. Barnardo, who lately established a training school in Manitoba, for the purpose of instructing children whom he is bringing from

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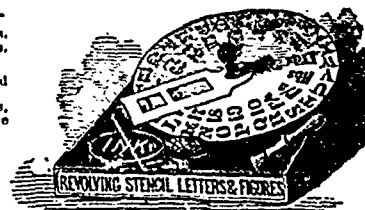
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WINNIPEG REPRESENTATIVE:

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Britain, is among those who protest against the discontinuance of assisted emigration. He writes a vigorous letter to the *Canadian Gazette*, denouncing the move. In this case the decision of the Government interferes directly with the calculations of the person interested. Dr. Barnardo is doing a noble and philanthropic work, and perhaps the Government might be induced to take his case into consideration, and render him some special assistance. As to the promiscuous system of assisted emigration, however, it is well that it has been discontinued. It has accomplished little, and that little has not always been beneficial to this country, the emigration thus promoted often belonging to an undesirable class.

Is Canada becoming a beer-drinking country? Recent statistics at least would indicate that such was the case. A blue book from the Department of Agriculture says that in 1874 the people of Canada consumed two gallons of spirits per capita. Last year they drank less than one gallon. But whilst the consumption of spirits has decreased to less than fifty per cent. of what it was in 1874, in the same time

the consumption of beer has quadrupled. Ontario is the centre of beer consumption, whilst the people of the Maritime Provinces excel as drinkers of spirits.

It is said 400 acres of flax will be grown on Sir L. Kay's farm at Balgonie, near Regina, this season. The flax will be sent to Belfast, Ireland, for manufacture. This may be the commencement of a flourishing industry in the West. The adaptability of this country to flax culture is well known. It is not generally known that flax grows wild upon the prairies, but such is nevertheless the case. Where flax is indigenous to the soil, the cultivation of the domestic variety should prove highly satisfactory.

The steam barge Myles, which wintered at Port Arthur with a cargo of wheat, having been unable to get out last fall on account of ice, has unloaded the wheat at Port Colborne, in a damaged condition. It is supposed a leakage was caused by the ice whilst endeavoring to get through last fall.

The Commercial

WINNIPEG, JUNE 4, 1888.

THE LATE SESSION OF PARLIAMENT.

From a general Canadian standpoint, the most important question discussed at the late session of the Dominion Parliament, was that of trade relationship with the United States. This is really the live issue in Canadian politics at the present day, and when the time for another general election comes around, it will doubtless be fought out upon this question. Already the Liberal party has taken up a stand in favor of what is called unrestricted reciprocity with the United States, and made the question the chief plank in the party platform. With the object of proclaiming the allegiance of the Liberal party to the unrestricted reciprocity policy, Sir Richard Cartwright introduced a resolution into Parliament in favor of the scheme. The debate lasted nearly a week, and induced the principal speeches of the session. The question was discussed from a purely party standpoint, as indeed it was intended to be by the mover of the resolution. The defeat of Sir Richard Cartwright's motion by a majority of 57, is therefore mainly of importance as showing the party majority for the Government in the House. It does not necessarily even express the individual opinions of those who voted for or against the resolution, the vote being merely one of party expediency. What course the Conservative party may eventually take upon the question, or before another general election comes about, it is not yet possible to accurately determine. So far the party has merely adopted a policy of passive opposition, which may undergo considerable modification in time. The frequent discussion of the question of Imperial Federation in connection with, or as opposed to, Commercial Union or unrestricted reciprocity, may be taken as an attempt to trail the red herring across the scent. It is hardly probable that the Conservative party, with a protectionist record, thinks seriously of taking up the Imperial Federation question as a party cry, though it may be made to do some service in befogging the commercial union movement. The question of trade relationship with the United States, is certainly one of the first importance to this country, and the peo-

ple will watch with interest any new developments in this direction.

The fishery treaty was another of the more important matters which came up for consideration. The bill ratifying the treaty was passed without division, and it may therefore be said that the treaty was acceptable to both political parties. There was, however, considerable debating upon the question, and many objections were taken against the treaty by the Opposition, who finally accepted the bill, rather than assume responsibility for its rejection. Canada and Newfoundland having accepted the treaty it only requires the ratification of the United States Congress to become international law between the countries concerned.

In commercial legislation, the bill for the suppression of marginal gambling is an important one. The passage of this bill is intended to bring about the suppression of bucket shops, and the business carried on therein. The evils arising from bucket-shop gambling are generally, recognized, and if the bill proves effective, there will be no reason for regret. The investigations of the combines' committee were also of great interest to the commercial community. No legislation relating to the combines was passed, but some restrictive measure is promised for the next session. The combines were fully dealt with in the last issue of this journal.

The bill providing for the establishment of a local legislature for the Territories, and the reorganization of the Territorial Government, is of importance to the West. For some time there has been a movement in the Territories in favor of a more responsible form of government, and this will go a good way toward meeting the popular desire. The monopoly debate is dealt with elsewhere. Another important move, announced at the last session of Parliament, is the discontinuance of the policy of subsidizing railways. Though certain local and individual interests will be injured thereby, yet as a whole the decision cannot but be received with favor. The policy of subsidizing railways is one which is capable of great abuse, and its abandonment will be favorably received. The less governments have to do with railway building, the better. The principal move of importance, financially, was the action taken by the Government in obtaining authority to borrow \$25,000,000, as necessary. These were the more important matters under consideration, space forbidding reference to others.

PARTING WITH MONOPOLY.

The session of the Parliament of Canada, lately brought to a close, has been important in legislation bearing upon Western Canada. By far the most interesting matter under discussion from a Western standpoint, was the C. P. Railway monopoly question. Public feeling in Manitoba had become so thoroughly aroused upon this great question, that the Government doubtless perceived it would be a great mistake, and a hazardous policy to attempt to further enforce its oppressive disallowance policy in Manitoba. The agitation had reached the high-water, danger line, and something had to be done to relieve the situation and cause a return to the normal condition of things. The monopoly did not apply to Manitoba, but it is supposed the Government had a secret understanding with the C. P. Ry. Co., to the effect that monopoly would be enforced in Manitoba by the exercise of the Federal power of disallowance, upon acts passed by the provincial Legislature, for the construction of railways to the boundary. Hence it appears that the Dominion Government could not change its policy of disallowance regarding Manitoba, without granting some equivalent to the railway company. However, an understanding was finally arrived at between the Government and the company, for the purchase of the latter's monopoly rights in the Territories. This not only relieved the pressing situation which had been brought about by the agitation in Manitoba, but brought the entire C. P. R. monopoly in the Territories, which was first given for twenty years, to an end when but seven years of the time had expired. The termination of the struggle has been highly satisfactory to Manitobans, who have the satisfaction of seeing the entire monopoly in the West removed before half its time had expired, as a result of their efforts put forth in opposition to disallowance during the past few years. The history of the struggle is fresh in the minds of the people. In its earlier stages the agitation against monopoly was confined to a limited number of our population. This was owing to the partizan spirit which prevailed in the province, and which for a long time kept many from coming out boldly against monopoly. Gradually, however, all classes of the people were drawn into the agitation, and the most pronounced partizans were, toward the close of the fight, boldly clamoring for the rights of the

province, in opposition to the Government which they had previously so ardently supported. The reluctance with which many supporters of the Ottawa Government in Manitoba, joined in the popular demand, no doubt greatly prolonged the agitation, and rendered the day of victory more distant. Even after the people here were practically united against disallowance and monopoly, the false reports sent out by Dominion and C. P. R. officials and hirelings, had the effect of greatly retarding the provincial cause, through the influence of such false reports in Eastern Canada. Popular opinion in the East of course largely influences the action of the Dominion Government, and it was therefore the object of the aforesaid hirelings to represent to the people of Eastern Canada, that the agitation here was merely a partizan affair. At last, however, even the people of the East were commencing to understand the true state of affairs in Manitoba, and the discussions which took place there upon monopoly, especially at the meetings of several representative boards of trade, exerted a strong influence toward the last in bringing down the lever which finally overturned monopoly. It was the last weight which, thrown in the scales, turned the balance in favor of the province.

The terms upon which monopoly has been removed, are most acceptable to Manitoba and the West generally, and should be acceptable to all Canada. In consideration of a guarantee of interest of $3\frac{1}{2}$ per cent., upon \$15,000,000, for fifty years, the company has agreed to surrender its monopoly rights for the balance of the time for which its exclusive privileges held good. The company will issue land grant bonds to the amount of the loan, interest upon which will be guaranteed by the Dominion. The only benefit to the company in this arrangement, is the advantage arising from the favorable terms upon which it will be enabled to negotiate a loan, having the double security of the Government guarantee. As security for the guarantee, the Government receives 15,000,000 acres of land; also the surplus earnings of the company, together with a lien on the earnings of the company for postal and other public services, which latter alone amount to \$300,000 annually. Thus ample security is given for the guarantee, and it is seen that monopoly has been removed without cost to the country. On the other hand, the railway company will be enabled to

negotiate a large loan on exceedingly favorable terms, and if the money is judiciously expended in improving and equipping the line, the company should be in a position to handle the traffic of the country to far greater advantage than ever before.

Now that the monopoly question has been removed from the active list, and has become a dead issue, a calm and impassioned retrospective view of the matter may be taken. The agitation in Manitoba against monopoly was conducted on a constitutional basis throughout. It was evident to the people of the province that the C. P. R. Co.'s monopoly privileges did not apply to Manitoba, and on this account the action of the Dominion Government in enforcing disallowance was looked upon as harsh, unjust and unconstitutional. The great odds against which Manitoba had to contend in fighting against the Dominion, was another cause of resentment, as it was felt that were the province more powerful, more generous treatment would be accorded it. Then that sympathy and assistance which was naturally expected from the people of the Territories and the province to the west, was not given in as large a measure as could have been expected, though there were many in the Territories who were in full sympathy with Manitoba. The situation was further aggravated by the few at home who, for personal gain, sent false reports abroad as to the real state of affairs, and the effects of monopoly upon the country. Thus a heavy strain was kept up, and at times there was even reason to fear that the agitation might lead to serious consequences. Among the more ardent supporters of the provincial cause, words of danger were sometimes spoken; but wiser councils prevailed and to the end of the struggle a strictly constitutional line of action was pursued. Now that railway monopoly has been disposed of, there is good reason to feel thankful that, during the heat of the agitation, no excesses were committed which might have led to serious consequences.

