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The Western Canada Loan & Savings Co.

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A General Banking Business Transacted.
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Special attention given to

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WINNIPEG, AUGUST 8, 1892.

Pleased with the Country.

The Nebraska delegates who visited Manitoba and the Territories have made the following official report of their trip in the west:—

"Sixteen delegates left Norfolk, Nebraska, on the fifth of July under the guidance of H. H. Smith, Government immigration agent in Nebraska, and proceeded by Sioux City and St. Paul to Winnipeg. On the 8th of July, the day after their arrival, thirteen of them left for Brandon, arriving there the same evening. Here they were taken charge of by the town council and driven through the surrounding country, visiting among other places the government experimental farm. They expressed themselves as highly delighted with all they saw of the country and especially the experimental farm, where they were most courteously received and conducted over the farm by Mr. Bedford, the superintendent. They are of the opinion that this institution is of great practical utility as affording a thorough knowledge of the best methods of agriculture in that section of the country. At Brandon they were joined by the other members of the delegation and proceeded to Edmonton, Alberta, via Calgary. To this section of the country they gave their special attention and were enabled by the kindness of the mayor and corporation at Edmonton, and afterwards of Major Grisbach, commanding the mounted police at Fort Saskatchewan, who furnished teams for their conveyance, to see a very large portion of the country.

"The first day they were driven through the Sturgeon River country, visiting the farms of Messrs. Craig, George Sutherland and Whalen, where the growing crops gave ample evidence of the grain raising qualities of the soil. On the second day, leaving Edmonton early in the morning, the delegates proceeded via Sand Lake, across Stony Plains, returning by the north side of Big Lake and St. Albert to

Edmonton. The land in the Stony Plains district is unsurpassed in any country of richness of soil, and the delegation was astonished at the luxuriant growth there of the pea vine and wild vetch, as well as all kinds of wild fruit. Mention must here be made of a vast hay marsh, five miles in length, which stretches along both sides of Dog Creek on the west end of Big Lake, and will cut this year at least three tons to the acre of the very finest hay. Next morning the delegates left Edmonton in wagons provided by Major Grisbach of the N. W. Mounted Police, and drove through Fort Saskatchewan along the old Victoria trail, about eighteen miles east of the fort where they camped for the night. After examining the section in the vicinity next day they drove to the north-west corner of Beaver Lake, returning next morning to Fort Saskatchewan, thirteen quarter sections of government land being taken up by them in the neighborhood of Two Creeks and the Springs about two miles south of the old Victoria trail. In addition members of this delegation have bought a section and a half of land north of the Sturgeon river, and are taking up and purchasing four sections or more near Olds. Those who did not take up or purchase land, only two in number, were sent out as representatives of thirty families in northern and western Nebraska, and are making arrangements to return with these immigrants to the Edmonton district early next spring. In the opinion of these delegates the outlook for the farmer settling in the Edmonton district is a very bright one. Taking into consideration the natural resources of the country, its wonderfully rich soil, fine climate, wood water, coal and other minerals, and the fact that before long other railroads will bring it still nearer to market, the future of this district is absolutely assured, and the settler who comes in now is the one who will reap to its fullest extent the benefit of the development of this great country.

"In conclusion the delegates are desirous of expressing their great appreciation of the tact, zeal and business qualities of H. H. Smith, Dominion immigration agent in Nebraska, and of the thorough knowledge he possesses of the districts visited by them. The results of his labors are not as yet fully apparent, but will show themselves before long. Each delegate brought to him in this the first Nebraska delegation, will now become an active worker in the promotion of immigration to this country, and with his hand thus strengthened his success, cannot fail to be great; also of the great kindness and consideration shown them by the commissioner of Dominion lands, H. H. Smith, G. H. Campbell, Mr. Gordon and others in the same department, as well as by Mr. Hamilton, Mr. Griffin and all the members of the C.P.R. land offices.

"Signed on behalf of the Nebraska delegation: H. P. Moore, James Samis, W. Gilbert Mitchell Innes, James Gadsden, Earnest Mitchell Innes, members of the delegation."

The Nicaragua Canal.

The starting point of the Nicaragua Canal, now in course of construction, is Greytown, on the Caribbean Sea, which has an excellent harbor at the mouth of the river San Juan. This it will be necessary to canalize for a distance of some twenty-nine miles, in order to render it navigable for vessels of deep draught. Lake Nicaragua is large and deep, and the source of the river, which carries its overflow into the Caribbean Sea in the east, being in the West brought into contact with the Pacific Ocean by a cutting of about twenty-two miles, the total distance from sea to sea is thus about 170 miles. It may be interesting to note that the Panama Canal itself will be about forty-seven miles in length, the Suez Canal being a little over 100 miles in length. The Nicaragua Canal will interest lines of steamers running to New Zealand, but chiefly sailing vessels and slow freight steamers which now proceed round the Cape of Good Hope or Cape Horn, and which do not, for obvious reasons, proceed via the Suez Canal;

but it cannot be compared to the latter as regards facilities to mail and passenger lines, such as the Peninsular and Oriental, British India, Orient, Messageries Maritimes, and many others, which run to the East Indies, China, Japan, and the Australian colonies. For vessels which, as a rule, go round the Cape, the new canal will be invaluable. The San Francisco grain trade with this country will, by this route, effect a saving of about 7,000 miles in comparison with the present track of vessels round Cape Horn, and likewise the traffic from British Columbia, which is now partially transmitted overland to New York, will effect a considerable saving in freight, if forwarded via the Nicaragua Canal. The outward passages to the English colonies, etc., is now performed by sailing vessels via the Cape of Good Hope, and the homeward passage is via Cape Horn, and the canal will be the means of saving on the outward journey between England and Melbourne 850 miles; between England and New Zealand, 2,420 miles; between England and Yokohama, about 1,000 miles. The saving on the homeward journeys from each of these places, as compared with the Cape Horn route, will be even greater. From Liverpool to Valparaiso, which is only approachable by direct vessels via Cape Horn, the curtailment would be about 2,600 miles this, however is not the only route to Valparaiso, as cargo is frequently forwarded via the Panama Railway, and from thence re-shipped to its destination. The mails would naturally proceed as usual via Suez. The distance saved from New York to San Francisco would be 10,080; to Behring Strait, 8218; to Alaska, 8618; to Hong Kong; 4103; to Yokohama, 6827; to Melbourne, 3290; to New Zealand, 5445; to Sandwich Islands, 7842; to Callao, 6979; to Valparaiso, 4050 miles; and from New Orleans to San Francisco, 11,005; to Callao, 7901; and to Valparaiso, 5975 miles.

Trade Returns for July.

Following are the inland revenue collections for July, 1892, at Winnipeg:

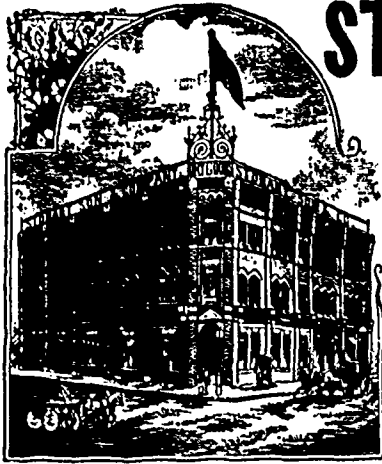
Spirits	\$15,756 34
Malt	2,342 40
Tobacco	12,981 00
Cigars	515 70
License fees	1,005 00
Sundries	362 95
Total	32,943 41
Collections for July, 1891	23,000 86
Increase	9,932 55

The following statement shows the value of goods exported, imported and entered for consumption, with the duty collected thereon, at Winnipeg during the month of July, 1892.

DESCRIPTION.	VALUE, 1891.	VALUE, 1892.
Exported	\$174,252 00	\$ 69,985 00
Imported, dutiable	172,117 00	194,920 00
" free	62,662 00	36,031 00
Total imported	\$234,779 00	\$221,551 00
Entered for consump dut'ed	\$177,523 00	\$192,351 00
" free	62,662 00	36,031 00
Total for consumption	\$240,185 00	\$228,382 00
Duty collected	51,275 79	63,476 44

English Wheat Prices.

The sales of English wheat at the statute markets since harvest amount to 2,863,000 qrs as compared with 3,241,000 qrs last cereal year and 3,096,000 qrs in the season before last. If the sales had been heavy at the local exchange instead of being light, it is curious to imagine what the average would have been by this time seeing that it is, even as things go, down to 29s 3d or 29s 6d below the level of this time last year. Of course it is the imported wheat which has played all this mischief with English prices? Hardly the English wheat required to be supplemented by all the foreign wheat which we have received. The depression is directly due to the immense imports of foreign flour which have penetrated into every country and undersold the farmer in sight of his own homestead.—Mark Lane Express.



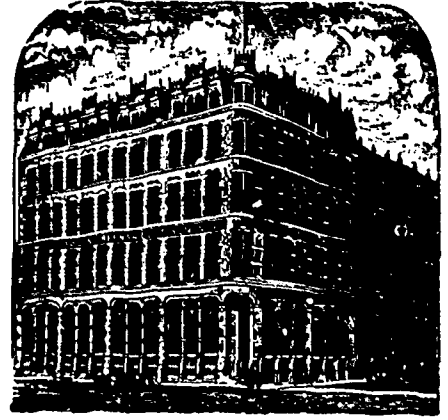
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DRY GOODS

WINNIPEG, Man. ESTABLISHED 1874.

Travellers are now on the road with a full line of
Fall and Winter Samples.



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Letter orders receive careful and prompt attention.

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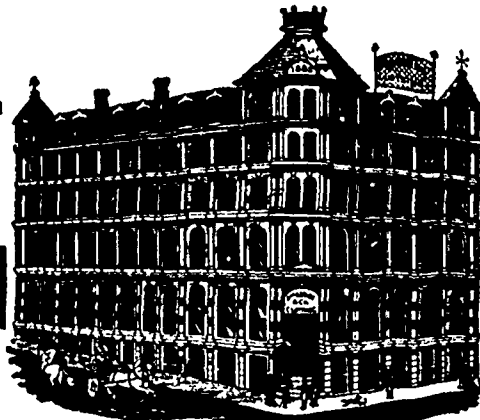
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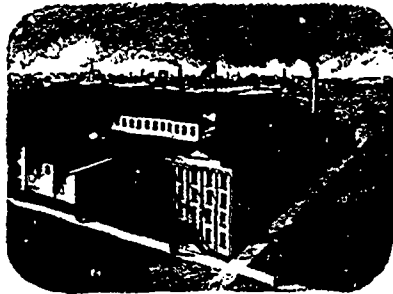
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TECUMSEH, 'fancy

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The Commercial

WINNIPEG, AUGUST 8, 1892.

THE CANAL TOLLS' DIFFICULTY.

The dispute between this country and the United States regarding the Welland canal tolls, is one of intense interest to Western Canada. Should the threat of retaliation from Washington be put in force, the blow would fall upon the West. At the time of writing no further development has occurred in the matter, and it is to be hoped that some amicable termination of the difficulty may be arrived at. Our government should, we think, take a liberal view of the question. Though Canada has kept the letter of the treaty, there really does appear to be some violation of the spirit of the obligation, in our present regulations. A rebate in the canal charges of 18 cents per ton, is given on grain carried through to Montreal, while this is not granted in the case of cargoes transhipped at United States ports. True, United States vessels are given the rebate on going through to Montreal, the same as Canadian vessels, but there remains the discrimination against United States ports in favor of the Canadian port. The treaty calls for the same treatment to the vessels of either country in the use of the canals, and this is certainly accorded by Canada; but the discrimination is against the United States' ports, and not against the shipping. Looking at it from the standpoint of United States' interests, it is not difficult to magnify the matter into an injustice on our part.

It is true that our canals are of much more value to the United States than their canals are to us. It is also true that Canada has been deprived of any practical value from the right to use the Erie canal, as we have been refused the privilege of navigating the Hudson river. The Erie canal is of no use to us without the Hudson river, and it seems a violation of the spirit of the treaty, on the part of the United States, to prevent our shipping from navigating the Hudson. It is still further true that the clauses of the Washington treaty most favorable to Canada have been abrogated at the instance of the United States. But notwithstanding that this country is giving a great deal more than she receives, we still think that our government should take a liberal view of the canal question. Probably the best plan would be to make the canals absolutely free to all.