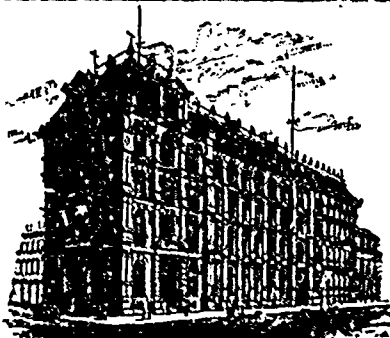
With the destruction of railway monopoly, the Great West has commenced a new era in its history. Already affairs are in a more calm and settled condition than they have been for years, and this, too, in the face of a coming general election, both in Manitoba and the Territories. Immigration is coming in more freely, and a sense of security, and prosperity pervades the land, such as was unknown during the rule of monopoly. The advancement and development of this great

region may now be expected to go on with increased celerity, with the incubus of monopoly removed. Only until now have the people of the West had full liberty to go ahead and develop the great resources of their country, and they may be relied upon to do their duty.

BOYCOTTING IN CANADA.

Hamilton, Ontario, has lately had a boycotting case which has attracted a good deal of attention in commercial and manufacturing circles, and which is specially interesting to employers of labor. At a meeting of bricklayers a motion was passed to the following effect:

"That this Bricklayers' and Masons Union boycott the new city hall building, and that any member working on said building, while the corporation retains Buscombe in the city's employ, be fined fifty dollars." The publication of the resolution was quickly followed by the arrest of the mover and seconder, and later of another member of the union, on a charge of conspiracy. At the examination the evidence mainly went to prove that the parties charged were the movers of the motion. The third party arrested had made a speech in favor of the motion. The three defendants were duly committed for trial at the assizes, the magistrate holding that where a number of men conspire together to injure another, it constituted conspiracy in the eyes of the law. Buscombe, a mason, appears to have fallen under the displeasure of the labor organization, hence the trouble, and the resort to boycotting. The Hamilton bricklayers may have some just reason for their antipathy against their fellow-workman Buscombe, or they may have only an imaginary grievance, but in any case the resort to compulsory boycotting cannot be justified. From whatever side the matter is viewed, there can only be one conclusion in regard to boycotting, and this is, that it is an abuse which should not for a moment be tolerated. It is to be hoped that any attempt to introduce the system into Canada will be dealt with speedily, and in such a way as to effectively crush out any inclination to repeat such outrages. Nothing can be said against labor organizations, so long as they confine their efforts within the bounds of reason and legality, but such organizations should learn that they will not be permitted to exercise autocratic authority, or allowed to have recourse to unlawful acts with impunity. Boycotting is an outrage, which, to suppress would justify the use of almost arbitrary measures.



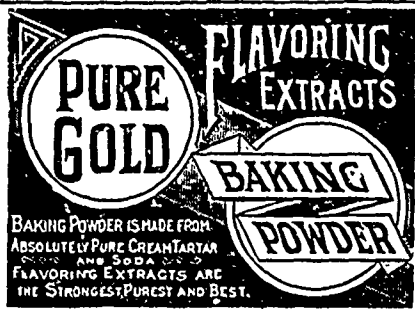
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WINNIPEG MONEY MARKET.

Monetary affairs in the city have been rather slow since our last report, and not until June opened was there any financial movement in connection with trade affairs, if we except the closing out of grain transactions carried over during winter, and finishing with movement to the seaboard. Since the first of the month there has been about the ordinary increase in general commercial paper: going to discount, but nothing abnormal. To day is the fourth, and from the feeling among wholesalers, it will probably pass without any feature to mark the day. Generally there is still the symptoms of caution on the part of both banks and customers, although the former have ample funds on hand, and the feeling of security and confidence has found no check, except the crop fears which the unusually cold weather of last week had created. The discount rate is still held at 8 per cent minimum. In mortgage loans the business of the week has been encouraging. There is a steady although not heavy call for new farm loans, and the interest payments have improved somewhat. The interest rate is steady at 8 per cent for new business.

WINNIPEG WHOLESALE TRADE.

Last week closed a rather uneventful month in wholesale circles. The week was of the same slow and steady nature as its immediate predecessors. The very backward and cold weather is having a depressing influence upon business—perhaps even more so than should be the case. Dealers who build their hopes for the future on crop prospects, have not been able to draw much encouragement from the situation during the past week. Whilst the immediate effect of the unseasonable weather is to retard business in summer goods, it also exerts a depressing effect generally, owing to the influence over future prospects. The volume of the wholesale trade of the city has certainly been greater to date than for the corresponding date of last year, but the effect of this increase has not been so apparent, owing to the fact that expectations were great at the commencement of the year, and the increase in business has not come up to expectations. It is probable, however, that all around, the increase in the volume of business has not been greatly under ten per cent. to date this year, which is by no means a bad record. In some lines an increase of 15 per cent. has been experienced. This should be satisfactory, and if crop prospects were to brighten up, no doubt the situation would be considered as favorable.

CANNED GOODS.

Quotations are: Tomatoes, \$3.25; peas, \$3.50 to \$3.75; 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.

CROCKERY AND GLASSWARE.

Business for the month just past has not been large, but comes up to the movement for May last year. For the season to date the demand has been considerably better than last year.

DRY GOODS.

The very cold and backward weather is felt

considerably in this branch, there having been yet no seasonably warm weather to cause a sale of summer goods. Trade now doing is of a light sorting nature. In clothing sorting orders are also light.

DRUGS.

Quotations are unchanged and as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.50 to \$3.00; iodide of potassium, \$4.25 to \$4.75; 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, \$2.50 to \$3.00; 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, 7½ to 8½c.

FISH.

Fresh Lake Manitoba white were in the market, and selling at 7 to 8c. No fresh Lake Winnipeg in yet. Fresh Lake Superior trout, 9 to 10c; fresh B.C. salmon, 15c.

FRUITS—GREEN, VEGETABLES, ETC.

Cold weather has not been beneficial to this branch, but still the movement keeps fairly good. Stocks of fruit were nearly exhausted at one time last week, but were replenished later. Mediterranean goods were among arrivals, from recent ships arriving at Montreal. California oranges were nearly out of the market. New Messinas were to hand, also lemons. There were also further receipts of apples, in good condition, from the south. Quotations were: Apples, per barrel, \$10; Messina oranges, \$6.50; Messina lemons, \$6 to \$6.50; strawberries, per crate of 24 boxes, \$6 to \$6.50; cherries, per box of 10 lbs., \$3 to \$3.25; bananas, \$3.50 to \$4 per bunch; pineapples, \$4.25 to \$4.50 per doz.; rhubarb, 7c per pound; cucumbers, 30c per dozen; new cabbage, 6c per pound; Bermuda onions, \$5 per box of 50 lbs.; Southern onions, \$9.00 per barrel.

FRUITS—DRIED, AND NUTS.

Dried apples are reported scarce at eastern markets. Quotations are: Dates, 10c per lb.; in 50-lb. boxes; Valencia raisins, \$2.30 to \$2.50 per box; Morand's Valencias, \$2.40 to \$2.50 per box; Malagas, London layers, \$3.50; Eleme figs, in different sized boxes, 15 to 18c per lb.; Walnuts, 18c per lb.; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb.; cocoanuts, \$1.20 per dozen.

FURS.

In the following range of prices it will be understood that only a No. 1 prime skin will bring the highest figure, and that the bottom prices are for the lowest grade of unprime skins. There are usually about six grades from the lowest to the best qualities. This will account for the wide range of quotations, as follows:—Beaver, \$1 to \$6 per skin; badger, 25c to \$1.50; black bear, \$2 to \$16; cubs do, 50c to \$4.00; brown bear or cinnamon, \$1 to \$15; cubs do, 50c to \$3; grizzly bear, \$3 to \$35; cubs do, \$1 to \$12; white bear, \$3 to \$50; cubs do, \$2 to \$15; lynx, 25c to \$3.00; cubs do, 5c to 40c; wild cat, 25 to 75c; timber wolf, 25c to \$3; large prairie do, 25c to \$1.30; small prairie do or coyote, 25c to \$1; wolverine, 50c to \$4; pan-

ther 10c to \$2.50; fisher, 50c to \$6; red fox, 25c to \$1.50; kit fox, 25c to 60c; silver, grey, or black fox, \$4 to \$50 according to color and quality, cross fox, 50c to \$5; blue fox, 50c to \$4.50; white fox, 25c to \$1.50; martin, 25c to \$1.25; mink, 15 to 60c, muskrat, midwinter, 6 to 10c, fall, 3 to 5c, spring, 3 to 12c, otters and kits, 1 to 2c, otter, \$1 to \$8, do cubs, 25 to 75, raccoon, 25 to 80c, skunk, 15 to 50c. Skins may be so badly damaged or out of season that even the lowest price stated can not be obtained.

GROCERIES.

Business and prices remain steady. Outside advices report new Japan teas as likely to be from 2 to 3c under old prices. Soap manufacturers intimate advances in prices, a combination having been agreed upon among manufacturers. Quotations here are: Sugars, dark yel' v, 7 to 7½c; bright yellow, 7½ to 8c; granulated, 8½ to 8¾c; lump, 9½ to 9¾c. Coffees—Rios, from 18 to 22c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. Syrups, corn, \$2.40 to \$2.60; sugar cane, \$2.50 to \$2.75; T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 52c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

HIDES.

Unchanged at last quotations as follows: Winnipeg inspection, No. 1, 4c; No. 2, 3c; bulls, 2c; calf, fine haired real veal, 6 to 11 pound skins, No. 1, 6c; No. 2, 4c; sheep pelts, 25 to 50c. Tallow, rendered, 4c per lb; rough, 1½c per pound.

HARDWARE AND METALS.

Quotations are still unchanged 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, 40 to 42c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 7; per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs. barbed wire, 6½ to 7c

LEATHER AND FINDINGS.

Prices are steady as follows: Spanish sole 27 to 31c; slaughter sole, 30 to 32c; French calf, first choice \$1.25 to \$1.50; Canadian calf, 75c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 70c; slaughter kip, 55 to 65c; No 1, wax upper, 45 to 50c; grain upper, 50c; harness leather, 29 to 32c for plump stock. American oak sole, 45 to 60c; buffe, 17 to 22c a foot; cordovan, 17 to 21c; pebble, 21 to 23c; colored linings, 12c.

LUMBER.