The talk of reprisals and counter reprisals does not show wisdom. It is true that the United States has not acted neighborly with this country. The big republic could well afford to be generous with its young northern neighbor, but instead of that it has been small and mean in most international matters and openly hostile and aggressive in other ways, as for instance the Atlantic fisheries dispute, and the Bohring sea trouble. In its tariff legislation, etc., the republic has steadily pursued a policy of squeezing this country, notwithstanding that Canada is a large importer of United States' products. But with all these irritating matters in view, the policy of our people should be such as to give no reasonable ground for

complaint. Let Canada carry out all her obligations, not only to the letter, but also to the fullest extent in the spirit of the thing, with the hope that in time our southern neighbors will adopt the same friendly policy.

INSPECTION OF WHEAT.

The farmers of Manitoba have now taken up the question of the inspection of wheat. What with the discussion of this matter through boards of trade, grain exchanges, millers' associations and the farmers, etc., the question is likely to be thoroughly threshed out. Naturally there is a great diversity of opinion upon the question, which is viewed according to the particular interests of the different bodies discussing it. While the Ontario Millers' Association has raised a great hue and cry about the inspection being too high and the standards too low, the farmers make exactly the opposite complaints, to the effect that the standards are too high and the inspection too low. Between these opposing interests, the inspectors stand as the butt of each, and no matter how skilled their decisions may be, they will have to put up with considerable hard talk from all sides.

At a recent meeting of the Central Farmers' Institute of Manitoba, held at Brandon, a motion condemning the grading system, was introduced. No action was taken upon the motion, however, and it was held over for further information upon the question at issue. We do not see why the farmers should condemn the inspection of wheat, as it is certainly in their interest to have wheat officially inspected. The inspector is a government official, who stands between the buyer and seller, to do justice to all. Quite a number of farmers in Manitoba sell their wheat in car lots, and the privilege of having it inspected should be a great advantage to them, as otherwise they would be forced to sell upon sample. The sale and shipment of wheat upon sample, it is well known, is subject to many inconveniences and annoyances, which are avoided in selling on inspection. Sample sales leave the shipper at the mercy of the receiver. The latter can claim that the wheat is not up to sample and demand a rebate, which the shipper is often obliged to grant, an investigation of the case would amount to a serious cost. A dishonest buyer can make good use of the sample trade to gudge the shipper. When the wheat is sold on certificate of inspection, there is no coming back on the shipper for rebates on the claim that the wheat is not up to sample. In the latter case the inspector only is responsible, while the shipper is relieved of the probability of a claim for rebate. Farmers who sell their wheat in car lots, can still sell on sample, if they think the inspection is too low. There is nothing compulsory about using the inspector's certificate, if a better sample sale can be made.

While writing on this subject, it may be remarked that the Manitoba farmers' institute has asked for representation on the grain standards board. This is a very reasonable request, and one which we understand will be granted by the government. The farmers, who are the producers of the grain, and therefore very largely interested in the matter of inspection, seem to be fairly entitled to a hand in the fixing of the grain standards.

AGRICULTURAL DEPRESSION IN THE UNITED STATES.

A committee of the house of representatives has been investigating the effect of tariff legislation upon agriculture. At the outset we may say that the Democrats have a majority in the house, and a somewhat adverse report may therefore be looked for; but allowing for this, the committee submit evidence to prove that the farmers of the republic have been losing ground steadily. The figures presented, indeed, show a serious state of depression among the farmers of the United States.

The report says that "facts and statistics collected show a steady decline in the prices of farm property and farm products under the several tariffs in force since the war. Though other interests were prospering under the low tariff law of 1846, the report says that agriculture then enjoyed its greatest prosperity. The report gives a table showing a decrease of \$355,586,795 in value of farm lands from 1870 to 1880, and a decrease of \$175,876,104 in the value of farm products for a period of eighteen years from 1870 to 1888. A comparative table is given showing a large increase in volume and profit of the banking and railroad business. Other statistics are given to show that while the crops have increased in volume the depression in prices has stripped the business of all profit. Touching upon the price of wool, the report contends that the tariff imposed upon imports has been of no practical benefit to the consumer, and this is also true, the report says, in all other products upon which an import duty has been imposed."

"The Republican reciprocity programme is vigorously attacked by the report, which characterizes it as being the flimsiest and boldest attempt to deceive the farmers. Nearly all the South American countries being agricultural in their nature, the local supply, the report says, is fully equal to the demand, and any reciprocal interchange with them could not prove of advantage to American farmers. The farmer, therefore, is obliged to practice most rigid economy to clothe his family and pay the interest on his mortgaged home. In conclusion the committee say that the present tariff law is most unjust and if persisted in will prove ruinous to the greatest of all interest—agriculture. Representative White, of Iowa, adds a supplement to the report, showing that live stock interests have declined on account of the tariff."

LOSS FROM HOLDING WHEAT.

The loss which the farmers of Manitoba have sustained on last year's wheat crop, through holding for higher prices, will never be known. That the loss has been enormous, is certain, but to even approximately estimate it is impossible. Last fall the country was full of bulls, and everybody predicted high prices for wheat. The farmers were misled and many of them held for the high prices, which never came. During a considerable portion of the fall and winter, very fair prices were paid in Manitoba country markets for wheat. At times the prices paid to farmers here were in excess of export values, but this did not pre-

vent many from holding. Some hold the stuff in their private granaries. Others stored in farmers' elevators, or shipped to public elevators for storage, paying storage, insurance and other expenses, and after all this, their wheat, if in good condition, is not worth nearly as much as it could have been sold for last winter, for spot cash of course, and this with out taking into consideration at all the cost of carrying. But this is not the worst feature. A great deal of this held wheat is not salable at any price, for the reason that it has gone bad since the warm weather set in. The bulk of last year's crop was not in good condition for keeping over summer, owing to the vast quantity of more or less damp grain. It was salable during the winter, but much of it could not be handled at all after the weather became warm. Shippers who tried the experiment now have sorrowful recollections and depleted pockets as a result. Farmers and shippers are therefore in the same boat. That is, the farmers who did not sell last winter. The farmers who did sell, have come out away ahead of the dealers, for the season has been a losing one to the latter all through. In fact everyone who has touched wheat has lost by it this season. As for the farmers who did not sell, we hear of some of them who stored their grain in the country elevators last winter, who have lately been hauling it back to their farms for feed.

Every season brings its lessons. It can be absolutely proved by figures which do not lie, that the custom of holding wheat, as a general rule, results in loss. If farmers will hold wheat, however, the lesson is, that they should be absolutely certain as to the keeping qualities of the grain. It is simply the height of foolishness to hold grain, unless it is in perfect condition to stand the warm weather.

Immigration Statistics.

The returns for the month of July show the arrivals at Winnipeg as follows:

British	2,233
Canadian	1,391
German	440
Icelandic	174
Scandinavian	164
French	81
Miscellaneous	2

Total 4,534

These settled in the districts as follows: Manitoba, 2,170; Territories, 1,832; British Columbia, 532.

The returns for the year to date show the following totals:

	Manitoba.	Territories.	B.C.	Total.
January	277	140	49	475
February	354	210	102	756
March	3,070	2,350	601	6,027
April	4,012	3,014	414	7,447
May	2,517	2,017	500	5,064
June	1,851	1,551	409	3,814
July	2,170	1,832	532	4,534
Totals	14,897	11,153	2,607	28,847

Minnesota and Dakota Crops.

The fine weather of the last few days has changed the prospects of the wheat in yield and quality. The change is materially better and with the improvement the hopes of farmers have increased correspondingly. The hot weather did little apparent damage and something of the kind was needed to push forward the crop already some two weeks late. Much of the wheat is in the dough and more in the milk but whether in the one or the other, the weather is causing wonderful progress to ward long and well filled heads. The weather is of

the quality also to tone up the heavy grain that lodged and aid it so far as weather can to rise again. South Dakota promises well yet, with a prospect of total yield considerably more than last year. That large region of which Brown county is the centre, that missed a good crop last year, is better now than it ever was before, with the other portions about the same as a year ago. In addition to that the acreage is more than ten per cent. larger, giving an encouragement for the largest crop yet produced in South Dakota. North Dakota will reduce its yield more than South Dakota will increase and there will be a falling off in Minnesota also. Last year the total crop was about 160,000,000 bushels for the three states. They promise now about 125,000,000 bushels this year, going above or below according to the weather for the next few weeks.—Minneapolis Market Record.

Manitoba.

F. A. Richardson, general store, Oak River, is moving to Pipestone.

Geo. Patterson, baker and confectioner, Trohorne, has opened a branch at Holland.

The Icelandic Trading Co. of Manitoba, limited, Winnipeg, has been granted incorporation.

S. A. Ripstein has purchased the Brownlow stock of dry goods, Winnipeg, from Geo. Clements.

Cavanagh & Cooper, general store, Roland, have dissolved partnership; W. J. Cavanagh continues.

The Toronto Hide company, burned out in Winnipeg a short time ago, will erect a branch warehouse at once.

The contract for the erection of the new fish hatchery at West Selkirk has been awarded to Mr. Thompson, of Winnipeg.

D. H. Coates, fruit, confectionery and cider manufacturer, Winnipeg, has sold out the fruit and confectionery business to James H. Dawson.

The corner stone of the building to be used by the Winnipeg board of trade and the grain exchange was laid on Thursday last with due formality.

The July number of THE MANITOBIAN is perhaps the best issue of this new magazine yet published, being in enlarged size, and freely illustrated.

T. Paradino and James Murray have purchased the Royal hotel, Binscarth, from F. McPherson and intend making extensive improvements on the building at once.

The stock of C. F. Herbert, Winnipeg, will be sold at a rate on the dollar on 9th August, consisting of crockery, glassware, groceries and fixtures \$267.34; book accounts, \$548.90.

Harvesting begins this week, writes a Napinka correspondent. Robt Baker starts cutting barley on Wednesday. James Anderson says that his "Wright's favorite" wheat will be ready to cut by Aug. 8.

A large party of delegates from Vermont, numbering about 40, arrived in Winnipeg last week to spy out the land. The party is in charge of D. J. Waggoner, colonization agent, Edmonton, Prince Albert and other districts will be visited.

Some time ago, the Brandon city council passed a by-law imposing a license of \$200 upon butchers. The butchers determined to test the validity of the by-law and refused to take out a license, and they have succeeded in having the by-law quashed.

Letters patents have been issued incorporating Edward L. Drowery, William W. Douglas, Joseph A. Richard, Joseph G. Carroll and Charles J. Campbell, under the name of the License Holders' Benefit Association of the Province of Manitoba.

During the month of July the Canadian Pacific railway department at Winnipeg sold 11,000 acres of land. For the same period last year 11,579 acres were sold. For the seven

months just closed \$932,000 worth of land has been sold by the company.

The Deloraine and Napinka branch railway was completed on Friday night, July 22nd, and the first train from Napinka ran into Deloraine station that evening about 10 o'clock. This line, says the Deloraine Times, was much needed, and will prove a great benefit to those farmers between here and Melita and Napinka.

Capt. Robinson is building a new store at Solkirk, which will be the largest store in the town. The captain is also building an addition to his planing mill at Solkirk, in which he proposes putting a saw and carriage with which to cut the logs taken out last winter at Fisher Bay, the mill at the latter place having been burned.

Assiniboia.

Work on the Soo line railway, from the C.P.R. main line west of Regina, to the United States boundary, has been commenced.

Wahs, general store, Oxbow, has sold out to J. T. Craig. Colwell & Enderby, butchers, of the same place, have sold out to Wheatley & Martin.

Alberta.

Winn, bakery, has opened in business at Innisfail.

A. F. Tero, jeweler, Lethbridge, has moved to Donald, B.C.

Sam Smith, blacksmith, has opened in business at Innisfail.

H. B. Rose & Co., tailors, Lethbridge, are moving to Winnipeg.

S. H. Davis, livery, Lethbridge; closed out under chattel mortgage.

A new hotel, the Queen's has been opened at Calgary by J. S. Clarke.

W. G. Ibbotson and F. Kernohan have opened a fruit store at Edmonton.

R. Evans, of Macleod, has purchased the Macleod hotel from Conrad Bros.

Hill & Wallace, dry goods and furnishings, Lethbridge, are moving to Canmore.

Lindsay & George, physicians, Calgary, have dissolved partnership by mutual consent.

The Edmonton immigrant shed has been crowded ever since it was opened in the spring.

The new Poplar lake cheese factory makes five cheese factories in the Edmonton district.

The Macleod Gazette, published so successfully for the past ten years by C. E. D. Wood, has been leased to R. G. Matthews, who will hereafter manage the paper.