The lumbermen held a meeting on Thursday last, when it was decided to maintain present prices, with a slight advance in some sizes of dimension. Following are the list prices, f. o. b. at Rat Portage, Kectwatin and Norman:—Dimension—2x4 to 8x8, 12 to 18 ft long, \$14; do 10 and 20 ft long, \$15; 2x10 to 12x12, 12 to 18 ft long, \$15; do, 10 and 20 ft long, \$16. One

dollar per M advance on each 2 feet over the above lengths up to 26 feet long. \$1 per M advance on each inch over 12 inches in depth. Boards—1st, common, rough, \$15.50, dressed, \$16.50; 2nd common rough \$14, dressed, \$15; Culls, rough, \$10, dressed, \$11; 1st common, stock, 12 in, rough, \$18, dressed, \$19; do, 8x10 in, rough, \$17, dressed, \$18; 2nd common, 12 in, rough, \$16, dressed, \$17; do, 8x10 inch, rough, \$15, dressed, \$16. Shiplap—10 inch, \$17; 8 inch, \$16.50. Siding, ceiling and flooring—1st, 6 inch, \$31; 2nd, do, \$26; 3rd, do, \$20; 4th, do, \$17; 1st, 5 inch, \$31; 2nd, do, \$26; 3rd do, \$19; 4th do, \$16; 1st, 4 inch, \$31; 2nd do, \$26; 3rd do, \$18; 4th do, \$15. \$1 per M advance for dressing on both sides. \$1 per M lbs for lengths 10 feet and under. Bevel Siding—No. 1, 1st siding $\frac{1}{2}$ in x 6 in, \$20; No. 2, do, \$17. Stock—B, \$35; C, \$30; D, \$25. Clear, 1 inch—1st and 2nd, \$32; 3rd, \$28. $1\frac{1}{2}$, $1\frac{1}{2}$, and 2 inch—1st and 2nd, \$40; 3rd, \$35; selects, \$30; shop, \$25. Mouldings—Window Stops, per 100 feet lineal, 75 cts; Parting Strips, do, 50 cts; $\frac{1}{4}$ round and cove, per 100 feet lineal, 60 cts. Casing—4 inch, O. G., per 100 feet lineal, \$1.50; 5 in, do, \$1.75; 6 in, do, \$2; 8 inch, O. G., base, \$3; 10 in, do, \$3.75. Lath, \$1.75. Shingles—1st quality, \$3; 2nd do, \$2.50; 3rd do, \$1.50.

PAINTS, OILS AND COLORS.

Prices now quoted: Turpentine, 80c in five-gallon cans, or 75c in barrels; harness oil \$1.00; neatsfoot oil, \$1.25; linseed oil, raw, 70c per gallon; boiled, 73c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12 $\frac{1}{2}$ c per lb.; lard, No. 1, \$1.25 per gal. olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; olei, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 26c; water white, 29c. American oils, Eocene, 34c; water white, 31c; sunlight, 28c. Calcined plaster, \$1.25 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.25. Alabastine, \$8 per case of 20 pkgs.

WINES AND SPIRITS.

Prices are: 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, \$4.00 to \$4.50; 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.

WOOL.

Outside wool markets continue depressed. Purchases are not being made for future consumption, in view of the new clip soon coming in. With the prospect of wool being put on the free list in the United States, dealers there are anxious to close out holdings. Western producers in the United States are as usual holding several cents above prices buyers will pay. At Toronto it is thought prices will open at about 13c. Here there is nothing doing yet, and opening prices have not been decided upon, but it is expected they will be lower than last year. Quotations are now commencing to be asked for.

THE MARKETS.

WINNIPEG.

WHEAT.

The feeling in wheat was somewhat easier last week, in sympathy with the weaker and unsettled state of leading outside wheat markets. The wide daily fluctuations at Chicago, Duluth and other points, indicate the uncertainties of the situation. With the recent heavy advance in wheat, these wide fluctuations were almost certain to occur. Recent changes have been due to speculative influences, rather than to any alteration in the statistical or crop situation. Here prices were maintained fairly well, owing to the competition of millers. Deliveries at country markets were fairly large for the season, and prices paid to farmers, by sample, ranged from about 68 to 73c. At some markets a cent or two more was paid, and in some cases a little less. The local crop situation cannot be said to have improved. Last week was simply abominably cold for the season, with frosts on several nights, and growth was almost impossible beyond rooting of the plants. Light rains were experienced in some districts, but not in sufficient quantities. The country has not suffered very greatly yet from drought, on account of the cold, cloudy weather, as there has been no heat to parch the young plants. On Saturday there was a change in temperature to warmer weather, but rain is needed badly, and unless it comes soon, the crops will be seriously impaired. The crops are very backward, but in 1882, when the season was almost as late, the crops turned out very good. Therefore, there is still hope; but a great deal will depend upon the immediate future, as to rainfall.

FLOUR.

Prices hold at about last weeks quotations, the only variation being in slight advances for low grades. Prices to the local trade now are as follows: Patents, \$2.35; strong bakers, \$2.15; XXXX, \$1.60; superfine, \$1.40.

MILLSTUFFS.

Bran \$1 lower, at \$9 per ton and shorts \$12 per ton.

OATS.

Oats maintain a firm tone, and are quoted at 30 to 32c on track. Some eastern shipments are being made.

OATMEAL.

Prices still hold at old quotations as follows: Star, \$1.25; granulated, \$2.60; rolled oats, \$1.00.

EGGS.

Eggs do not come to hand nearly so freely as is expected at this time of year. Prices were higher last week, ranging from 12 to 13c. On the last days of the week 13c was the general price in case lots.

BUTTER.

Owing to the very backward season, receipts have not been as large as at the same time last year. Still there has been ample to supply the market, and with a slack demand, stocks are now commencing to accumulate. Prices are therefore easier. From 15 to 18c may be quoted as the range of prices for from fair to best new. The top price given is an extreme one, and cannot now be relied upon.

LARD.

Lard is away up, latest importations now costing \$2.34 laid down here in car lots. Smaller lots are quoted at \$2.45 to \$2.50 per pail.

CURED MEATS.

Hog products maintain a firm tone, and with fractional advances. Quotations, now are: as follows: Long clear, 11 $\frac{1}{2}$ to 11 $\frac{3}{4}$; breakfast bacon, 14 $\frac{1}{2}$ to 15 $\frac{1}{2}$ c; rolls, 13 $\frac{1}{2}$ to 14c; hams, 13 to 16c; Armour's star hams, 18c.

LIVE STOCK.

The very backward season and slow growth has been trying upon cattle, and good butchers stocks are now scarce. Sales of cattle have been made at 4 $\frac{1}{2}$ c, and some dealers were holding at 4 $\frac{1}{2}$ c. Hogs hold pretty firm, and may be quoted at about 5 $\frac{1}{2}$ c here. Lambs command a high price, bringing \$5 per head.

MEATS.

Beef sides 7 to 8c; mutton, scarce and principally imported from the south dressed. Price irregular, but may be quoted at 15c. No sheep have yet been driven in, hence the high prices for mutton. Veal, 8 to 9c.

VEGETABLES.

Potatoes are still moving in car lots for export south, and on track are easy at about 25c per bushel. Onions scarce, at 7c a pound; cabbage, old, \$2 per dozen; carrots 50c a bushel; turnips, 25c a bushels.

A Short Sermon to Salesmen.

Traveling salesmen occasionally talk too much. If a shipper desires to place his reputation under a trip hammer, he can do so by engaging a vindictive, mouthy salesman. The successful salesman must, above all other things, possess a huge bump of dignity. In addition to that he must be a good judge of human nature. Certain buyers can understand a joke, digest a story, and fathom a yarn that did not originate at a church sociable, while others cannot or will not. All these things should be handled with care by a salesman, while one eye is taking in the stock on hand, and the other carelessly scanning the card rack, to ascertain who has been there before. A salesman should never attempt to belittle a competitor or his stock. A tub that cannot stand on its own bottom is not worth much. The salesman who sells stock guaranteed equal to that of an unknown competitor, is betting on another man's game, and nine times out of ten will lose. A traveling salesman is supposed to represent the honor and integrity of his employers, and tricks, backbitings and displays of jealousy should be left to those whose education and manhood have been neglected. A salesman should talk enough, but not too much, talk sense not bluff; tell a story, if it will not offend; swear not at all, and by all means tell the truth.—*Northwestern Lumberman.*

The new French Liberal journal *Le Courrier du Nord-Ouest*, made its appearance in Winnipeg on Friday last, and hereafter will be published every Thursday. It is neatly printed, and though not large in size, contains a considerable amount of reading matter. The initial number makes a favorable showing, the leading articles being spicy and vigorous in style. Frank I. Clarke is the manager of the paper.

A CIRCULAR has been issued by the Manitoba Department of Agriculture addressed to the issuers of marriage licenses throughout the province, officially notifying them that the price of licenses shall hereafter be \$2.50, instead of \$5 as formerly.

The Niagara Ship Canal.

A bill is now pending in Congress, providing for the construction of a Ship Canal, upon our own territory, around the Falls of Niagara.

Lake Superior has been connected with Lakes Huron and Erie by the Federal Government; by the construction of the great lock and improvement at Sault St. Marie, so that the Niagara Ship Canal when built will remove the only remaining natural obstacle to free and uninterrupted deep water navigation along our entire northern frontier, throughout the great chain of lakes from Chicago, Duluth and other populous lake ports on the west, to Lake Ontario and by the St. Lawrence River to the Atlantic Ocean on the east. No other similar improvement within the limits of the United States can be projected, which would add so largely to the commerce and prosperity of so great a number of states and their large population.

By the construction and use of the Niagara Ship Canal, the producers, in fact, all the citizens of the great west and Northwest, will save annually large amounts of money in the transportation of their products to all of our Eastern markets, and by the return of coal, and other heavy articles for the home consumption, while the consumers and residents of the Eastern States will be equally benefitted by increased trade.

It will be readily understood, that these benefits will be realized through the sharp competition for business, which must always exist between the numerous transporters by steamers and vessels on the lakes, and barges on the

Erie Canal from Buffalo at the foot of Lake Erie on the one route, and the numerous transporters by steamers and vessels on the lakes and barges on the shorter Oswego Canal from Oswego on Lake Ontario on the other route to and from the city of New York and other Eastern cities, as well as by the navigation of the St. Lawrence River direct to the Atlantic Ocean.

The construction of the Niagara Ship Canal will also bring into healthy competition with the New York Central Railroad, the Erie Railway and other railway lines from Lake Erie above the Niagara Falls, to the city of New York and other Atlantic cities, and the coal fields of Pennsylvania, the several existing railroads running from Lake Ontario ports and the River St. Lawrence on much shorter lines to the city of New York, and other Atlantic cities and coal fields of Pennsylvania which are capable of moving a very large tonnage.

It is proper in this connection to state that the Welland Canal, which connects Lakes Erie and Ontario around the Falls of Niagara on the Canada side, is inadequate to pass vessels of the largest size which now navigate the upper lakes above the falls, while at the same time the tolls levied by the Canadian Government, in violation of the spirit of existing treaties, on vessels and their cargoes passing the canal from one United States port to another, renders it comparatively useless to the citizens of the United States as a means of communication between the lakes.

It is to be hoped that the bill named will pass; it will be of immense advantage to coal

shippers and consumers.—*New York Coal Trade Journal*

Dairy Matters.

The Newdale, Man., cheese factory commenced operations on the 1st of June.

A large cheese vat and boiler has left Moosejaw, Assa., for Willow Bunch, to be used in the cheese factory that has been established by J. L. Legare.

The *Montreal Gazette* said on Wednesday: There has been no activity in the cheese market, but the general feeling inclines to weakness, and in view of the results in country markets the absence of actual orders and weakish cables, prices are inclined to sag off. Cable, 47s. We quote nominally 8½ to 8¾c. A year ago quotations were 9½ to 10½c.

The Aylmer, Ont., cheese market is now fully established. On Monday seven factories offered 810 boxes May make; 8½c were offered, but no sales are reported. Six buyers were present and 16 factories were represented.

A Wolseley, Man., correspondent writes: J. P. Dill's cheese factory was opened on Tuesday, and is, we believe, the finest and best equipped of its kind in the Territories. The building is a substantial frame one, 34x30, two stories high, with a basement. In the latter are placed the vats, pressing apparatus, etc., the first story is used as a drying room, and in the upper story the machinery, lumber, etc., is on hand, from which the boxes are to be manufactured. The whole is under the management of Jos. London, formerly of London.

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EASTERN MARKETS.

CHICAGO

On Monday a decrease of 1,360,000 bushels was reported in the visible supply of wheat. Trading was quiet. Wheat opened $\frac{1}{4}$ to $\frac{1}{8}$ higher than Saturday's close, and ranged from 85 $\frac{1}{2}$ to 87 $\frac{1}{2}$ for July. Closing prices were:

	June.	July.
Wheat	85 $\frac{1}{2}$	86 $\frac{1}{2}$
Corn	51 $\frac{1}{2}$	54 $\frac{1}{2}$
Oats	33 $\frac{1}{2}$	33 $\frac{1}{2}$
Pork	14.02 $\frac{1}{2}$	14.10
Lard	8.42 $\frac{1}{2}$	8.47 $\frac{1}{2}$
Short Ribs	7.47 $\frac{1}{2}$	7.65

Fluctuations in wheat were wide on Tuesday. June opened at 84 $\frac{1}{2}$ and ranged from 83 $\frac{1}{2}$ to 85 $\frac{1}{2}$. July ranged from 84 $\frac{1}{2}$ to 86 $\frac{1}{2}$. August ranged from 84 $\frac{1}{2}$ to 86, and closed at 84 $\frac{1}{2}$. September closed at 84, and December at 86 $\frac{1}{2}$. May corn closed at 55 $\frac{1}{2}$, and May oats at 37c. Closing prices were:

	June.	July.
Wheat	84 $\frac{1}{2}$	84 $\frac{1}{2}$
Corn	54 $\frac{1}{2}$	54 $\frac{1}{2}$
Oats	33 $\frac{1}{2}$	33 $\frac{1}{2}$
Pork	14.02 $\frac{1}{2}$	14.12 $\frac{1}{2}$
Lard	8.42 $\frac{1}{2}$	8.4 $\frac{1}{2}$
Short Ribs	7.50	7.17 $\frac{1}{2}$

There was no meeting of the board on Wednesday, being Decoration Day holiday. On Thursday wheat was nervous, and with wide fluctuations. July sold up to 86 $\frac{1}{2}$, and then suddenly dropped to 84c, fluctuating for the balance of the day between 84 and 84 $\frac{1}{2}$. August wheat closed at 84 $\frac{1}{2}$, and December at 85 $\frac{1}{2}$. Closing prices were:

	June.	July.
Wheat	84 $\frac{1}{2}$	85 $\frac{1}{2}$
Corn	54 $\frac{1}{2}$	54 $\frac{1}{2}$
Oats	33 $\frac{1}{2}$	33 $\frac{1}{2}$
Pork	14.05	14.12 $\frac{1}{2}$
Lard	8.40	8.45
Short Ribs	7.50	7.55

Wheat was more active on Friday, with a better feeling. July opened at 85 $\frac{1}{2}$, and ranged from 85 $\frac{1}{2}$ to 86 $\frac{1}{2}$. August wheat closed at 84 $\frac{1}{2}$, and September at 86 $\frac{1}{2}$. June and July closing prices were:

	June.	July.
Wheat	86 $\frac{1}{2}$	86 $\frac{1}{2}$
Corn	55 $\frac{1}{2}$	56
Oats	34 $\frac{1}{2}$	34 $\frac{1}{2}$
Pork	13.95	14.10
Lard	8.42 $\frac{1}{2}$	8.47 $\frac{1}{2}$
Short Ribs	7.50	7.57 $\frac{1}{2}$

July wheat opened at 86 $\frac{1}{2}$ on Saturday, but sold steadily down. Closing prices were:

	June.	July.
Wheat	84 $\frac{1}{2}$	84 $\frac{1}{2}$
Corn	55 $\frac{1}{2}$	55 $\frac{1}{2}$
Oats	35 $\frac{1}{2}$	35 $\frac{1}{2}$
Pork	13.95	14.07 $\frac{1}{2}$
Lard	8.47 $\frac{1}{2}$	8.52 $\frac{1}{2}$

DULUTH WHEAT MARKET.

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

	June.	July.	Aug.	Sept.
Monday	—	87	87 $\frac{1}{2}$	—
Tuesday	84	84 $\frac{1}{2}$	85	—
Wednesday	—	—	—	—
Thursday	84 $\frac{1}{2}$	85	85 $\frac{1}{2}$	—
Friday	84	85	85 $\frac{1}{2}$	—

Closing prices on Saturday were: June, 83 $\frac{1}{2}$; July, 84 $\frac{1}{2}$; Aug., 85; Sept., —.

MINNEAPOLIS.

Closing quotations on Thursday for wheat were:

	July.	On track
No 1 hard	83	84 $\frac{1}{2}$ -85
No 1 northern	81 $\frac{1}{2}$	82 $\frac{1}{2}$ -84
No 2 "	80 $\frac{1}{2}$	81-83

Closing quotations for flour were as follows: Patents, sacks to local dealers, \$4.70 to \$4.80; Patents to ship, sacks, car lots, \$4.30 in barrels, \$4.70 to \$4.90; bakers, here, \$3.75 to \$3.90; superfine, \$2.00 to \$3.00; red dog, sack, \$1.50 to \$1.60; red dog, barrel, \$1.65 to \$1.75.

The Northwestern Miller of May 31 will say: During the early part of the week there was considerable dullness in the flour market, owing to the break and generally unsettled condition of the wheat market. A small number of orders were filled for prompt shipment, but all buying that could be postponed was checked. Values have remained quite steady, however, and winter flours are reported held with more confidence, although they are said to be moving slowly, as the limits of millers are above the views of most buyers. New York advices seem to show a better feeling there and report that Europe and the West Indies are in the market again for flour.

MONTREAL STOCK MARKET.

The following quotations on June 1st, as compared with prices on May 23rd will indicate the course of the stock market:

	May 23.	June 1.
Montreal	210 $\frac{1}{2}$	200 $\frac{1}{2}$
Ontario	120 $\frac{1}{2}$	118 $\frac{1}{2}$
Toronto	131	130
Merchants	131	130
Dominion	116	115 $\frac{1}{2}$
Commerce	116	115 $\frac{1}{2}$
Imperial	140 $\frac{1}{2}$	140
Molson's	91 $\frac{1}{2}$	91
Union	60	58
N. W. Land Co.	59	58 $\frac{1}{2}$
C. P. R.	59	58 $\frac{1}{2}$

Toronto Trade.

Grain prices were reported: Wheat - Fall, No. 2, 95 to 97c; No. 3, 90 to 91c; spring, No. 2, 87 to 88c; red winter, No. 2, 96 to 97 $\frac{1}{2}$ c; barley, No. 1, 65c; No. 2, 60c; No. 3, extra, 55c; No. 3, 45 to 50; peas, No. 1, 72 to 73c; No. 2, 71c; oats, No. 2, 55 to 55 $\frac{1}{2}$ c; flour, extra, \$3.80 to \$3.85. Market dull; sales made were oats No. 2, 55c, on track.

Butter was rather easier. Rolls sold at 15 to 16c. Receipts of tubs were larger and sales were made at 15 to 16c. A lot of old tub sold at 10c. Creamery in good supply and selling freely at 18 to 23c.

Cheese was quoted: Full cream, 11 to 12c; part skims, 9c; new, 10 to 10 $\frac{1}{2}$ c. At Peterboro on Tuesday 717 boxes were offered, first half May make, sold at 8c. At Ingersoll, twenty factories offered 3,319 boxes, all May make: The sales were: 1,325 boxes at 8 $\frac{1}{2}$ c, 400 boxes at 8 $\frac{1}{2}$ c. Market was well attended and active.

Montreal Grain Market.

Western weakness caused an easy feeling in grain on Monday. Little business was done but prices remain steady. No. 1 hard Manitoba, \$1.04 to \$1.05; No. 2, \$1.01 $\frac{1}{2}$ to \$1.02; No. 1 northern, \$1 to \$1.01. On Tuesday from the same cause business was almost at a standstill,

buyers holding off; a weak feeling prevails. Prices were: Canada red winter wheat, 96 to 97 $\frac{1}{2}$ c; Canada white, 96 to 97 $\frac{1}{2}$ c; Canada spring, nominal. No. 1 hard Manitoba, \$1; No. 2, 98c; No. 1 northern, 96 to 97c. Peas 89 to 90c. Oats, 46 to 48c. Barley, 55 to 60c. Corn, 72 to 75c, duty paid. Flour active, good demand; Manitob strong bakers', \$4.50 to \$4.60. On Wednesday there was no improvement in grain, but the feeling was a trifle easier. The demand by shippers is slow and the best bid for round lot No. 1 northern was 97c, but holders ask more. Manitoba No. 1 hard \$1 to \$1.02; No. 1, 99c; No. 1 northern, 96 to 97c.

The Joint Stock Company organized last year in connection with the Manitob cheese factory, held a meeting last week and elected the following officers for the year: President, John Weotton; vice-president, J. S. Robson; secretary-treasurer, W. F. Ellis. The investment has proved profitable and a dividend of 19 per cent. was declared.

A MEDICINE HAT, Assa., telegram on Saturday says: The first sod for the Medicine Hat Coal railway was turned to-day. Engineers are on the ground. It is expected grading will be commenced at once.

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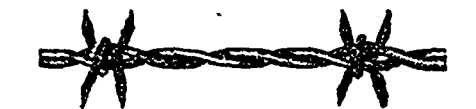
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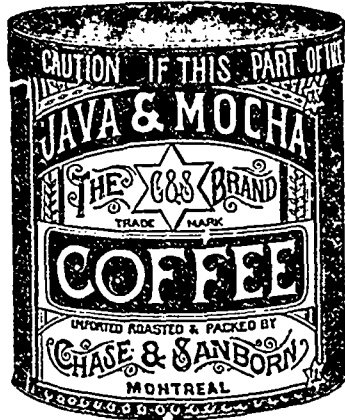
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Every Attention paid to Guests.

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RAT PORTAGE.

The Palace Hotel of the Northwest, Ontario. Newly and elegantly furnished throughout. The only Commercial House in the district. First class Sample Room. Terms Reasonable.

LOUIS HILLIARD, PROPRIETOR.

ANGLO-AMERICAN HOTEL !!

GREYNA, - - MAN.