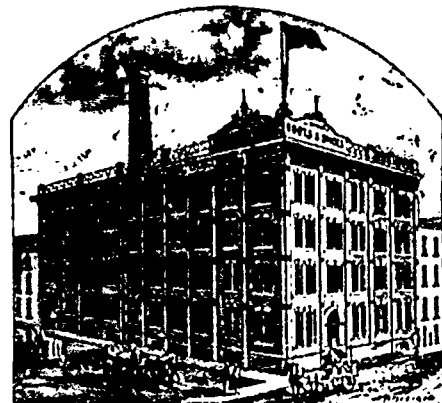
North-West Ontario.

D. A. McLeod and John Smith have bought out Harry Smith and Ed. Martin, fruits, Fort William.

The wholesale lumbermen of Rat Portage and Keewatin have extended invitations to the Winnipeg dealers to participate in a two days trip around the Lake of the Woods and up Rainy river, which takes place on the 9th and 10th inst. The Citizens' band of Winnipeg have been engaged to supply the excursionists with music.

Oatmeal Becoming Popular.

The curious will note that one of the most noticeable features about the export trade of Boston for the month of May was the increase in oatmeal sent abroad. There was a gain of more than 200,000 lbs in this item as compared with a year ago. Johnson described oats as an article which Englishmen fed to their horses and Scotchmen to themselves. But evidently, from the way in which the oatmeal trade is growing, the Scotchmen are converting the world to their way of eating, if not to their way of thinking.



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Sir Charles Tupper on the Proposed Preferential Empire Tariff.

The following is a full report of the speech Sir Charles Tupper delivered before the Congress of Chamber of Commerce of the Empire in submitting the amendment of the Montreal Chamber of Commerce proposing a slight preferential duty within the empire and against the foreigner. The resolution before the meeting was that moved by Mr. Medley, of the London Chamber of Commerce, declaring the proposal of the preferential tariff to be "politically dangerous and economically disastrous." Sir Charles, who was received with general cheers on rising, said:—

"Sir John Lubbock and gentlemen, I am afraid that one and all of you will regard it as great presumption on my part that I should interpose at this portion of this most important discussion—(cries of "no")—but I may say that, I have devoted over thirty-seven years of my life to the examination of these questions, and especially to the great and important question to every colonist of how we can best preserve and hand down to our children and to our children's children to the remotest period the priceless benefits of British institutions, and to maintain our connection with this great Empire of which we are so justly proud, you can readily understand the interest that I feel in a discussion such as is taking place to-day. (Hear, hear.) It is deeply to be regretted that the general election is taking place in this country at the moment of the holding of this important congress. (Hear, hear.) It naturally distracts the attention of the public; it prevents many gentlemen filling important positions in the Parliament of this great country from taking the advantage of being present, though I venture to believe that, great as are the issues which occupy the attention of the two parties in this country to-day, they are not—looking at the question from an Imperial standpoint—more vital to the interests of this empire than the question which this congress is discussing. (Hear, hear.)

TARIFF AND NATIONAL PROSPERITY.

I was struck with the manner in which, able and eloquent as the mover of the resolution (Mr. Medley) was, he was obliged to take almost everything for granted. It is a convenient mode of advocating a question, but I am not prepared to admit that the historical argument is in favor of free trade. If it were, that is no reason why, forty of fifty years after the adoption of that policy, in this world of change it might not become the duty of statesmen to consider how far it is necessary to ascertain whether that which at one period of the country's history was a wise and judicial policy might not with advantage be amended. (Hear, hear.) Now the mover of this resolution says that the historical argument places any question as to the policy of free trade out of the range of consideration altogether. Why? Because, he says, England has prospered under free trade. Well, I can only say that, having the honor to belong to the medical profession, when I was engaged in the active practice of that profession, my great difficulty was to ascertain whether I had cured my patients, or whether they had got well in spite of my treatment. (Laughter and cheers.) There is a great difficulty between the *post hoc* and the *propter hoc*, and it is a difference that it would be well to keep in mind. But we must not forget what changes this country has seen within the period since the adoption of free trade. Who is to say how far the enormous gold discoveries of Australasia have not aided to give a great impetus to England? But I would ask whether the historical argument is not capable of being enlisted on the side of protection? What of France? What of the United States of America? In France and in the United States the world saw those great countries struck down by gigantic wars—in one case on internecine

war—and they found both those great countries overwhelmed with debt, and many people thought completely prostrated by the blow they had sustained. What policy is it that has restored France to the proud financial position it occupies to-day? and that has made the United States of America show such brilliant results? I say that under a policy of protection they have swept off the enormous incubus of gigantic debt, and have placed themselves and their credit pre-eminent among the nations of the world. (Cheers.) Then I would ask has not the progress and prosperity of the Colonial Empire been as great as that of the British Islands themselves? I say it has, and I say that that progress and that prosperity, as you all know, has brought those intelligent offshoots of the mother country to the conviction that a policy of free trade, even if beneficial and advantageous to the mother country, is one under which it would be practically impossible for them to attain the position which, in the interests of the empire, we all rejoice to know that they have attained. (Cheers.)

THE MONTREAL AMENDMENT.

Now under these circumstances, I propose to ask your permission, Mr. Chairman and gentlemen, to move an amendment to Mr. Medley's resolution, so that we may have a straight and complete issue on this vitally important question. I propose to ask your permission, and I have already obtained the permission of the representatives of the Montreal Chamber of Commerce, to allow me to move as an amendment to this resolution the proposition which I shall now read, and which is in your hands:—

"Whereas the British Empire, covering one-eighth of the inhabitable globe, with a population of three hundred and fifty millions, can amply supply the home market with the productions of every clime at the lowest possible cost, and

Whereas a national sentiment of mutual interest and brotherhood should promote more extended commercial relations between the mother country and its many colonies and possessions, Resolved:—

That in order to extend the exchange and consumption of the home staple productions in every part of the British Empire, a slight differential duty should be adopted by the Imperial and Colonial Governments in favor of the home productions against the imported foreign articles.

I am proud to be able to tell you that the Montreal Chamber of Commerce represents the French element in Canada, and in presenting this resolution for your acceptance I am offering it from that important section of our countrymen who are denominated French Canadians, and are represented here by Mr. Perrault and another gentleman; and I have asked my friend, a distinguished member of the Canadian Parliament, Sir Donald A. Smith, who is one of the representatives of the board of trade of the great commercial centre of Canada, Montreal, to second the amendment which I shall move. It is because we believe, and the Parliament of Canada believes, and it has endorsed the same views in the fullest and most complete manner, that this great empire possesses the enormous vantage ground of having within its domains, and under its control, countries which are able to furnish to every portion of the Empire everything that the heart of man can desire for consumption, luxuries and otherwise, that we urge this resolution upon you. We believe not only that if there is any country in the world that has the means within itself of supplying itself with everything it can require it is this country, but that the mutual supply and interchange of these articles within the Empire upon different terms from those enjoyed by foreign countries would tend to build up this great Empire and bind it and its outlying portions together in the most indissoluble bonds. (Cheers.) I am not prepared to advocate this policy on the ground that one or two gentlemen mentioned to-day—that it is essential to the retention of Canada to the Crown that this or any other policy should be adopted.

I have no hesitation in saying that if matters were to stand as they do stand, much as I believe they should be altered, we should remain and the people of Canada would remain true to the flag and true to the Sovereign. (Loud general cheering.) If at the same time this great Empire can adopt a policy that will not only bind all its outlying and component parts more strongly together, but unite them by that powerful tie of self interest which comes strongly to the aid of the great sentimental tie that now unites us; if this be true, I say it is worthy of the consideration of Imperial statesmen—and to use the term in its broadest significance as it is understood here and in Australia, and Canada, and South Africa—to consider by what means the Empire may be made still greater, still grander, and still more prosperous than it is, and may become united not only for the present but for all time. (Cheers.)

ARE COLONISTS FOREIGNERS?

The mover of this resolution said that it would be a very difficult matter—he said, "You cannot take a step in this direction without abrogating the treaties that now exist between Belgium and Germany and this country, and without involving a very serious disturbance of trade with them and of the trade with this country, and that is too much to ask." Well, I don't agree with that proposition. I say that if these Chambers of Commerce, if the gentlemen who are present will look at the statistics, they will find that last year this country imported from Belgium £17,353,776 sterling worth, and that they only exported to Belgium £7,638,911. If they look at the trade statistics they will find that this country imported from Germany £26,073,331 sterling, and that they only exported to Germany £19,293,626. What follows? Why, it is perfectly apparent from these figures, that if Her Majesty's Government said to Belgium and Germany to-morrow—and I am happy to say that we have that pledge from Lord Salisbury, the President of the Board of Trade, and the Chancellor of the Exchequer on the floor of the House of Commons, that England will avail herself of the very earliest opportunity of getting rid of these two very properly termed unlucky treaties, the answer would be a favorable one. (Loud cheers.) And, mind you, there is no object in the world in getting rid of these treaties except to enable England and her colonies to draw more closely together than at present by fiscal relations which shall place the colonies and the colonists of England in a different position from foreign countries and foreigners. Why should England wish to make foreigners of her own people? Does Germany act upon that policy? Does France or Spain treat her colonists as foreigners? By no means. England stands alone in that regard. And I am not surprised to know that every statesman, Liberal and Conservative, in this country agrees that it is most desirable to get rid of treaties that compel England to treat her colonists as foreigners. But what is the difficulty? It is perfectly palpable, if you look at the much greater importance of those treaties to both Belgium and Germany, that what England wants may be done, that is to eliminate that single clause from the treaty that prevents her trading with the outlying portions of her Empire, as every country in the world trades with the outlying portions of its empire; and say, if you do not do it, we shall be compelled to denounce those treaties. Does any person suppose that with the figures now quoted, showing a great import into this country from Belgium and Germany, and to an enormous balance of trade in favor of Belgium and Germany—that they would not agree at once to the elimination of this objectionable clause rather than lose the great advantages they gain under these treaties. (Hear, hear.)

THE CONVERSION OF LORD SALISBURY.

The mover of this resolution said that one vital objection to the principle of my amendment was Lord Salisbury's declaration that it

could not be applied to food products. I don't know whether that gentleman is a very ardent supporter of Lord Salisbury or not; but I would say this, that I am quite aware that Lord Salisbury marred what I thought was a very admirable speech by saying that it would not do to apply it at present to food products. But then, if you look at the address to which Lord Salisbury has issued this morning and has sent broadcast throughout the country, you will find that Lord Salisbury has there stated that whenever he finds himself mistaken he is quite prepared to change—(Hear, hear and laughter)—and therefore I do not despair of being able to convince that high authority that he may profitably extend this policy to the food products, as well as to luxuries, silks and satins, and things of that kind. But I am met by the statement—which is also an assertion the accuracy of which I am prepared to challenge—that you cannot apply it to food products without increasing the cost to the consumer in this country. (Hear, hear.) But even if that were true it would have no reason on its side, if you could show the consumer that by a little increased cost of bread and meat he would obtain a much larger market for the products of his industry, and would be working full-time instead of half-time as a result of the policy. (Hear, hear.) I say, then, that it would be a perfectly wise and sound policy to accept even if the effect was to increase the cost of food. But I deny that this would be the effect. The only way to deal with questions of this kind is to bring them to the test of the stern logic of facts. And what are the facts? This is not a mere hypothesis; it has been tried. France has tried it; Germany has tried it; and they, having put on a much higher tariff on food products than would be proposed by any person in this country, have the proof to offer to the world that the price of bread was not increased. (Hear, hear.) I say more: we have the evidence under our eyes at this moment in the statistics of the price of grain at Mark Lane—the great market that we have for corn—that an increase of 5s per quarter in the cost of corn has never affected the price of bread. Not only have we the proof of that, but we have the proof that we require it to increase by 10s a quarter before it makes the difference of ½d in the price of the 4lb loaf. (Hear, hear.) What is happening at this moment? Corn has gone down, and is being freely purchased in this country at more than 10s less than was paid two months ago, and there has not been a similar reduction in the price of bread. (Hear, hear.) Yet you don't require to go outside the city of London to find conclusive evidence that there is an idea that a small impost on food products would increase the price of bread. This argument might be elaborated, but the statistics have been gone into, and in another place I have submitted figures on that subject. Therefore I will not detain this congress by following out this consideration further. I shall only say that there is every reason to know that the prevalent idea is unfounded.

WHO IS TO COMPLAIN.