D. PIERSON, well known to the commercial trade throughout the west, has lately taken charge of this house and fitted it up with Sample Rooms and every convenience for Commercial Travellers.

WOLSELY HOUSE,

WOLSELEY, - ASSINIBOIA,

E. A. BANBURY, PROPRIETOR.

Headquarters for Commercial Men. This house has been recently refitted, with special reference to the convenience and comfort of the commercial trade. Good Sample Rooms. Livery in Connection.

PALMER HOUSE,

REGINA, - - ASSINIBOIA,

THE LEADING COMMERCIAL HOUSE. Free Sample Rooms for Travellers. Opposite C.P.R. Station.

CHAS HARLEY, PROP.

QUEEN'S HOTEL,

QU'APPELLE, - - ASSINIBOIA

G. S. DAVIDSON, PROP.

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

Cosmopolitan Hotel,

MEDICINE HAT, - - - ASSA,

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

HUGH DEMPSEY, Proprietor.

HOTEL BRUNSWICK,

MINNEDOSA, MAN.

The leading and best appointed hotel on the Manitoba Northwestern Railway. Commercial Travellers seek it for Sundays. Sample room and other conveniences.

J. D. MCKENZIE, Proprietor.

GRAND VIEW HOTEL,

BRANDON, MAN.

Directly opposite Passenger Depot. The leading commercial house. Sample Rooms and first class livery

A. F. BOISSEAU, Proprietor

Wm. Ferguson,

WHOLESALE

WINES- LIQUORS AND CIGARS

Permit Orders Promptly Executed

8th Street, - - Brandon

JOHN HANBURY & CO.,

Wholesale Dealers in and Exporters of

Grain, Flour, Feed and Produce.

Wholesale Agents for several

LEADING BRANDS OF CIGARS

Brandon, Man.

Forbes & Stirrett

PLANING MILL

AND SASH AND DOOR FACTORY,

10th St., south Rosser Av

BRANDON

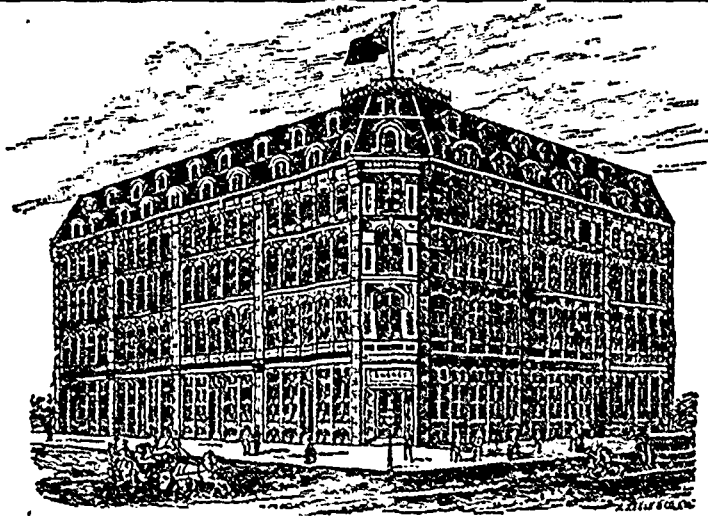
NEUMEYER AND PARES,

Brandon Brewery

BRANDON, MANITOBA

Brewers of the Celebrated Export India Pale Ale, Imperial Stout, Noted XX Porter in Casks or Bottles,

MEN'S, BOY'S and YOUTH'S CLOTHING
CHILDREN'S CLOTHING a specialty.



Our Samples for the Autumn Season 1888,
are now on view at 35 Lombard St., Winnipeg

H. SHOREY and CO., WHOLESALE CLOTHIERS,

1866, 1868 and 1870 Notre Dame and 36, 38, 40 and 42 St. Henry St., MONTREAL.

HY. ARKELL,
WHOLESALE

PRODUCE AND COMMISSION
MERCHANT,
Vancouver, B.C.

MANITOBA PRODUCE a Specialty.
Consignments Received in All Lines.
Correspondence solicited.

Samuel Gray,
Manufacturer of
SASH, DOORS, BLINDS
Mouldings, Stairs, Handrails, Newels
Baulsters, etc.
VICTORIA, - B.C.

Having made arrangements with the C.P.R., I am prepared to furnish the trade with the above mentioned articles manufactured from the very best seasoned dry cedar and white pine. All work guaranteed. Correspondence solicited. P.O. Box 30, Victoria, B.C.

PENDRAY & CO
SOAP WORKS,
VICTORIA, B.C.

Turn out British Mottle Soaps, Electric and Ivory Soaps, Pale Yellow and Brown Soaps, Coconut Oil Toilet Soaps, Soda Crystals and Washing Powders, Superior Shaving Soap.

HUMBOLDT STREET, - VICTORIA. B.C.

J. & A. Clearihue,
COMMISSION MERCHANTS
AND MANUFACTURERS AGENTS,
Dealers in—

Fruits and all kinds Produce
YATES ST., VICTORIA, B.C.

Representing D. Richards, Manufacturer of Laundry and Toilet Soaps, Woodstock, Ontario; Jas. Hall & Co. manufacturers and dealers in Gloves, Mitts and Moccasins, Brockville, Ontario.

THE DRIARD,

VICTORIA, B.C.

The only strictly first-class hotel
in the province.

Colonial Hotel,
WESTMINSTER, B.C.

Largest hotel in the city; centrally located in business portion. Headquarters for tourists and commercial men. Sample rooms, bath rooms, etc. Fire-proof building. First Class.
LUKE PITHER, Proprietor.

LELAND HOUSE, VANCOUVER,

British Columbia.

The leading commercial hotel of the city. Directly above the C.P.R. Station and Steamboat wharf. All modern improvements. Sample rooms for travellers.

J. E. INSLEY, Mgr. WM. PROUT, Prop

Vancouver Shingle Mill!

G. F. SLATER, Proprietor.

Manufacturer of and Dealer in
CLEAR'S

Cedar Shingles

Special attention given to Car Load Orders from Manitoba and Northwest Territories. Get my terms and delivered prices before ordering elsewhere. Prompt shipment.

Vancouver, B.C.

SAMUEL HOOPER, DEALER IN MONUMENTS, HEAD Stones, Mantle Pieces, Grates, &c. Special designs furnished on application. Cor. Bannatyne and Albert Sts. Winnipeg.

British Columbia.

Geo. W. Henderson writes from Victoria that he has made arrangements for a quartz mill for Nicola.

The What Cheer Hotel, Vancouver, has been rented by Fagan & Green for three years to R. Campbell.

It is stated that the promoters of the Kootenay and Columbia railway have made arrangements for the construction of this road, and that there is every probability that actual work will begin in a few weeks.

A San Francisco despatch says: It is reported in commercial circles that the British Columbia Packing Company is deeply involved through the failure of Wm. T. Coleman & Co. At the headquarters of the company, it is stated, that the company's liabilities are from \$50,000 to \$60,000.

The \$150,000 loan recently negotiated by Vancouver Council, will be expended as follows: Grading, repairing and making streets and bridges, \$109,600; completing Park road in the west of the city, \$5,600; making a road to park on the eastern boundary of the city, \$7,000; erecting an addition to the city hall, \$2,500; introducing a fire alarm system, constructing additional fire tanks, and purchasing an additional steam fire engine and other apparatus for the fire department, \$10,300; purchasing land for and erecting and equipping a general hospital, \$10,000; putting down surface drains \$5,000.

Victoria *Colonist*:—Some time ago mention was made of extensive purchases having been made in this city of goods which were shipped to the Orient by the C. P. R. steamers. Trade in this direction is now steadily increasing. Our townsman, John Weiler, has shipped several lots of furniture to Japan and per steamer Abyssinia sailing on the 29th will send a carload of parlor and bedroom furniture to a firm in Kobi, Japan. This trade is altogether in walnut goods, nothing common suiting the aesthetic proclivities of the Japs; When it is remembered that these shipments are sold in competition with San Francisco houses it will be seen that our manufacturers are wide awake and prepared to take full advantage of this new opening for trade.

The withdrawal of the subsidy from the San Francisco steamers for carrying mails between that place and Victoria, is still agitating the people of the latter place. The mail now comes by rail to Seattle and thence to Vancouver and Victoria, much to the dislike of the Victorians. A special meeting of the Victoria City Council was held recently, when the following resolution was passed:—Whereas, by the "Terms of Union it was agreed that the Dominion will provide an efficient mail service fortnightly by steam communication between Victoria and San Francisco;" and whereas, said service has been withdrawn for months past by the Dominion Government, greatly to the injury of commerce, not only of this city, but to the detriment of the Province at large; therefore be it resolved, that the corporation of Victoria in council assembled, condemns the action of the Dominion Government for ignoring one of the important conditions of union

**MILLER,
MORSE & CO.**

WHOLESALE

**HARDWARE,
BARB WIRE,
HARVEST TOOLS.**

PRINCESS STREET, WINNIPEG.

**ROBLIN &
ATKINSON**
WHOLESALE

Grain Shippers,
SPECIALTIES: WHEAT, BARLEY & OATS
P.O. Box 612 WINNIPEG
CORRESPONDENCE INVITED.

JAS. COOPER.

J. C. SMITH

Cooper & Smith,
MANUFACTURERS,

Importers and Wholesale Dealers in

BOOTS AND SHOES!!

36, 38 & 40 FRONT ST. WEST,

TORONTO.

**White,
Joselin & Co.**

Muslins, Embroideries, Lisle and
Silk Gloves, Kid Gloves,
Lace Curtains, Laces.

All the Latest Novelties.

7 WELLINGTON STREET WEST,
TORONTO

1831 NOTRE DAME STREET,
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MONTREAL BRASS WORKS.

MONTREAL, P.Q.

Robt. Mitchell & Co

Proprietors, Manufacturers of

Gas Fixtures of Every Description,
Engineers, Plumbers,
Steam & Gasfitters Brass Goods.
Gas Meters and Automatic Fire Extinguishers.

without the consent of the Province, and demands that said mail service be established forthwith.

Abrams & McLean, clothing, Vancouver, have opened a branch establishment in the same place.

Capt. Mellon has been appointed agent at Vancouver, for the North British and Mercantile Fire Insurance Co.

Granville & Co., real estate brokers, Vancouver, have dissolved, F. Roberts retiring. A new partnership has been formed under the same name by Frank Granville and George H. Mott.

The business of the C. P. R. steamship line between China and Japan and Vancouver has increased so much that two additional steamers, the Zambesi and the Adelaide, have been chartered.

Western Notes.

McNaughton of Rat Portage, will open a lumber yard at Killarney, Man.

Portage la Prairie, Man., has resumed municipal government, under the bill lately passed by the Legislature. The mayor and council were elected by acclamation.

A Washington special of Thursday says: Mr. Nelson reported to the House to-day a bill to allow the Duluth and Winnipeg road right of way through the Fon du Lac reservation. The report says the road will be built from Duluth northwesterly to strike the boundary line in the Red River valley.