But what more? I trust that no representative from any Chamber of Commerce, in however remote a portion of the Empire represented here to-day, will deny that trade follows the flag, and if that be so, then every quarter of corn that comes from a Colony will make a return by taking a larger amount of the products of British industry than if that corn came from a foreign country. (Hear, hear.) I do not require to be driven to a policy of Protection at all to sustain my argument. I hold that no intelligent man in any part of the world can contend at a time when the United States has a tariff of, as you were properly told to-day, over 60 per cent. against the products of this country, that an imposition of a duty on foreign products coming into this country of 5 per cent. is Protection. Where is the man who will take that ground? Why he would be ridiculed. The mover of this resolution closed his address by an eulogium of the Free Trade party in the United States. I think it would as-

tonish most men of the Democratic party if any person were to tell them that they had propounded any policy that would not be regarded as a very highly protective policy in this country. (Hear, hear, and laughter.) This is no remote matter; it is a matter of recent history. The tariff of the democratic party when they were in power four years ago is before the world, and in this country that would be regarded as a very high protective tariff. Therefore, I say, the question of Protection really does not arise at all. No man who remembers what is being done in France, Belgium, and the United States can for one moment pretend that an impost of 5 per cent.—which I maintain after the closest examination of the question would be all that would be necessary to vitalise the Empire and to build up its outlying portions to sustain many millions and make England as great and strong in those outlying portions as she is here—would be Protection. But I was astonished and I felt I may say almost humiliated when I heard the argument advanced that England dared not adopt this policy. (Loud and prolonged cheering.) Who is to complain? There is no discrimination proposed. It is a policy that would not touch the most-favored-nations clause in any of your treaties; it is a policy that would enable England, while ceasing to treat her Colonists as foreigners, and while giving a slight advantage to her own people in the outlying portions of the Empire, would treat all foreign countries on the same even keel, and would impose a duty so slight upon their products that it would be a duty utterly insignificant compared with their tariffs.

A COMPLIMENT TO THE FOREIGNER.

But what else would it do? Why 5 per cent. upon foreign products would give you more than the whole cost of the Imperial navy, leaving that which you receive from the Colonies out of view. If, therefore, you can attain that result I want to know whether you could not reconsider the incidence of taxation, and if there be any class in the smallest degree affected by a slight enhancement in the price of food—whether that could not be met out of the sixteen millions sterling which foreign countries would pay for coming into your country. Now, another argument is used—that at present three-fourths of the trade of this country is foreign, against one-fourth that is British. But I think most of you will remember that it is not many years ago since that eminent statesman, the Right Hon. W. E. Forster, declared that he was astounded to find that when foreign trade was sinking what kept England in her own position was an increase in her Colonial trade. And I say that our policy, slight as the impost would be, and open to such little objection as it can be, would be a policy only requiring to be put in practice to give results which—so far as the development and progress and prosperity of the other portions of the Empire are concerned—it would be difficult to overrate. I may say, however, that this country is not exactly a Free Trade country. (Cries of "No.") I believe that England obtains more revenues from Customs duties than the United States does in proportion to the population, and that is regarded as the very highest type of Protectionism, and it would not be going a very great distance if the statesmen of Great Britain were to say, that in addition to the twenty millions sterling which they now levy in Customs duties, they proposed to add to that 5 per cent. upon all the products of foreign countries sent into England. I think that would not excite any hostility. (Hear, hear.) But when I am told that this would excite retaliation and that something more terrible than the McKinley tariff would be inflicted upon us, I reply that I believe the people of foreign countries and the New World would respect you for having the courage to imitate them, although you would not imitate them to the extent which they had gone. (Hear, hear.) The alteration so far as it would go, would be a compliment to them by showing that England was inclined to adopt a little of their policy.

ENGLAND AND THE UNITED STATES.

I do not intend on the present occasion to say anything in reference to the great Republic lying to the south of Canada at which any offence could justly be taken; but I am bound—after what I have heard in this hall to-day—and after the suggestion that we must speak with bated breath in the presence of the fact that there is a Presidential election now going on in the United States—I am bound to say that I believe that that is an utterly mistaken policy. (Cheers.) There is no people on the face of the globe that understand or respect any country better than the United States does when they see that country adopting a wise, judicious, independent policy in its own interests. They have done it themselves. Have your efforts at conciliation—your efforts to induce the United States to treat this country reasonably—not with such favor that you are afraid to make any alteration? What is the fact? In 1890 England took from the United States £97,000,000 sterling worth of their products without the imposition of a farthing of duty. She opened her arms and received everything they had to send, let it be in competition with whom it might. And how much did they take in return? £32,000,000, or not within two-thirds of what they sent into this country, and required to be paid for by sending cash out of the country because they would not make an exchange. (Cheers.) But were they satisfied with this? Did they think that the balance in their favor of two-thirds on the interchange between the two countries was sufficient? Not at all. They sat down and constructed the McKinley tariff to see how much they could reduce the paltry £32,000,000, and by one stroke of the pen they knocked off by that tariff 10 per cent. of that £32,000,000. (Loud cheers.) Judging from that, they do not appear to be disposed to show any material appreciation of the treatment they have received from this country. But what more did they do? Like a great octopus they threw their tentacles over South America, the Antilles, and the West Indian Islands with the intention of driving out British trade. (Cheers.) And they are going to do it. Read the language of the British Consul in Brazil. What does he tell you? He tells the people of this country: "You must make up your mind to lose the British trade in Brazil because the United States has got hold of the trade of Brazil under the reciprocity clause of the McKinley Bill."

A BLOW AT CANADIAN NATIONALITY.

But they have done that which I hold to be a greater crime—a greater wrong to this country—I won't use the word "crime" in relation to fiscal arrangements. (Hear, hear.) Not only have they striven to drive England and Canada completely out of the southern hemisphere, but they have turned round upon Canada, and in violation of their own policy—for there is no such principle in the McKinley Bill itself, which was a Bill propounded with a view to aiding the manufacturing industries of the United States, a Bill brought in, it was said, in consequence of the pledge given by the Republican party to the manufacturing interests of the United States—they turned round in violation of their own assumed object of the Bill, and applied portions of it to Canada. (Cheers.) And what did that do? It injured the manufactures, because it enhanced the cost of living in the United States, and was, therefore, against the manufacturing interests. What induced their policy? Nothing but the mistaken idea that by imposing that duty upon the only products for which the United States offered at that time our principal market, and, as they believed, an essential and necessary market, they could bring the Canadian producers to their knees, and leave us no alternative but to become part of the United States of America. (Cheers.) There could never be a greater wrong to this country as well as Canada. I see no reason for it but the one I have stated. In 1890 Canada was receiving

(Continued on page 1255.)

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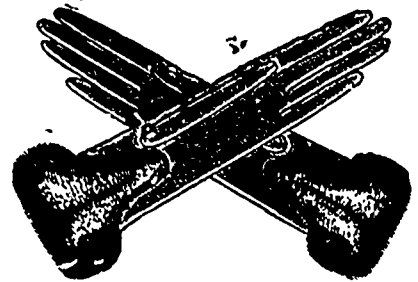
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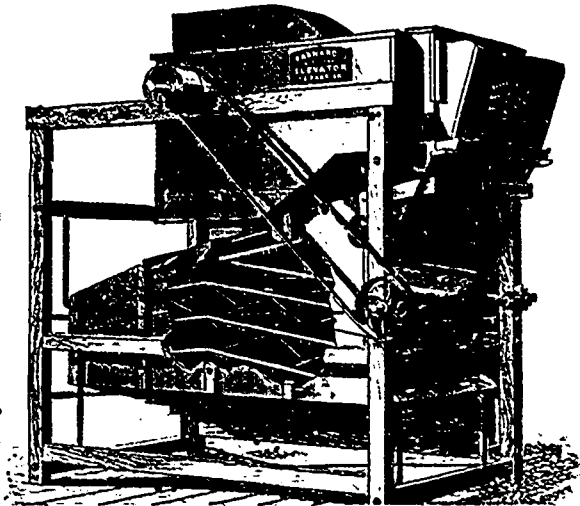
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WINNIPEG MARKETS.

SATURDAY AFTERNOON, August 6.

[All quotations, unless otherwise specified, are wholesale for such quantities as are usually taken by retail dealers, and are subject to the usual reductions for large quantities, and to cash discounts.]

The situation is hopeful so far as regards the crop outlook. The weather has continued favorable to the growing crops, and the announcement of the cutting of a few fields of early grain, has inspired hope that the harvest will come through all right. General wholesale trade is quiet, and in fact the season's sorting trade in such lines as dry goods, clothing, etc., has been disappointing. Slow collections is the rule. This is probably the most unsatisfactory feature of the season's trade, the complaints of slow payments being very general. August 4th was a heavy settling day in the dry goods and clothing trade, and it has made a poor showing, as was expected, a very large portion of paper not having been met, though the next few days are expected to bring in further returns. Very few failures of any importance have been reported for some time, and the disposition seems to be to carry the weak ones at least until it is known what the harvest will do for the country. Discount and general interest rates are unchanged at 7 to 8 per cent, at which range the bulk of business is done. Labor is well employed. Railway building continues active, and is employing a large number of men. The "Soo" railway was put under construction this week, and there was difficulty in securing the men required for the work. The harvest will soon call for a considerable number of hands, but there will not be nearly so many required for this work as last year, as the bulk of straw to be handled is very much less than last year, while the large immigration this season provides a larger number of hands at home. Excursions of harvest hands will be run from Eastern Canada, but we will be able to get through the harvest with less outside help than last year. Immigration returns continue to show very satisfactory results, and a splendid record has already been made for this season. Several parties of delegates from different sections of the United States, are now here, with a view to looking into the advantages of the country as a future home for themselves and their friends. Sales of farm lands are vastly in excess of any season in recent years, though owing to the reduction in the price of Canadian Pacific railway lands, the average price is low. Private lands in settled sections show some appreciation in value. Building operations are fairly brisk in Winnipeg and also at several outside points.

DRIED FRUITS—Quotations are: Dried apples, 5½ to 6c; evaporated, 8 to 9c; figs, layers, 10 to 14c; figs, cooking, 4 to 6c; dates, 6 to 9c. Valencia raisins, new, \$1.25 to \$1.75 per box; Sultans, 10 to 11c per pound. Currants, 6 to 8c; prunes, 6 to 9c. Evaporated fruits are quoted: apricots, 11 to 14c; peeled peaches, 17½ to 18c; unpeeled peaches, 12 to 12½c; pitted plums, 11 to 11½; cherries, 13 to 13½c; pears, 12½ to 13c; nectarines, 11½ to 12c; raspberries, 15 to 20c.

DRY GOODS—The season's sorting trade in dry goods, clothing, etc., is now about over, and makes a poor showing. The sorting trade has been light—almost a failure. In a short time fall goods will be going out, and as usual will be dated ahead. The long and dangerous credit system is still to be the rule in these branches. Very soon after the 4th of August accounts are arranged, the shipment of fall and winter goods will begin, and dealers will have to look a long time into the future for payment. In case of weak customers, shipments may be held back some time longer. These conditions are very unsatisfactory and unbusinesslike. There is a disposition on the part of some re-

tailors to hold back their orders until after harvest, but as the wholesaler takes the risk, others will be quite willing to take the goods at any early date the wholesaler may ship.

DRUGS AND CHEMICALS At this season of the year there is a large general demand for disinfectants, and this year it appears to be larger than usual, causing firm prices for carbolic acid, camphor, chloride lime, sulphate iron, etc. There has been an unprecedented call for vaccine points, on account of the small-pox scare, and it has been difficult to keep up the supply. Quinine is firmer abroad. Linseed and olive oils are reported a shade lower, shellac tending upwards, and caraway and hemp seed higher in central markets. Local prices are still as quoted last week:

FISH—Fresh fish were scarce last week, on account of the difficulty of keeping up stocks of supplies brought from a distance in such warm weather. White fish were the only article in good supply all the time. They were unchanged at 5½ to 6c. Fresh salmon and trout, when obtainable were held at 11c for salmon and 9c for trout. Cured fish quoted: salt Labrador herrings, \$4.75 to \$5 per half barrel; boneless codfish, 8 to 8½c per lb; smoked herrings, 22 to 25c box.