W. M. Coldwell, of Rat Portage, has returned from the south with a mining expert, who will examine several gold claims on the Lake of the Woods in the interest of a party of capitalists who have been solicited make investments for the purpose of developing the property.

Case, R. L. Tupper and Patterson have gone to the Riding Mountain district, Man., to commence work on the Lake Dauphin Oil Company's claim. The necessary machinery for developing the property has been forwarded and will be on the ground by the time they arrive. The shareholders are satisfied that oil exists in paying quantities in the Lake Dauphin district, and they are prepared to expend a considerable amount of money in obtaining it.

Calgary Tribune says: There is nothing particularly new in the situation, but the general opinion is that the cause of the shutting down was the inability of the company to make favorable freight rates with the C. P. R. for a longer term than one year. The coal company determined not to make less than a five years arrangement, but as the C. P. R. would not grant this they shut down, and will probably build a road themselves down south, to connect with the American system.

A correspondent writes from Banff saying that the new C. P. R. hotel at that place is now open and that already a number of guests arrived.

Calgary Tribune: The cowboy meet at High River this year was the most imposing one that has been held in the country yet. Here were

assembled one hundred and twenty-five of the best horsemen it is possible to imagine, each mounted on the festive broncho that the rider could pick out of his "string" of eight or ten. The broncho had done but little service since last fall, and when he was roped, saddled and mounted by his rider, whose large jingling spurs were driven into his flank or shoulder to see if there was any buck in him the scene was interesting, and to see one hundred and twenty-five riders mounted on these gentle animals who were making frantic efforts to displace their riders was a scene not to be forgotten. Some of the ladies of the district attended the meet to witness the fun of the first day's camp, and the numerous races that always take place. Geo. Lane, of the Northwest Cattle Co., was appointed commander-in-chief of the forces, and he chose his different captains and had everything ready for an early turnout on Monday morning. The country between Sheep Creek and High River was first to be scoured and the other districts in their turn. A more careful search of the country is to be made this year than ever before, and it is expected that the brand of the calves will be much larger than in any former year of the country's history.

At a late meeting of the Calgary Council, a resolution was passed authorizing the Mayor to advertise for offers for the construction of a system of waterworks such offers to be in the form of a tender for hydrants for the use of the town and for the supply of water to the citizens. A resolution was also adopted requesting the Mayor to call a public meeting of the ratepayers to discuss the financial situation and to endeavor thereby to ascertain the feeling of the people as to the advisability of issuing debentures for ten or fifteen thousand dollars to carry out public improvements throughout the town, such as sidewalks, sewers, etc. A councillor said that to raise funds enough to meet the current expenses without spending a dollar in permanent improvements, 18 or 20 mills on the dollar would have to be levied. The assessment of the town for the year was about \$1,400,000. Taking the amount spent already and the necessary expenses yet to meet, very nearly \$20,000 will have to be raised in taxation this year.

A meeting of the Winnipeg clerks was held on Thursday evening in connection with the early closing movement. The sub-committees appointed to get the city merchants to sign petitions asking that a by-law be passed making the early closing of stores during the summer evenings compulsory, reported having met with success. The petitions were put in shape for presentation to the city council next Monday evening. They have been signed by dry goods men, clothiers, grocers, jewellers, butchers, barbers and in fact those engaged in every line of trade. It was decided that the merchants should not be asked to close at 22 o'clock on Saturday nights, but allowed to keep open their establishments that evening as late as they saw fit. One or two merchants have refused to sign but the clerks are certain they will fall in with the majority and that the movement will be entirely successful. It is understood that the aldermen are unanimously in favor of passing the by-law.

Business East. ONTARIO.

Thos. Mackay, grocer, Hamilton, is dead.
Market Drug Store, Toronto, has sold out.
A. E. Davies, tailor, Dresden, has assigned.
Henry James, builder, Mitchell, has assigned.
Jas. Isaacs, jr., blacksmith, Alma, has sold out.
H. Curtis, hotelkeeper, Leamington, has sold out.
Jas. H. Britton, butcher, Toronto, has assigned.
Casey Bros., planing mill, Hamilton, has assigned.
Wm. Jas. Elliott, shoes, Newington, has assigned.
C. T. Parent, grocer, Amherstburg, is out of business.
J. E. Johnston, printer, Leamington, has sold out.
R. McMillan, harness, Fergus, is about selling out.
A. H. Green, boots and shoes, Toronto, has assigned.
Hamilton Sewer Pipe Co., Hamilton, have dissolved.
Brampton Wool Stock Co., Huttonville, have dissolved.
Genereux & Lloyd, real estate, Toronto, have dissolved.
J. T. Brownson, saloonkeeper, Hamilton, is selling out.
Jos. Pearson, dealer in boots and shoes, Chatham, has assigned.
R. F. Ferguson, grocer, Cayuga, a meeting of creditors held 23inst.
R. M. Van Norman, general storekeeper, Keswick, has sold out.
Henry Colerick, painter, London, has transferred the business to his sons, H. & C.
J. B. Dolan, dealer in dry goods, St. Catharines, a meeting of creditors called.
Wiggins & Co., coal dealers, Sarnia, firm is now Wiggins, Ogden & Co.,
R. D. Hatch, real estate, Toronto, has admitted B Lloyd under style of Hatch & Lloyd.
W. Brown, dealer in furniture, Toronto, is selling stock by auction and retiring from business.
Edward E. Green, boots and shoes, Toronto, has assigned.
Peter Lamb & Co., blacking manufacturers, Toronto were burned out.
Manning & McDonald, contractors, Toronto, A. F. Manning is dead.
J. C. Smeaton, general storekeeper, Carleton Place, stock advertised for sale under chattel mortgage.
J. P. Bogart & Co., grocers, Chesterville, have assigned.
J. J. Savigny, grocer, Fonthill, stock advertised for sale.
Evans Bros. & Littler, piano manufacturers, Ingersoll, are out of business.
The following were burned out at Wallaceburg: Mrs. L. C. Beattie, confectioner; Wm. Alexander, grocer; R. W. Bogue, barber; A. D. Brander, drugs; Jno. A. Burgess, shoes; Geo. Christian, butcher; Thomas Forham, harness; Alex. Hay, dry goods; W. R. McKay, grocer; J. W. McLellan, tailor; T. W. Robinson, dry goods.

J. D. Froiland, jeweller, Kingston, is dead.
W. Moore & Co, grocers, London, have sold out.
J. C. McConnell, shoes, Midland, has assigned.
Jas. Brown, boots and shoes, Mount Forest, advertises to sell out.
Kilgour Bros. & Honey, foundry, Mount Forest, corporation took possession on 22nd inst.—business being wound up
Fred Stafford, hotelkeeper, Port Elgin, is out of business.
Wm. McEdwards & Co., dealers in hardware, Sarnia, have assigned.
P. Curran, hats, Toronto, stock will be sold 29th inst.

QUEBEC.

Chas. A. Liffiton, manufacturer coffee and spices, Montreal, style now C. A. Liffiton & Co.
E. L. Furniss & Co., wholesale wines, Montreal, have admitted August Darricau under same style.
Aolland & Pigeon, auctioneers, Montreal, have dissolved.
Jersey Dairy Co., Montreal, have dissolved.
Lake & Renwick, wholesale fruit dealers, Montreal, now Luke, Renwick & Caldwell.
Taillon & Gareau, blacksmiths, Montreal, have dissolved.
Wm. Cunningham, tobacco dealer, Montreal, is dead.
T. E. Hanrahan & Co., brokers, Montreal, have dissolved.
Wm. O'Leary, commission produce, Montreal, is dead.
R. & T. Tombyll, furniture, Montreal, have dissolved.
T. Tombyll & Co., barbers, Montreal, have dissolved.
Wray & Scarf, bakers, Montreal, have dissolved.
Hawley & Son, general storekeepers, West Paton, demand of assignment made on them.
Davidson & Ladden Bros., brokers, Halifax, have dissolved.
Herbert Clements, grocer, Liverpool, is offering to compromise.
Murdock McKay, boots and shoes, Westville, has assigned.

NEW BRUNSWICK.

Campbell & Ellis, stoves, St. John, John Ellis is dead.

PRINCE EDWARD ISLAND.

D. J. Thompson, lobster packer, Campbellton, is offering to compromise.

The Kootenay Country.

It may not be generally known that the Kootenay country is by far the finest part of British Columbia, in respect to climate, timber, minerals, soil and water. The climate is mild and pleasant, the snow fall later and lighter than in other localities, and the spring earlier. The timber is magnificent and includes all the most valuable kinds. The minerals underlie the whole country and are composed largely of the precious metals. The soil is of the choicest and most fertile, and will produce splendid crops of everything in the vegetable kingdom adapted to a temperate climate. That this country has not attracted the attention of settlers is owing to the difficulty hitherto, of reaching

it; the easiest way of getting into it, being through United States territory, till within the last four years; the construction of the Canadian Pacific Railway affording such facilities to explorers as to enable them to obtain supplies and thoroughly examine the district; the search for the precious metals revealing to adventurers the true character of the country. The facts soon became known and others besides miners spied out the land, leading to its location by persons who readily understood its true value. During the last four or five years hundreds of thousands of acres have been secured and it cannot be surprising if the promoters of the Kootenay Railway scheme saw their way to making a great speculation. Our reader must remember that Messrs. Ainsworth absolutely asked for a million and a half of acres when they introduced their bill to the local Legislature in 1883, but were very glad to accept half that quantity on conditions; with which they never complied and the forfeiture of their deposit resulted. They have, however, induced our Government to grant them a new charter for their railway and two hundred thousand acres of the valuable lands above described, as a subsidy. It is true that the conditions upon which they will hold the lands, when acquired, are on a far more reasonable and proper basis compared to that on which they were to receive the larger quantity under their first charter. By the fifth section of the bill granting the lands, they are to be acquired by the company subject to the land laws of the Province. That is, subject to the mining laws by which free miners will be entitled to enter upon them in search of the precious metals, and to the laws governing the cutting and carrying away of timber. They will require licences to cut timber and have to pay the royalty of fifty cents for every thousand feet board measure, with a rebate of twenty-five cents per thousand feet for all sent out of the Province. They will also be liable for the wild land tax so soon as the Lieutenant-Governor in council may decide to impose it.—*Westminster Guardian.*

A. GIBSON has entered into partnership with his brother George, in the blacksmith business, at Rapid City, Man.

S. B Hill, a lumber dealer of Saginaw, Mich., who is interested in timber limits in British Columbia, with Chase of Chicago, is visiting the Pacific Province.