FUEL—Wood is very firm, and though the demand is light the supply is limited. For city use, people are going more into soft coal, on account of the high price of wood, and as soon as the new Souris coal mines are ready to supply the demand, there will be a much larger consumption of coal. So far only one car of coal has arrived from the new mines, recently opened up by the new Souris railway, but in about a month it is expected that work will have sufficiently advanced at the mines to permit the shipment of coal to meet consumptive requirements. As previously stated, the new coal will sell in Winnipeg at \$1.00 per ton on track, and \$4.75 delivered in the city from the yards, in single ton lots. Galt coal sells retail delivered at \$7.50. Pennsylvania anthracite has been advancing very rapidly at the mines of late, owing to the combination which was formed a while ago, and local prices here are \$1 higher, making the retail delivered price here \$10.50 per ton. Wood—tamarac, birch, oak, etc., \$5.50 on track, per cord, or \$6.50 delivered, and choice quality sometimes held at \$7 per cord. Poplar, \$3.00 to \$3.50 per cord on track; \$1 per cord more delivered in the city, retail.

GREEN FRUITS—Business has continued very brisk, and what with the large demand, and the difficulty of keeping up supplies during such warm weather, the dealers have had more than they can do. The hot weather has made it difficult to get in fruits in good condition, and customers are waiting to snatch up receipts of good quality as fast as they arrive. Blueberries are arriving freely. Cherries and apricots are over for this season. Plums are scarce, and have been so all the season. A few southern black grapes are arriving. Prices are: California Valencia oranges, \$7.25 to \$7.50 box; St. Michael oranges \$7.25 to \$7.50; California seedling oranges \$6.25 to \$6.50. Messina lemons \$6.75 box; bananas \$2.75 to \$3.25 per bunch; tomatoes \$1.75 to \$2 box; California peaches \$1.50 to \$1.75 box; plums \$3.75 per 20 pound box; pears \$3.50 to \$4 per 40 pound box; southern black grapes \$1.25 to \$1.50 per 10 lb basket; blueberries 6 to 7c lb; watermelons \$5 to \$5.50 per dozen. Native wild and cultivated small fruits have been offering freely on the street market, and have sold at about \$2 per 10 quart pail for raspberries, \$1 per pail for currants and gooseberries, and 75c for blueberries. Prices for these native fruits have varied considerably, but the bulk are sold at quotations named.

HARDWARE, PAINTS, ETC.—There are no important features in the hardware trade, and business is rather quiet all around. Prices are unchanged as quoted last week. Considerable eastern linseed oil has been selling here of late, in competition with the local product, which is

also in plentiful supply. The eastern combine in linseed oil and turpentine does not affect this market, the combine being among eastern wholesale dealers, and not among manufacturers. It enables eastern dealers to make a better profit in their local trade.

NUTS—Fancy stock is quoted: Taragona almonds per pound, 16 to 17c; Grenoble walnuts; per pound, 15 to 16c, polished pecans, 17c to 18c; Sicily filberts, large, 13 to 14c; Brazils, 12 to 13c; chestnuts, 13 to 15c; peanuts, green, 14 to 15c; peanuts, roast, 16 to 17c. Coconuts, \$9 to \$10 per 100.

SUGARS—Sugars are unchanged. Prices are: Granulated 5 to 5½c; lumps 5½ to 5¾c; powdered 7 to 7½c; yellow 4 to 4½c; sugar syrups 2½ to 3½c per lb.

GRAIN AND PRODUCE.

WHEAT—Buyers are still on a number of country markets, taking what is offered in shipping condition, but the quantity now offered is dwindling down, and will soon practically cease, as harvest approaches. The top price paid farmers in country markets appears to be about 60c per bushel, but the bulk of the offerings do not bring this price, and at some points the top price is not equal to 60c. A good many farmers who are dissatisfied with prices offered at their home market, have been selling in car lots, and they have in some instances suffered considerable loss by shipping wheat which was out of condition and which heaped in transit. They thought they were being imposed upon by their local buyers when they were told that their wheat would not stand shipping, and in some cases they had to learn this by experience. There has been a great deal of talk about wheat going bad in transit, or stuff that was in store east having to be thrown out, but it is believed the quantity so stated is greatly exaggerated. It is easy to magnify one car of fermented wheat into a large quantity. Still, there has been some loss of low grade stuff which was held in store, or heated in transit. The quantity of wheat in store at Fort William on July 30 was 921,936 bushels, being a decrease of 92,013 bushels for the week, and a decrease of 1,403,190 bushels from the highest point of the crop.

FLOUR—There is no change in the local market, and prices are still held at about last quotations, though some cutting is reported, and with round lots selling at considerably under broken lot prices. Prices are quoted as follows to the local trade in small lots per 100 pounds: Patents, \$2.30; strong baker's, \$2.10; XXXX, \$1.10; some special brands of XXXX range up to \$1.20. Less than 100 pounds sacks 3c. extra per hundred.

MILLSTUFFS—While prices are nominally quoted the same, actual prices paid range lower, and we learn of sales of bran on local accounts at \$8 per ton, and shorts at \$9. We quote bran \$8 to \$9, and shorts \$9 to \$10 per ton to the local trade.

OATS—Oats are somewhat higher for city consumption. Farmers deliveries in the city of late have not been equal to local requirements, and this has caused an upward movement, as the local freight rate on oats from country points would make them cost about 22c per bushel of 34 pounds on track here. It is difficult, however, to obtain this price, as dealers have been selling from store at lower prices. On the street prices advanced to about 21c per bushel to farmers. Small lots from store held about 22 to 24c. Car lots on track, country points, selling about 17 to 18c. There is much complaint about musty and damp oats, about half the offerings being this way. Farmers are holding considerable quantities. Large exports of oats are reported from Montreal.

BARLEY—Scarcely any movement in this grain. Worth about 22c per bushel locally.

GROUND FEED—There is a wide range in the quality of offerings, and likewise in the price. We quote ground oats and barley chop at \$10 to \$14 per ton, as to quality and quantity.

MEALS, BEANS, ETC.—Oatmeal still seems dull and weak in this market, though a firmer

tendency is reported east. There is a wide range in prices at which the product of different mills is sold, some holding rolled and granulated at \$1.80 to \$1.90 per sack, and other brands are held up to \$2 to \$2.05 and standard meal is lower. Cornmeal \$1.65 to \$1.70 per 100 lb. Split peas \$2.60 to \$2.65 per 100 lbs. Beans \$1.60 to \$1.65 per bushel. Pot barley \$2.60 to \$2.65 per 100 lbs. Pearl barley \$1.15 to \$1.20.

BUTTER—The butter market is dull, with receipts light, as the weather has been too warm for country dealers to ship. There is some going forward to the coast per refrigerator cars all the time. Prices are unchanged, 13c per pound being the top price paid for selections, by dealers, and downward according to quality, with medium and inferior stuff hard to handle, and not wanted as a rule anywhere.

CHEESE—The tendency is easy, and we quote new factory at 8 to 8½c delivered here, with dealers jobbing out in small lots at 9 to 9½c.

EGGS—Dealers are selling in small lots at 13 to 14c, as to quality, etc.

CURED MEATS—Prices are strong and the tendency here and in eastern markets is to advance quotations on some lines. Dry salt long clear bacon, 9½c; smoked long clear, 10½c; spiced rolls, 11c; breakfast bacon, 12½ to 13c; smoked hams 12½c; mess pork \$16 to \$17 per bbl. Sausage quoted: Pork sausage 10c per pound; bologna sausage 9c lb; German sausage 9c per pound; ham, chicken and tongue sausage 9c per half lb packet.

LARD—Compound held at \$1.70 per pail. Pure at \$2.20 per 20-lb. pail.

DRESSED MEATS—Business is slow, and the very warm weather operates against trade. Prices are not changed from a week ago. We quote beef by the side or carcass at 6 to 7c as to quality and demand, hogs are steady at 7½c, with no country dressed offerings; mutton steady at 12½c and veal 7 to 8c.

LIVE STOCK—There is not much movement in cattle. There were no shipments of cattle eastward since the shipments made in the spring, until recently when a couple of loads went forward. Flies have been very bad this season, and it is said this has kept the cattle from improving in condition as much as usual on the pastures. The hot weather is also against exporting. Some fine ranch cattle were brought down to Winnipeg exhibition week, and some of these sold at a price between 3½ and 4c. The Liverpool markets on Monday last was bad, 6d was the top price, and 5½d for sheep.

Poultry—Chickens are in demand at 50 to 75c per pair, and spring chickens at 30 to 50c per pair. Turkeys 11 to 12½c per lb live weight. Ducks and geese 19c lb live.

VEGETABLES—New potatoes have now declined to 90c to \$1 per bushel, and the downward tendency will continue for a while yet. There is abundance of native vegetables of all kinds offering; following are prices at which dealers buy from growers, on the market. New potatoes, 90c to \$1, cabbage, 40 to 60c dozen; cauliflower, 40 to 60c dozen; celery, 25c dozen; cucumbers, 40 to 60c dozen; rhubarb, 20c doz bunches; green beans and peas in pod, 50 to \$1 bushel; beets, carrots, turnips, radishes, onions, etc., sell at about 15c per dozen bunches. Imported tomatoes bring \$1.75 to \$2 per crate of 4 small baskets, and ripe onions, 3½c lb.

HIDES AND TALLOW—There is no change in prices. Though steer hides have been nominally quoted at 4½c for No. 1. Dealers have actually been paying 5c. Prices have dropped ½c at Montreal. We quote: No. 1 cows, 3½c, No. 2, 2½c; No. 1 steers, 5c; No. 2 steers, 4c; No. 3, 2c lb. Real veal, 8 to 13 lb skins, 4 to 5c per pound or about 40c per skin. Kips about same as hides. Sheepskins—25c each. Lamb skins, 30c each. Tallow, 4½c rendered; 2½c rough.

Wool—Dealers quote their paying price at 10 to 10½c for unwashed Manitoba fleece, though some very coarse stuff is bought lower. The western ranch wool, it is said, has been mostly bought up at about 12c per lb, which is fully 1c lower than last year.

SENAGA ROOT—A little competition among buyers has led to an advance in prices, and we quote 25 to 27c per pound for good root.

HAY—The new crop, which is offering freely, is of fine quality, having been harvested in splendid condition. Held at about \$5 per ton on the street market for loose, and \$6 to 7.50 for pressed, in quantities.

Chicago Board of Trade Prices.

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

Wheat was slightly firmer on Monday, closing ½c higher than Saturday. Kentucky reported the largest crop on record. Closing prices were:

	Aug.	Sept.	Oct.
Wheat.....	77½	77½	—
Corn.....	49½	49½	—
Oats.....	30½	30½	31
Pork.....	—	12 27½	—
Lard.....	—	7 50	—
Short Ribs.....	—	7 55	—

On Tuesday, wheat advanced ½c, eased off and closed about ½c higher than Monday. Closing prices were:

	Aug.	Sept.	Oct.
Wheat.....	78	78	—
Corn.....	49½	49½	—
Oats.....	31½	31½	32
Pork.....	—	12 27½	—
Lard.....	—	7 40	—
Short Ribs.....	—	7 65	—

Wheat opened strong on Wednesday, but became weak, prices falling 1½c, but rallied some and closed ½c lower than Tuesday. Closing prices were:

	Aug.	Sept.	Oct.
Wheat.....	77½	77½	—
Corn.....	49½	49½	—
Oats.....	32	32½	32½
Pork.....	—	12 27½	—
Lard.....	—	7 50	—
Ribs.....	—	7 70	—

On Thursday wheat closed ½c higher. The bull features were the Cincinnati *Price Current's* report, confirming previously reported disappointment in the yield, and heavy clearances in the seaboard. Closing prices were:

	Aug.	Sept.	Oct.
Wheat.....	78½	78½	—
Corn.....	51½	51	50½
Oats.....	33½	34	34½
Pork.....	12 47½	12 57½	—
Lard.....	7 50	7 57½	—
Short Ribs.....	7 55	7 82½	—

On Friday wheat declined ½c on the light export demand, heavy arrivals at all winter wheat points and favorable advices from the northwest. Closing prices were:

	Aug.	Sept.	Oct.
Wheat.....	77½	78	—
Corn.....	50½	50½	50
Oats.....	32½	33½	33½
Pork.....	12 55	12 65	—
Lard.....	7 75	7 80	—
Short Ribs.....	7 85	7 85	—

On Saturday, Aug. 6, wheat, September delivery, closed at 78½c.

Duluth Wheat Market.

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

Monday—August 78½; September 78½.
 Tuesday—August, 78½c; September, 78½c.
 Wednesday—August, 78½c; September 78½c.
 Thursday—August, 79c; September 79c.
 Friday—August, 78½c; September 78½c.
 Saturday—August 78½; September 78½.

A week ago July closed at 78½c and September delivery also at 78½c.

The large wholesale hardware warehouse of Jas. Robertson & Co., Winnipeg, was badly damaged by fire early Saturday morning.

BRITISH COLUMBIA.

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

British Columbia Business Review.

August 2nd, 1892.

The quarantine against British Columbia and Victoria in particular has been raised and business is beginning to resume its wonted channels. It is difficult to estimate in dollars and cents the actual loss entailed by the small-pox epidemic, but it has been very great. For two weeks business and traffic were practically suspended. Vessels from Sound to Pacific coast points steered clear as far as possible of our ports, and British Columbia steamers were barred out entirely. The C.P.R. stopped selling tickets and everything except freight business was at a standstill. Now, however, all the avenues of trade have been reopened and business may be expected to revive rapidly. One feature of profit to this province has been seriously interfered with, viz., the tourist travel. Nothing has hurt it so badly in many years, and the season was at its height. It, too, may revive yet, as all danger is over and so far as the cities are concerned the disease may be said to be exterminated.

In this connection it may be stated that THE COMMERCIAL has been criticized for an alleged censorship of the press for the manner in which some of the journals conducted themselves in relation to the epidemic and to each other. This journal, it is said, has gone out of its line to interfere with what it has no business. Precisely the opposite. The smallpox epidemic is essentially a matter affecting the business interests of the Province and as such THE COMMERCIAL had a perfect right to deal with it. As the press is distinctively a consoracious institution it should not itself object to criticism, more especially as the consensus of opinion in British Columbia is decidedly on the side of its being well deserved. It is generally admitted that a great deal of unnecessary harm in a business way was done owing to the journalistic treatment the smallpox received, and after it is all over, some of the editors and reporters cannot but feel ashamed of allowing sectional feelings to have drawn them beyond the bounds of business and journalistic propriety.

Prof Saunders, the World's Fair Commissioner for Canada, has been in the Province making arrangements for the exhibit from here and to see generally what was being done. While in the Province he interviewed Hon. J. H. Turner, Minister of Agriculture, the Provincial Commissioners and a number of manufacturers. The Canadian building is likely to be built of British Columbia woods, which will be a unique feature as well as an A 1 advertisement for our timber resources.

Through the efforts of one or two energetic promoters, the city council of Vancouver has agreed to subsidize the little steamer Sunbury to make direct connection with Chilliwack and up Fraser river points. The first trip has been made and was successful, a large amount of farm produce having been brought down. Another steamer is now being talked of, and now the trade is opened no doubt the amount of traffic will be large. It gives the Fraser river farmers a competing market and Vancouver has the advantage of direct connection.

From the latest accounts the salmon had begun to run in the Fraser and the boats were doing well. Up to this the run had been very poor and backward, and fishermen and cannerymen were very much disappointed and the prospects for a failure were exceedingly bright.

Crops are reported good all over. Hay has been damaged in curing owing to a spell of wet weather, and is late in harvesting, but is a

heavy crop. Small fruits generally have been injured by the rains with the exception of currants and gooseberries. Plums, pears, peaches, tomatoes and grapes have excellent prospects this season, the plum crop being exceptionally heavy. Apples are only fair, and in some parts a failure. Wheat, oats, barley and all grains and vegetables and roots are exceptionally fine and the yield will be heavy. The warm weather is doing good work in maturing the crops, that for a while were rather slow.

B C Market Quotations.

FLOUR AND FEED, etc.—There is nothing to report as unusual. The demand in most lines is steady and prices firm, but business quiet and featureless. Quotations are: Manitoba patents, \$5.85; strong bakers, \$5.45; ladies' choice \$5.75; prairie lily, \$5.70; Oregon \$5.75; Spokane \$5.65; Enderby mills—Premium \$5.85; three star \$5.75; two star \$5.40; oatmeal eastern \$3.40; California granulated, in gunnies, \$4.35; National mills, Victoria \$3.65; rolled oats eastern \$3 to \$3.25; California \$3.75; National mills \$3.75; cornmeal \$3.10; split peas \$3.50; pearl barley \$4.50. Rice—The Victoria rice mills quote wholesale: Japan rice, per ton, \$77.50; China rice, do, \$70; rice flour, do, \$70; chit rice, do, \$25; rice meal, do \$17.50; chopped feed \$33 to \$35 per ton; bran \$24; shorts \$25; oats \$28 to \$32; wheat 25 to \$32; oil cake \$40. Wheat is quoted in car lots for feed No. 2 regular at \$20 to \$25 per ton; oats \$25; chop barley \$25. California malting barley \$26 to \$27 f.o.b. in San Francisco. California chop \$32 to \$33; hay, \$20; oil cake, \$40; chop barley, \$30. The Western Milling Co.'s patent flour is quoted at \$5; ditto Strong Bakers', \$4.60.

DAIRY—New cheese is quoted at 12½c, being half a cent cheaper. Eastern creamery butter in 20 and 25 lb. tubs rules at 26c; in 50 lb tins and tubs 25c; Manitoba and North Wes. Territories dairy is selling at 18c; cooking butter is quoted at 14c. The supply of all grades is plentiful.

EGGS—Eastern eggs are worth 14 and 15c. British Columbia eggs about 20c.

FRUIT, NUTS, ETC.—There are a few inferior oranges in the market still offering generally at \$4. Lemons, Sicilies, \$6.50; coconuts, \$1 per doz; bananas, \$4; to \$4.25; Turkish figs, 14½c; almonds, 18c; walnuts, 15c; filberts, 15c; pine, 20c; peanuts, 10c; evaporated apples, 11c; evaporated peaches, 11c; evaporated apricots, 11c; evaporated prunes, 11c; California pitted plums, 11c; strained honey, 13c; raisins, \$2 to \$2.75; apricots, \$1.35; peaches, \$1.50; tomatoes, \$1.50; plums, \$1.35; and imported cherries are out of the market. The imported stock of peaches is very fine this year, but to matos are quite inferior. Raspberries have been slow and are worth 10c; watermelons are 40c each; prunes \$1.75 a box, apples (Gravenstein and Red Astrakan) \$2 00; pears, \$2.50; all the last named are from California. Canneries have been paying 7c per lb for raspberries, and strawberries; 4c for red and black currants and expect to pay about 2c. for plums.

VEGETABLES—New potatoes are rapidly declining in price and are now at \$18 a ton; California potatoes are quoted at \$25, but will not be in much further demand. Rhubarb is 3c a lb., onions, 1½c. The supply of local vegetables is plentiful and good. The vegetable trade is largely now in the hands of white-men, who have displaced the Chinamen. Of late, there has been a growing prejudice against the use of Chinese grown vegetables.

MEATS, ETC.—Quotations remain firm. There is no change or indications of change. The supply in hand is plentiful. Prices are: Wiltshire cured hams, 15c; do bacon, 15c; do backs, 14½c; do sides, 15c; Eastern hams, 14c; bacon, 14c; backs, 12½c; rolls, 11½c; smoked sides, 12c; dry salt backs, 11½; long clear sides, 11c; 7, 5 and 10 lb. tins lard, 13c; 20 lb. pails lard, 12½c; 50 lb. tubs lard, 12c, 300 lb tierces, lard, 11½c.

SALMON—As reported last week, good packs have been made on the northern coast, all the canneries doing well, but up to date the run in the Fraser has been miserable, and fishermen are very much discouraged. Quotations of last week held and are firm with an upward tendency.

Salmon freights from Victoria to the United Kingdom are quoted at 35s, and from Astoria 32s 6d.

POULTRY—Poultry is scarce and in demand. Hens sell at \$5 a dozen; spring chickens, \$5 to \$6, and ducks \$7 to \$9.

FISH—There is scarcity in nearly every line of marketable fish. Salmon is quoted at 5c; sturgeon, 5c; smelt, 8c; cod, 8c.

SUGARS—B. C. sugar refinery, granulated 54; E.C. 54; fancy yellow 5c; yellow 4½; cube 6½c; powdered, sacks 7½c; do boxes 7½c; syrup 4c. Redpaths syrup, 2 lb tin, 15c; do, 5 lb tins, 50c; do, kegs, 3½c per lb.

LUMBER—Trade continues quiet. Five vessels only are loading, and only two more are chartered. Quotations for export are: Rough merchantable, ordinary sizes, in lengths, to 40 feet, inclusive, \$9 per M; rough deck plank, average length 35 feet, \$19; dressed T. and G. flooring, \$17; pickets, rough, \$9; lath, 4 feet, \$2.

Local prices quoted are: Rough merchantable lumber, per M, \$12; double dressed and edged, \$22.50; single, do, \$20; No. 1 tongued and groove flooring, 1 x 4, \$22.50; rough deck plank, \$14; laths, per M, \$2.25; shingles, common, per M, \$2.25.

Lumber freights from British Columbia are quoted at follows.—Valparaiso for orders, 40s; direct port West Coast South America, 37s 6d; Sydney, 35s to 37s 6d; Melbourne, Adelaide or Port Pirie, 42s 6d to 45s; United Kingdom, calling at Cork for orders, 55s; Shanghai, 47s 6d; and Yokohama, 42s 6d both nominal.

LIVE STOCK, DRESSED MEATS, ETC.—Live steers are quoted 4c; cows, 3½c; dressed beef, 7½c; lambs \$4.50 apiece, dressed, 55; sheep, 5½c; mutton, 12c; hogs, 8c; pork, 11c; calves, 7c; veal, 11c. Hogs have been somewhat of a drug on the market, but improving. Sheep from local ranges this year are largely supplying the demand this season, the balance required coming from the Sound. This shows a decided advance in sheepraising in this Province. Another satisfactory feature of the meat market is that veal is more plentiful than formerly. Up river farmers seem to have a good stock of calves, and veal is not by any means a luxury this summer.

SILVER—Bradstreet's says the silver market of the past week has been dull and somewhat unsteady. No special features are reported either in New York or in London, and the irregular sagging tendency which asserts itself in the quotations for bars appears to be due to the lack of inquiry. The London commercial price has declined from 39½d to 39 7-16d, with a corresponding fall from 87c to 86½c per oz in New York. Little interest is shown in the approaching silver conference. Transactions in silver bullion certificates were exceedingly light, and quotations were merely on a parity with commercial prices. The amount of silver bullion on hand at New York against certificates outstanding is 2,952,000 ounces.

HIDES AND SKINS—These are ruled entirely by the San Francisco market, which rules 1c higher than Victoria. Dry hides, sound, 9c per lb; culls 6c; kip 9c; culls and brands 6c. Heavy salted steer, sound, 7 to 7½c; brands and culls 6c; do medium 6c; do brands and culls 4½c; do light 4 to 4½c; do brands and culls 3½c. Salted cows 4½c; do brands and culls 3½c. Salted kip 4c; do brands and culls 3c. Salted veal 5c; do brands and culls 4c. Salted calf 7c; do brands and culls 5. Long wool pelts 90 to \$1.40 each; medium do 70 to 90c; short do 40 to 70c, shearing 10 to 25c. Deerskins, summer, 37½c per lb; do medium 30 to 32½c; do winter and long-haired

skins 20 to 25c. Elk hides 10 to 13c. Goat-skins, prime and perfect 30 to 50c each; damaged 10 to 25c; kids 5 to 10c.

Brief Business Notes.

Allan Lean & Joe Perkin, plasterers, Nelson, have dissolved.

Interest in the Crofter colonization scheme has been revived by the return of Major Clark from England in connection with the business of the Vancouver Island syndicate.

Tiley & Myers, hotel, Vancouver, are out of business.

Manior, Brown & Fox, saloon, Victoria, have dissolved.

J. M. McLeod, tobacconist, Victoria; stock for sale by sheriff.

The Shawnigan Lake hotel on the E. & N. railway is offered for sale.

N. G. Foster Co., musical instruments, Nanaimo, have gone out of business.

R. Bergoff is opening a fish curing establishment at Port Essington, Skeena river.

C. F. Pretty & Co., Ltd., fish dealers and freezers, New Westminster, have been incorporated.

E. A. Jenns, barrister, New Westminster, has opened an office in Vancouver, with T. B. Shocbotham as manager.

John Bickle & Co, general merchants Wellington, have dissolved. John Bickle retires. E. W. Bickle & Co. continue the business.

A. A. Richardson, dry goods, Nanaimo and Vancouver, contemplates selling out the Vancouver business and confining himself to Nanaimo.

The steamer Palmas, the last of the Upton liners, has arrived from the Orient via Honolulu. She had 4000 tons of freight, principally for Portland and 150 tons for Victoria.