A correspondent writes: Along the M. & N. W. R. crops have all been put in so far as could be seen, but no general growth had begun on account of the lack of rain. In many places the fields and sward were shooting up green, but the dead grass predominates as yet. At Neepawa there is a large amount of building going on and every sign of prosperity. This town bids fair to become the most important on the line of the M. & N. W. R. Several buildings are being erected beside the station. The work on Law's new elevator will be commenced very shortly. Dykeman, the contractor, went up yesterday to make the necessary arrangements for the prosecution of the work. Minnedosa seems to be holding its own. The new mill with a capacity of 75 barrels per day is doing a good business.

FISH, HYMAN & CO.,

Importers of

FINE HAVANNA CIGARS

212 ST. JAMES ST MONTREAL.

CAUTION !

EACH PLUG OF THE

Myrtle Navy

IS MARKED

T. & B.

IN BRONZE LETTER.

NONE OTHER IS GENUINE.

RUBLEE, RIDDELL & CO.,
Commission Merchants,

AND IMPORTERS OF

Green and Dried Fruits,

15 OWEN STREET, WINNIPEG

EGGS ! !

J. Y. GRIFFIN & CO

PROVISION MERCHANTS,

are now in the Market for an unlimited supply of FRESH EGGS, delivered at their Warehouse or any point on Railway. Highest market price. Correspondence solicited.

64 & 66 McDERMOTT ST., WINNIPEG.

Close prices to Trade on Hams, Bacon, Lard, Butter, etc.

DICK, BANNING & CO

MANUFACTURERS OF

Lumber, Shingles and Lath,

DOORS AND SASH.

MILLS AT KEEWATIN. OFFICE: OPPOSITE C.P.R.

ASSENGER DEPOT, WINNIPEG.

Toronto Hide & Wool Co

Wholesale Dealers in

HIDES !

SHEEPSKINS & WOOL.

JOHN HALLAM

88 Princess St., WINNIPEG

83 and 65 Front Street East, TORONTO.

PROPRIETOR.

Frank Lightcap, - Traveler.

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

E. A. SMALL & CO.,

WHOLESALE

CLOTHING

NEW FIRM, NEW GOODS.

203 and 210 MCGILL STREET, MONTREAL

W. J. TAAFFE.

Agent for Manitoba and the Northwest,

WINNIPEG.

COCHRANE, CASSILS & CO.

Wholesale Boots and Shoes

Cor. Craig & St. Francis Xavier Sts.,

MONTREAL.

Samples with McLean Bros.,

Donaldson's Block, WINNIPEG.

ROYAL SOAP MFG. CO., [Limited.]

WINNIPEG.

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

Protect HOME Industry !

BOECKH'S

STANDARD

BRUSHES.

Quality and Size Guaranteed.

For Sale by all Leading Houses.

Campbell, Spera & Co.,

WHOLESALE IMPORTERS OF

MEN'S FURNISHING GOODS,

Smallwares, etc.

MANUFACTURERS OF

Ovcralls, White and Regatta Dress Shirts, Flannel, Cotton & Tweed Shirts

Our stock for the coming season is replete with all the Novelties. The inspection of buyers cordially invited.

CAMPBELL, SPERA & CO.,

27 PORTAGE AVENUE EAST,

WINNIPEG.

JAMES WHITHAM. A. A. AEYR, Special Partner

James Whitham & Co.

Manufacturers of & Wholesale Dealers in

BOOTS and SHOES,

43, 45 and 47 St. MAURICE STREET,

Near McGill Street,

MONTREAL.

Represented by J. M. MACDONALD,

524 MAIN ST., WINNIPEG

JAMES O'BRIEN & CO.,

Manufacturers of Clothing

—AND—

Importers of GENTS' FURNISHINGS,

HATS, CAPS AND FUR GOODS, GLOVES AND MITTENS.

72 and 74 Princess St., Winnipeg

VICTORIA SQUARE, MONTREAL

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 Wheat, Bran, Shortst, Ground Feed, Oats, Barley.

Wheat buyers at all C.P.R. Shipping Stations

LIVINGSTON, JOHNSTON & CO.,

WHOLESALE

Manufacturers of Clothing

44 BAY STREET,

TORONTO.

Smith & Keighley,

TEAS,

EAST and WEST INDIA PRODUCE

—AND—

GENERAL GROCERIES.

9 Front St. East,

TORONTO

Importers British & Foreign Dry Goods



A Full Range of Canadian Staples
Always in Stock.

STOBART, SONS & CO.
FOATRGE AVENUE, WINNIPEG.

Grain and Milling News.

J. E. Woodworth's elevator at Deloraine is nearing completion. It will have a capacity of 30,000 bushels.

Dykeman, contractor, from Portage la Prairie, is at Neepawa, Man., starting operations on Law & Pearson's elevator.

Figures recently compiled by the Regina board of trade show 22,000 acres seeded in the country tributary to Regina,

The ship Maggie McCrae, with 25,000 bushels of Manitoba wheat, from Port Arthur, consigned to Ogilvie, Montreal, has gone down in Lake Superior, from coming in contact with ice. Cargo fully insured. Cargo and vessel total loss.

Letters patent have been received by the Neepawa Milling Co. It has been decided to at once proceed with arrangements for the erection of a 100 barrel mill. A by-law was passed by which stockholders are to have the privilege of buying in each year flour and feed at cost to the extent of their paid up stock, which will be 25 per cent. below retail prices.

Calgary Tribune: Word comes from all over the district that the crops and grass are exceptionally good up to this date, much in advance of any former year at the same time. The abundance of rain we have had this season with the fine warm weather now prevailing almost assures a bountiful harvest this year. The acreage under crop is very large in comparison with former years, and nearly every farmer has from one to five acres in wheat.

The seeding of wheat in north Dakota is now completed, under most favorable auspices. The weather latterly could not have been more propitious or the soil in better condition. The acreage along the Northern Pacific railroad will be 25 per cent. greater than that of last year, while in north Dakota the proportion will be 50 per cent. greater. The oats production will be nearly double that of last year. The crop of potatoes and other roots and vegetables will be much greater than in the past.—*St. Paul Dispatch.*

Brandon Sun: A number of farmers in this

neighborhood have resumed threshing operations while others are only commencing. The other day a farmer living to the south finished threshing 1,700 bushels. The quantity of wheat yet to market will be in the neighborhood of 200,000 bushels. This in addition to that marketed to date 1,104,596 bushels will make the total marketed at this point over 1,300,000. Up to the 7th of April there had been marketed about 1,076,000. Since then up to the present about 30,000 have been marketed.

Edward Atkinson states that the Canadian farmer is better able to raise wheat at 34s per quarter now, than he could at 50s a quarter fifteen years ago, and that at 34s per quarter in London, England, that neither Russian or Indian wheat can come into successful competition with. This is about one dollar a bushel. *Bradstreet's* referring to this say: "There appears to be but little doubt that in the Northwest, wheat, by improved methods of cultivation over very large tracts of land with the most improved machinery, can be sold at the railway track at 50 cents per bushel, the carefully estimated cost of production in some instances being as low as 40 cents per bushel. This wheat can be shipped to Liverpool for about 37 cents per bushel, or, as flour, at a less rate.

The Swan River Valley is noted for its magnificent pasture lands. The Riding and Duck Mountains are covered with an abundance of valuable timber. Salt is found in the numerous brine springs at the base of the mountains, and small quantities of coal have been found on the banks of the Swan River and its tributaries. Between the west shore of this lake and the Riding and Duck Mountains, is the largest unbroken tract of good farming land in the Province to-day. It is about fifty miles long by ten broad and is not all surveyed yet. Three considerable streams, the Vermilion, Valley and Drifting, water this country. There is also an abundance of good firewood and some good timber. Its drawback is that it is some seventy miles from the railway. Still a few scattered settlers have taken up farms there. Indications of oil led some people to bore for it near the Vermilion river.

GRANT AND HORN,

PRODUCE and COMMISSION

MERCHANTS.

19 Alexander St. West,
WINNIPEG, MAN.

FLOUR EXPORTERS,
AND DEALERS IN
BUTTER AND EGGS, CHEESE

☞ Potatoes in Car Lots. ☜
BALED HAY,

SACKS,
FOR GRAIN AND FLOUR.

COARSE - LIVERPOOL SALT - DAIRY

S. R. PARSONS. HENRY BELL. W. E. HAZLEY

PARSONS, BELL & CO.,

Wholesale Paper Dealers

—AND—
GENERAL STATIONERS.

AGENTS

Canada Paper Company,
Manufacturers Printing, Wrapping & Writing Papers
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Alex. Pirie & Sons,
Manufacturers Fine Stationery, Aberdeen, Scotland.

M. Staunton & Co.,
Manufacturers Wall Papers, Toronto.

GERRIE BLOCK, PRINCESS STREET,
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WARWICK & SONS,

Manufacturing Stationers, Publishers, Book-sellers, Printers, Bookbinders, etc.

Printers & Binders to the Ontario Government.

TORONTO, ONT.

Bindery furnished with the latest and best machinery and appliances for turning out first-class work. WRITE FOR ESTIMATES.

BROWN BROS.,

Wholesale and Manufacturing

STATIONERS,

64 to 68 KING STREET EAST,

TORONTO.

SPECIALTIES.

Account Books Paper—all kinds
Office Supplies Stationery
Wallets, Pocket Books
Ladies Hand Satchels
Pocket and Office Diaries
Leather Goods Binders Materials
Printers Supplies

Montreal Trade Notes.

City mills bran sold in car lots at \$10, but prices ranged as high as \$18.

The *Trade Bulletin* says: Owing to slow collections on the part of country storekeepers in Ontario, it is anticipated that renewals with wholesale houses will be numerous between now and next October, at least, that is what some of our large dry goods houses look forward to, and consequently have exercised a great deal of caution in filling their orders of late. We have made it a point to interview travellers in different lines of business who have recently returned from the West, and they have invariably informed us, that trade partakes of a very unfavorable aspect in Ontario, owing to overtrading on the one hand, and a scarcity of farm produce on the other hand.

Sales of dark maple syrup were reported at 5 to 6c per lb., with choice light colored quoted at 8 to 9c. Syrup quoted at 50 to 65c for small sized tins and at 70 to 75c for large sized; in wood, 6 to 6½c per lb.

Dried apples firm and a fair demand, with sales at 7c. Evaporated steady at 9½ to 10c.

Provisions were quoted: Mess pork, Western, per bbl., \$17.50; lard, western, in pails, per lb., 10½c; bacon, 11 to 12c.

Trade in raw furs is about over. Receipts of late have principally consisted of spring rats, which have sold at 15 to 17c. Prices of other furs have remained about as before, as follows: Beaver, \$3.50 to \$4; bear, \$10 to \$12; cub ditto, \$4 to \$5; fisher, \$5; red fox, \$1 to \$1.25; cross

ditto, \$2 to \$3, lynx, \$2 to \$2.50; martins, 60 to 65c; mink, 50 to 60c; fall muskrat, 8c; winter ditto, 12c; spring, 17c; raccoon, 25, 50 and 75c; skunk, 25, 50 and 75c; otter, \$8 to \$10.