The Lucky Jim mine in the Kaslo district has been sold to Dr. E. C. Kilbourne, of Seattle, for \$41,000. The Blue Bird claim was sold to Cœur d'Alene parties for \$25,000.

Traffic is heavy over the Cariboo road, a large number of men—capitalists, laborers and prospectors are going into the country. More is going on, more money is in circulation, and business is better than for several years past.

J. F. Galbraith, merchant, Cloverdale, has assigned to William Skene, Vancouver.

J. Coupland, commission merchant, Vancouver, has sold out to Baker & Leeson, late of Douglas, Man.

A Victoria paper stated that a gentleman has been in the city, representing a Japanese sugar refinery company, and has decided to establish an agency there. It is the intention of supplying the Mainland as well, from there, and it is predicted that competition among steamships will enable the sugar to be sold under present quotations.

C. F. Pretty, H. J. Hall, J. S. Crandell and W. H. Vianen, of New Westminster, have been organized into a company under the style of C. F. Pretty & Co., with a capital of \$25,000 to engage in a general fish business.

At a conference of sealers regarding the seizure of the Coquitlam, the owners of skins on the steamer decided to put up bonds for their release. The owners of the steamer are expected to have her released.

The Crop Outlook.

The crop outlook continues favorable. The weather the past week has ranged from moderately warm to very warm, with some cool nights at the commencement of the week, some part cloudy or hazy days, and local thunder storms. The country is now on the ragged edge of harvest. A few patches of barley, here and there throughout the country, which were in advance of the general crops, have been cut, and during the next week, weather continuing as favorable as it has been lately, we will expect of some patches of wheat being cut.

Grain and Milling.

At a late meeting of the council of Woodlands municipality, Manitoba, a petition was received asking the council to submit a by-law to a vote of the ratepayers granting \$4,000 to any reliable person or firm that will build and operate a grist mill at Marquette station.

Joseph Woodruff has purchased a building site at Killarney, Man., and has commenced the erection of a flour mill thereon. The mill will be completed and ready for grinding by the month of October next. The capacity of the mill will be 75 barrels over 24 hours. Mr. Woodruff comes from the village of Sydenham, county of Frontenac, Ont., where he owns extensive mill and other properties.

The board of arbitrators of the Winnipeg Grain Exchange were asked some days ago by the council to make a ruling as to the rights of buyers and sellers, in the matter of outturns of quantities in cars. The arbitrators met and passed the following ruling: In case of the sale of a number of cars of grain, the outturns of all cars (or satisfactory evidence produced that such cannot be obtained) shall be furnished to the seller before any claim can be made to the buyer for shortage on account of such sale. The sellers has a right to demand the outturn of one or more cars comprised in any sale, even if no claim is made for shortage.

G. W. Copeno, of Lath, is this year tenderly nursing a couple of stalks of wheat which have a curious history. In the fall of 1890 a wild goose killed in one of the islands near the Straits of Fuca was found to contain seeds resembling wheat. These were planted and grew profusely. Mr. Copeno securing two sample grains where it had grown at Nelson, British Columbia. The grains are nearly twice the length of ordinary wheat, shaped something like a grain of rye, but not much thicker. The two grains germinated quickly, sent up 30 blades, and are growing well. It is hoped that they will prove a valuable variety. It would seem that the bird from which the original grains were taken must have found the plant in the remote north.—Peget Sound Mail.

The knitting factory at Strathroy, Ont., was burned on Aug. 2. Loss \$150,000; insurance \$65,000. Several female employees were injured.

The wholesale jewelry stock of Grigor Bros., Winnipeg, has been sold by the assignee to the Winnipeg Jewelry Co. at 42c on the dollar. The book accounts of Grigor Bros. were purchased by W. F. Doll.

THE CANADA SUGAR REFINING CO.

(Limited,) MONTREAL.

MANUFACTURERS OF REFINED SUGARS OF THE WELL KNOWN BRAND.

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OF THE HIGHEST QUALITY AND PURITY.
Made by the Latest Processes, and Newest and Best Machinery, not surpassed anywhere.

LUMP SUGAR,

In 50 and 100 lb. boxes.

"CROWN" Granulated,

Special Brand, the finest which can be made.

EXTRA GRANULATED,

Very Superior Quality.

CREAM SUGARS,

(Not dried)

YELLOW SUGARS,

Of all Grades and Standards.

SYRUPS,

Of all Grades in Barrels and half Barrels.

SOLE MAKERS,

Of high class Syrups in Tins, 2 lb. and 5 lb. each.

The general stock of Lindsay & Co., Gravel, will be offered for sale by auction, at Winnipeg, on August 15.

The financial statement of the Winnipeg Industrial Exhibition is very satisfactory. The direct revenue from the exhibition amounts to about \$9,500, including gates receipts, grand stand, entry fees, etc. The government grant of \$7,500 and the city grant of \$3,000, brings the total receipts up to about \$22,000. Ordinary expenditure, including prizes and running expenses, amount to about \$9,000, and \$13,000 was invested in building improvements. Thus it will be seen that the direct revenue more than covers ordinary expenses, leaving the special grants to provide for permanent building improvements.

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In like manner it is found necessary to even copy Melissa patterns and styles in the frantic effort to place imitation goods on the market.

ALL IN VAIN.—The public are not so easily humbugged, and regard with undisguised contempt such an underhand and paltry manner of doing business.

Our Melissa Cloths are manufactured by the largest and best mills in the country. Our patterns are made specially for us and the mills guarantee they will neither reproduce them in any other cloth, nor sell them to any other firm.

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Nothing Equal to Melissa has ever Heretofore been Produced either for Ladies' Cloakings or Men's Ulsterings. There is a large range of the most fashionable colorings and patterns to choose from. The Cloth being thoroughly Rainproof you get, in a Melissa Cloak or Overcoat, a beautiful fine soft Woollen Garment having all the advantage of a Waterproof without any of the disagreeable or unhealthy qualities.

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All Genuine Porous Rainproof Cloths are stamped in wax with the Melissa trade mark seal, and Melissa Garments have the trade mark label attached. None other genuine.

Men's Rainproof Garments will, as heretofore, be sold through **J. W. MAGKEDIE & Co, MONTREAL.**

THE MELISSA MANUFACTURING CO.

GREENE & SONS COMPANY

WHOLESALE

IF U R S,

HATS, CAPS,
Etc., Etc.

Manitoba Fall Trade, 1892.

MEN'S
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Merino and Woolen Underwear
SCARFS, TIES, SHIRTS, COLLARS,
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WAREHOUSE,

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BARB WIRE,
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Ours is the only wire manufactured in the Dominion of Canada on which is found the GENUINE LOCK BARB. A personal inspection will convince you of this fact. Quality of wire the best ENGLISH BESSEMER STEEL. Every pound guaranteed.

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We are now receiving daily 200 Fresh Vaccine points from the Vaccine Institute of Quebec. Every package to us bears the date of preparation. This Institute is under Government regulation and every point is guaranteed. Write us for Certificates from Eminent Medical Men.

We have also a very large stock of Carbolic Acid, Camphor, Bichloride of Mercury, Chloride of Lime.

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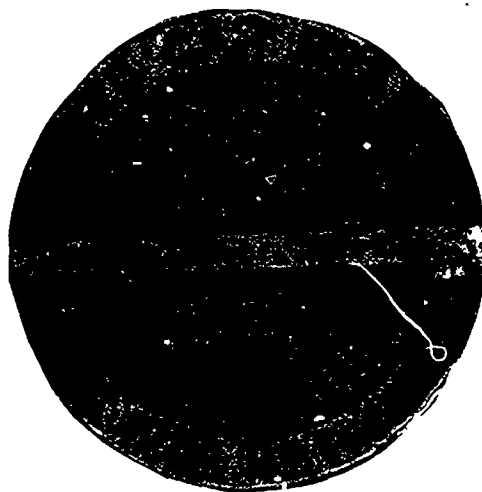
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AGENTS Skidgate Oil Works, B.C.; D. Richards, Laundry Soaps,
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We have a large cool warehouse with good facilities for handling
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Directly above the C.P.R. Station and Steam-
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plan which does justice to the Consignor. We
handle everything which the Country Store-
keeper has to send from home to sell. None of
our own goods to sell in preference to yours
when the market is good. Nothing between
you and best prices obtainable except a small
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Butter, Eggs, Cheese and Pork Products.

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Shipping, Insurance and General Agents

Free, Bonded and Excise Warehouse.

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SOLE AGENTS FOR VANCOUVER, NEW WESTMINSTER
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Wharves, False Creek, Westminster Avenue,

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Best Consignments Solicited. Bank References Taken

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BROKERS AND COMMISSION MERCHANTS,
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Liberal Advances made on Consignments. Best
Excellent Storage Facilities. Correspondence Solicited

Eggs and Choice Butter

Bought, also handled on commission by

F. R. Stewart,

Wholesale Provision and Commission Merchant,
VANCOUVER, - - - B. C.

Shippers are invited to quote lowest prices or forward
a consignment which will be handled to the best possible
advantage.

FLOUR.

Patent Hungarian,

Strong Bakers. Straight Bakers

Superfine.

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CHOPPED FEED.

Grain Shippers

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LEITCH BROS.,

FLOUR MILLS,

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THE NORTH-WESTERN LINE.—C. St. P., M. & O. Ry.
now offers new and better train service and with more
comforts for travellers to the World's Fair City, as
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BADDER STATE EXPRESS (Daily) Leave Minneapolis 7 15
a.m., St. Paul 7.55 a.m., Eau Claire 11.00 a.m., Dinner in
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This train with Luxurious Parlor Cars gives a day-
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This train has Palace Sleeping Cars with Buffet Service
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Secure Tickets via THE NORTH-WESTERN LINE from the
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TEASDALE, General Passenger Agent, St. Paul, Minn

Sir Charles Tupper on the Proposed Preferential Empire Tariff.

(Continued from page 1266)

£20,000,000 worth of the products of the United States more than they received from us. Canada was taking at the time not less than one-seventh of the manufactured exports of the United States of America. But that was not enough to save us from the Munro doctrine, an effort to undermine our national position and establish one Government from the Equator to the Pole. We, all of us, recognise the desire of this country, that peace should prevail between the United States and Canada. I say there is no danger of anything else—(cheers)—but I do also say that the effect of England adopting such a policy as they have adopted with such wonderful success in their own country would be to excite their respect, however much they might dislike the effect of it. I feel bound, moreover, to take this opportunity of saying that I would fail in the discharge of my duty to the people of this country if I left them under the delusion that there is any hope of the adoption of any policy which would make the United States so friendly to England or Canada as to induce them to part with a single sixpence of revenue, or to part with any advantage whatever which they now possess. (Hear, hear.)

WHAT CANADA HAS DONE FOR THE EMPIRE.

I must apologise for having taken up so much of the time of this Congress—(cries "Go on")—but, having devoted my life in my humble way to every conceivable effort to make this Empire great and glorious, and to maintain the connection of the Dominion of Canada with this country—as I trust and believe will be the case for all time—it is a duty I owe to England, as well as to Canada, to point out that under this policy England possesses the means of building up a great and powerful community in British North America, with strong arms and stout hearts ready to defend the interests of the Empire wherever attacked—in any portion of the globe. (Cheers.) We are eloquently invited to cast away our benighted notions and to adopt the policy of free trade. Why, sir, we had a policy of free trade, and whither would its continuance have led? In 1873, when the present policy of Canada was carried by the people from one end of the Dominion to the other—the policy not of protection, but of incidental protection—where were we then? We were at the feet of the United States at that hour; we, with our enormous territory, with us great a portion of North America as that which belongs to the United States, with magnificent resources—so magnificent that I have no hesitation in saying that they excite the envy and the cupidity of our neighbors to the south of us—we were paralysed. Every industry was being driven to Boston and New York. We were piling up deficits instead of surpluses. But what have we done under this new policy? The country has been revived, its industries re-established, and Canada became in a position to take in hand and to successfully grapple with one of the most gigantic works which the world has ever seen. I dare say you all know that a few years ago the United States carried a railway from St. Paul to San Francisco. Everyone then looked upon that work as one of the greatest achievements ever accomplished by forty millions of people. But what have we done? Five millions of people have built a longer line in a shorter period, and that result has been greatly owing to the energy, the ability, and the indomitable character shown by Sir Donald A. Smith, who will second this amendment. We have thus obtained the means of binding the various colonies together by an iron band and of building up a great British North American power. We have, too, been able to construct, without a farthing's cost to the people of this country, a great highway for the Empire over which you may pass, and to which Lord Brassey has paid a most eloquent tribute in an article in

the *Nineteenth Century* as a work of Imperial character, and for which he thinks Canada is entitled to, as I am sure she will here receive, the thanks of everyone interested in the progress and prosperity of this great Empire. (Cheers.) I only regret that I have allowed this subject to carry me away and to cause me to occupy more of your time than I intended. (Loud and general cheering, during which Sir Charles resumed his seat.)