There has been a fair trade in foreign wool at 14 to 15½c for Cape, and 15 to 19c for Australian. Fleece is in light supply at 21 to 23c.

Green butchers' hides at 6, 5 and 4c, for No. 1, 2 and 3, while sales have been made to tanners at 6½ to 7c, for No. 1. Lambskins are in better supply at 20c each. Sheepskins, 35c to \$1.25 each. Calfskins, 5c.

Shipments of May cheese leaving port will cost from 8½ to 9½c, the average price being 9c. As soon as receipts increase to any extent shippers look for lower prices.

Butter was quoted at 21 to 22c for creamery; 19 to 20c for townships, and 17 to 18c for western, all new season. Stocks are commencing to accumulate.

Eggs easy at 14 to 15c a dozen.

An advance of 30c per barrel on oat meal has been announced.

Special Trade Notices.

All tobaccos except the finest Virginia have a pungent effect upon the tongue and will smart it if the smoking is long continued. Some of them even will blister it, or at least destroy its outer skin at the point where the smoke impinges upon it. The "Myrtle Navy" is entirely free from this defect, which together with its fine full flavor makes it a great favorite with smokers.

Lumber Cuttings.

H. W. Petric, of Brantford, Ont., has shipped a saw mill to be erected in the Lilloet district, B. C.

Campbell & Stevens, late of Regina, are about starting in the lumber business at Glenboro, Man.

Fader Bros., who recently bought the plant of a small mill at Vancouver, have got the mill in running order. One of the firm has gone east to arrange for additional machinery for the mill.

John Elwood's shingle mill on the the Semiahmoo spit, near Westminster, B. C., was burned recently. This mill was turning out large quantities of shingles.

The *Mississippi Valley Lumberman*, published at Minneapolis, has completed its first year under new management. The journal is handsomely printed, and is a credit to the lumber trade.

At a meeting of the Northwest Ontario and Manitoba Lumber Association, held at Norman (Rat Portage) on Thursday, it was agreed to continue the present price list with the exception of a slight advance in some sizes of dimensions.

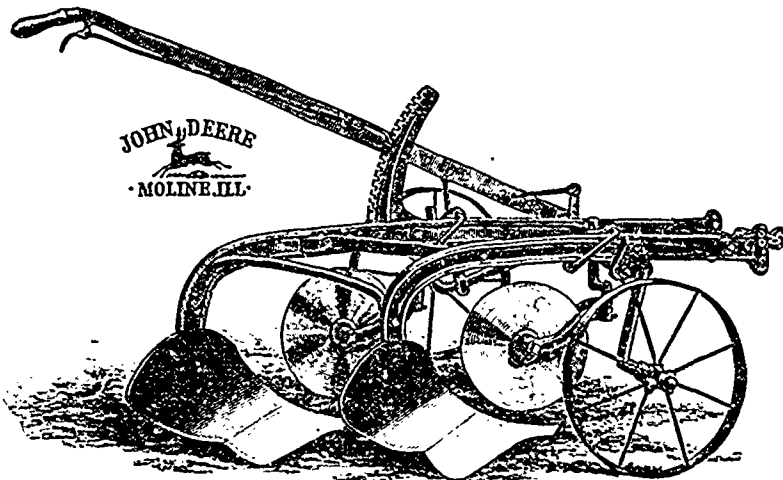
Minneapolis Lumberman: Personal and local interests in some cases may color this opinion, but the body of lumber makers, lumber dealers and pine land owners are ready to have the free lumber come in at any time. The white pine manufacturers have less to fear from this source than from the yellow pine product of the south and the fir of the Puget Sound region.

F. A. FAIRCHILD & CO.

—WHOLESALE DEALERS IN—

**AGRICULTURAL IMPLEMENTS,
CARRIAGES, SLEIGHS, &c**

PLOWS,
SULKY PLOWS,
GANG PLOWS,
HARROWS,
SEEDERS,
FEED CUTTERS,
CRUSHERS,
WAGONS,



BUGGIES,
BUCKBOARDS,
PHAETONS,
SURREYS,
ROAD CARTS,
RUNABOUT WAGONS,
CUTTERS,
SLEIGHS.

CLOSE PRICES TO DEALERS. SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.

WINNIPEG.

New Westminster, B.C.

We believe very few of our citizens have any idea of the extent to which building operations are being carried on in this city at the present time. It would be worth while for our citizens to excuse themselves from duty once in a while long enough to take a tramp through the streets and suburbs. Some of them would open their eyes with wonder. Everywhere one goes there are new buildings in course of erection, both small and great, and the sound of the hammer, the saw and the plane, greets one at every turn. Away in the suburbs, also, new residences are rising up among the trees, and new streets and roads are demanded so as to enable people to reach their new homes. When it is remembered that this is the beginning of May it will be admitted that the indications of a very extensive boom in building operations this season are abundant. There is no lack of confidence in the future of our city. It is quite certain that as soon as the weather becomes fairly settled a large number of new brick stores will be commenced on the principal business streets. At present it is impossible to obtain bricks for building purposes, but the brick yards are already at work, and it may be expected that the demand for building materials of all kinds will very soon be supplied. Any person who considers the situation and surroundings of Westminster must come to the conclusion that our citizens have nothing to fear from their competitors elsewhere if they use well the advantages nature has given them. It is a fact worth remembering and repeating, that almost all great commercial cities in the world are situated on fresh water—almost all of them on rivers. The large cities on salt water may be counted on one's fingers. We have frequently mentioned the reasons why a fresh water harbor possesses so many advantages over salt water harbors, and these reasons need not now be repeated. There are two very important schemes now on hand which will add greatly to our commercial and material resources. The first and most important is the deepening of the mouth of the river, so as to enable all classes of vessels to reach this city without inconvenience. The second, and scarcely less important, is the construction of the Westminster Southern Railway, and the erection of a railway and traffic bridge across the river at this city. We believe both these schemes will be carried successfully to completion within the near future; and the new stimulus which will thus be given to this city cannot be overestimated. There is no place in British Columbia more favorably situated for manufacturing than Westminster, and when we have ocean steamers coming right up to our wharves and trains from Puget Sound and California connecting here with the C.P.R., we shall speedily become the great provincial center of commerce and trade—*Columbian*.

The business of Edwards & Davis, grocers, Vancouver, is now conducted by W. J. Davis.

The Kamloops *Sentinel* say:—The town is making rapid and steady progress. New buildings are being erected and various improvements are made at different periods. In the east end a large number of men are busily engaged laying pipes for the water works.



Northern Pacific Railway.

Pembina, Grand Forks, Helena, Butte and all Prominent Montana points.

—THE—

POPULAR TRANS-CONTINENTAL

—AND—

DINING CAR ROUTE

To Spokane Falls, Portland, Seattle, Victoria, B.C., All Puget Sound Points and Alaska.

Express Trains Daily

To which are attached

Pullman Palace Sleepers and Free Colonist Sleeping Cars.

The only rail line to the Yellowstone National Park For full information, address,

CHAS. S. FEE,
Gen. Passenger and Ticket Agent,
ST. PAUL, MINN.

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, April 17th, 1887

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Friday
LEAVE 13 00		Portage la Prairie	ARRIVE 14 50
A14 25		..... Gladstone	13 25 D
D14 45	\$5	..... Neepawa	13 05 A
15 45	61	..... Minnedosa	11 58
A16 35		..... Rapid City	11 11 D
D16 45	79	..... Spool Lake	11 05 A
17 50	94	..... Turtle	
18 30	115	..... Binscarth	9 45
119 30	138	..... Russell	0 20
21 40	155	..... Langenburg	18 20
23 00	166	.....	6 20
23 15	180	.....	5 00
ARRIVE		.....	4 45

Meals.

No. 1, Mondays and Thursdays. No. 1, Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.

Trains for Binscarth leave Birtle Tuesdays and Thursdays only at 20.30. For Russell leave Birtle Tuesdays only at 20.30; returning leave Russell Wednesdays only. For Langenburg leave Birtle Thursdays only at 20.30; returning leave Langenburg Fridays only. For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 17.00; returning leave Rapid City Mondays, Wednesdays and Fridays.

Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.

For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent Portage la Prairie, or to

W. R. BAKER, General Superintendent

THESE VESTIBULED TRAINS go in service May 15th.

Chicago, St. Paul, Minneapolis & Omaha Ry THE NORTHWESTERN LINE.

The best equipped line to

CHICAGO, OMAHA AND KANSAS CITY.

The ONLY line to Chicago running Pullman and Wagner Vestibuled Trains.

These Vestibuled Trains are limited as to time but not limited as to number of passengers. All classes of Passengers carried, with separate apartments for each class, at NO EXTRA FARE.

Trains Eastward will run as follows: Leave Minneapolis 6.50 p.m.; St. Paul 7.30 p.m. Arrive Milwaukee 7.40 a.m.; Chicago 9.30 a.m.

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

TICKETS AT LOWEST RATES, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 110 East Third Street; Minneapolis, 13 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. The baggage accommodation secured in advance.

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

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



Owens and operates 5,650 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

For maps, time tables, rates of passage and freight, etc. apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

ROSSELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt. J. F. TUCKER, GEO. H. HEAFFORD, Ass't Gen'l Manager. Asst Gen'l Pass and Tkt. Agt. MILWAUKEE, WISCONSIN.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAUGAN, Land Commissioner, Milwaukee, Wisconsin.

TRAVEL VIA THE

Minneapolis and St. Louis Railway

AND THE FAMOUS

Albert Lea Route

	Leve St. Paul.	Leve Minneapolis
Chicago, Burlington, Kansas City and Des Moines Ex.....	a 8 45 a.m.	a 9 25 a.m.
St. Louis Fast Ex.....	b 6 25 p.m.	b 7 05 p.m.
Chicago Fast Ex.....	d 6 25 p.m.	d 7 05 p.m.
Des Moines Passenger.....	a 6 25 p.m.	a 7 05 p.m.
Excelsior and Watertown.....	a 8 0 a.m.	a 8 45 a.m.
Arlington and Excelsior.....	a 4 15 p.m.	a 4 50 p.m.
Manitou Express Accom.....	a 3 15 p.m.	a 4 00 p.m.
a Ex. Sunday b Ex. Saturday. d Daily.		

THROUGH COACHES and PULLMAN PALACE SLEEPERS to Chicago, St. Louis and Des Moines

DIRECT LINE TO WATERTOWN, D.T.

PALACE DINING CARS ON CHICAGO TRAINS.

2—THROUGH TRAINS DAILY—2 to KANSAS CITY, LEAVENWORTH, ATCHISON or ST. JOSEPH, making connections in Union Depots for all points west.

Fast and frequent trains between St. Paul, Minneapolis and Lake Minnetonka points.

For maps, sleeping car berths, or other information call upon any agent in the Northwest or write to

S. F. BOYD, General Ticket and Passenger Agent, Minneapolis