Toronto Markets.

Flour—Quiet and not so firm. One car straight roller sold at equal \$3.50 Toronto freights.

Millfeed—Bran steadily held, with increased enquiry on both States and Canadian account.

Wheat—Rather easier, but with a fair enquiry from millers. White and red sold at 76c straight north and west, for one lot choice white 77c was paid. No. 1 hard offered at 98c North Bay and No. 2 hard at 80c aloft Port Arthur, and 89c Montreal. No. 1 regular sold at 64c lake and rail.

Oats—More active demand at higher prices. A few sales were made here at 32½c and 33c. White sold north and west at 30 and 31c, and 35½ was bid in store Montreal.

Grain and Flour—(Our prices are: Flour (Toronto freights), Manitoba patents, \$4.80 to \$4.90; Manitoba strong bakers', \$4.25 to \$4.40; Ontario patents, \$3.90 to \$4.10; straight roller, \$3.65 to \$3.75; extra, \$3.20 to \$3.25; low grades, per bag, \$1 to \$1.50. Bran—\$11.00 to \$11.50. Shorts—\$12 to \$13. Wheat—straight west and north points)—White, 76 to 77c; spring, 73 to 75c; red winter, 76 to 77c; goose, 62 to 63c; No. 1 hard, lake and rail, 95c; No. 2 hard, 84 to 85c; No. 3 hard, 75 to 76c; No. 1 regular, 59 to 60c. Peas—No. 2, 59 to 60c. Barley—No. 1, 52 to 54c; No. 2, 49 to 49c; No. 3 extra, 45c; No. 3, 42 to 43c; two rowed, 54 lbs avoraging about No. 3 extra in color, (outside, 45 to 50c. Corn—55c. Buckwheat—Nominal. Rye—Nominal. Oats—31½ to 33c.

Apples, dried—Unchanged and quiet; small lots are held at 4½c to 4½c; evaporated remain dull, with prices easy at 6 to 6½c.

Bans—The demand is principally for small lots, which sell at \$1.10 to \$1.25 per bush.

Eggs—Receipts of No. 1 eggs continue moderate, and prices keep steady at 10½ to 11c; seconds are in good supply and easy at 9c to 9½c.

Hides, etc.—Quiet. Cured sells at 5c; green, 4½c; No. 2 at 3½c; No. 3 at 2½c. Skins—Lambskins sell at 40c; pelts, 30c; calfskins, 5 to 7c for city inspected.

Honey—Dull. New extracted is held at 8 to 10c in trade lots.

Hops—A quiet local demand, principally for small lots, is reported; good to choice 1891 Canadian hops are held at 22 to 24c; yearlings, 16 to 18c.

Dressed meats—The market is easier owing to heavier supplies and the continued hot weather. Lamb sells at 9½ to 11c; veal, 7 to 8c; beef, forequarters, 3½ 4½c; hindquarters, 7½ to 9c; mutton, 7 to 8c per lb by the carcass.

Tallow—Unchanged. Rendered sells in trade lots at 5½ to 5½c. Dealers pay 2c for rough and 5c for rendered.

Wool—Quiet. Dealers pay 17c. Pulled wools were slow. Super sells at 22c, extra, 25½ to 26½c; pulled combing, 18c.

Cured Meats—The market for smoked meats continues strong and there is every probability that higher prices will have to be paid for some cuts. Dry salted meats unchanged. Quotations are: Mess pork, United States \$13 to \$14; do American or Canadian (now) \$14.75 to \$15.50; short cut \$16 to \$16.60; bacon, long clear per lb 7½ to 8c; lard, Canada, tubs and pails 9½ to 9½c; compound do 7 to 9c. Smoked Meats—

Hams per lb 11½c; bollices per lb 11 to 11½c; rolls per lb 8 to 9c; backs per lb 10½ to 11c.

Butter—The demand just about absorbs all offerings, and the market keeps steady. Selected dairy in tubs and pails sells at 14 to 15c. Store packed butter is held at 12½ to 13½c for good to choice grades, and 11 to 12c for common. Retail butter of all kinds is scarce, but little enquiry is reported for it.

Cheese—Firm. A round lot of 50 boxes sold on spot late yesterday at 9c, but no more was asked for the same grade to-day. Dealers are jobbing at 9½ to 10c, single boxes selling at the outside figure.

Cattle—Export cattle were "off" in price about ½c per lb to day. The run was a very heavy one for the midsummer trade, and although considerable buying was done, it was at low figures. A few extra choice loads sold at \$1.90 per cwt, which we believe was the highest price paid to-day, but the greater part of the offerings sold lower than this, around 4½ and 4½c per lb, a large number of good cattle changing hands at the inside price. "Short keep" cattle sold at 4½ and even in the neighborhood of 4½c per lb. As we noted in former recent reports there has been a great many of these cattle offered and exporters have taken them readily at the prices quoted. The demand for butchers' cattle was also quiet, good loads selling at 3½ to 3½c per lb, and choice at 3½ to 4c.

Stockers—The prices of the beginning of the week again ruled for the moderate receipts. One or two loads of choice animals sold at 7½c up to 4c per lb, while the bulk of the offerings found buyers around 3½c per lb.

Sheep and lambs—The market was steadier under moderate offerings, only 200 all told coming in. Lambs were active and firm and sold at from \$3.50 to \$4.50 each. Local butchers wanted these to-day, and more would have sold had they been here.

Hogs—The market was steady for good medium fat hogs, which sold at \$5.60 to \$5.75 per cwt. Stores were evidently in too heavy supply and sold lower, in fact quite a number were unsold at the close. Rough and heavy hogs were as dull as they were at the beginning of the week and sold at from 4 to 4½c per lb.—*Empire*, July 29.

Montreal Market.

Flour—A good deal of United States flour has been going through to Newfoundland, and owing to the tight between Ohio and St. Louis millers, some very cheap straight roller flour has been taken for the Newfoundland trade, Ohio straights have been offered at \$3.85 laid down here, which price has cut the St. Louis flour to a considerable extent. Ontario millers have also felt the competition, as they are wanting \$4 laid down here. There has been a good business in this market in extras which have sold all the way from \$3.25 to \$3.50. One lot of 600 barrels said to be extra was sold as low as \$3. A favorable feature is the great reduction in stocks of both extras and straight rollers. In strong bakers there have been further sales of choice city brands at \$4.40, and some choice Manitoba brands have been placed at \$4.30. A fair demand has been experienced for English account, and sales have been made of straight rollers, and spring patents by local and western mills. Altogether the flour trade has been fairly satisfactory as regards volume, although values have been very low.

Oatmeal—An improved demand has been experienced during the week, and owing to the higher prices of oats, millers refuse to sell under \$4.00 laid down here. We quote prices here firmer as follows: Milled and granulated \$4.05 to \$4.10, Standard \$3.95 to \$4.00. In bags, granulated \$2.00 to \$2.05, and standard \$1.90 to \$1.95.

Millfeed—Bran is rather scarce, and prices have advanced in consequence, sales of car lots having been made at \$12.50 to \$13.00 in car

lots, but it is said that \$13.00 is now the inside figure. Shorts are also scarce and higher at \$14.00 to \$15.00; middlings at \$16.00 to \$16.50 and moullie at \$16.00 to \$21.00 as to grade.

Wheat—Business on spot continues to be limited, although sales were made of No. 3 hard Manitoba at 71c, and No. 1 regular at 61c. A lot of 12,000 bushels of No. 2 regular was offered to a Montreal shipper yesterday at 58c f.o.b. New York. It is difficult, however, to make sales of regular Manitoba wheat on the other side except on sample. No. 2 Manitoba hard is quoted at 86 to 88½c, the last sale of a round lot on this market going reported at the latter figure. Ontario red and white winter is quoted at 85c to 86c.

Oats—A large business has been done for export, the shipments during the past week being very heavy, and if the output continues as large as it has been recently, there will be greatly reduced stocks here before long. The market here is 1½ to 2c higher with sales reported at 35½ to 36½c per 34 pounds for No. 2 in store. There have been sales in the West at 32 to 33c f.o.b. which is an advance of fully 2c on the week.

Barley—The market is still dull, and prices are nominally unchanged at 38 to 42c for feeding grades and 48 to 52c for malting. Barley is about the only coarse grain that there is no enquiry for.

Butter—The market has shown signs of improvement all round, owing to the better export demand, the shipments this week showing large volume. Sales have been made of creamy butter on this market in round lots at 19½ to 20c, which is more than could have been made a week or ten days ago. If the export demand continues it is quite possible that higher prices may obtain. In dairy butter there have been sales at 17 to 18½c, while western has met with good sale at 15 to 15½c, a fraction more having been paid for selections. The dry weather in England is said to be cause of the present export demand, which it is to be hoped will keep up.

Cheese—The market has remained strong since our last report, and despite the heavy output and continued hot weather this week's shipments had to be put on board vessel at a cost of 9 to 9½c for finest white and colored, while underpriced goods were taken at 8½ up to 8½c. There has been a large business in underpriced goods, the principal demand being for grades below finest owing to cheaper cost. The cable has advanced another 61, but it does not appear to have made any impression here. It is feared that factorymen, having sold their make so close up to the hoops, will be able to exert a controlling influence upon prices for a time at least, unless the English demand falls off to a greater extent than is expected. Sales have been made on this market of finest colored and white at 9½ to 9½c, and it is said that as high as 9c has been paid for underpriced goods.

Eggs—The market remains steady, with business reported at 11c to 11½c per doz. Choice shipping qualities are quoted at 12c. Owing to the intensely hot weather during the past week, eggs shipped from the west have heated on the way to this port, and could not consequently be sent across, but had to be sold here for immediate use. A good many western culls have been selling at 9 to 10c.

Hides—At a meeting of the majority of the trade on Wednesday, it was decided that on Monday next the price of hides be put down half a cent, and that the old margin of one cent be reverted to, by charging the tanners a cent above the price paid to the butchers, as was the rule until the goat fight began. Of course, it remains to be seen whether the trade will carry out this bargain, for, on previous occasions, some of the loudest advocates of a change simply used the decision which they had urged, in order to get customers away from their rivals. Under the rule of the combine, it should not be difficult to carry out the change, if the dealers will only stick by their

pledges and by each other. Prices of calfskins are unchanged, but the market is pretty clear, as United States buyers picked up some thousands of skins and took away almost all that were for sale. Lambskins are unchanged. We quote:—No. 1, 4½c; No. 2, 3½c; No. 3, 2½c; tanners are paying one cent more; lambskins, 40 to 45c; clips, 30c; calfskins, 5c.—*Trade Bulletin*, July 29.

Freight Rates and Traffic Matters.

The *Chicago Trade Bulletin* of July 31 says: There was a fair business done by the railroads and on the whole rates were fairly well maintained on the basis of 22½c per 100 lbs flour and grain and 25c for provisions to New York. Through rates to Liverpool by the lake and rail route were steady at 24½ to 26½c per 100 lbs for flour, 21½c for grain and 35 to 41½c for provisions. Rates by lake and rail to the seaboard were steady at 5½ to 5½c per bu for wheat and 5 to 5½c for corn to New York, and 5½c for wheat and 4½c for corn to Philadelphia and Baltimore. New England rates held at 9½c for corn and 6½c for oats. Lake freights to Buffalo were firmer and advanced ½c early, but reacted and closed quiet at 2c for wheat and 1½c for corn. A good demand existed for boats for Georgian Bay at 1½c for corn and 1½c for oats.

The *Montreal Trade Bulletin* of July 29 says: "The ocean freight market for grain is firm with engagements reported for Liverpool at 1s 10½d and 2s now asked. A further advance has taken place in Avonmouth space, 2s 4½d having been paid with 2s 6½d now asked. Glasgow is steady and quoted at 1s 6½d to 1s 9½d, and London 2s 3½d. Engagements for Hamburg and Antwerp are quoted at 2s 6½d. In flour there have been engagements at 10s 3d to Liverpool, and yesterday a lot of 500 sacks was booked to Glasgow at 11s 3½d. Provision 13s 9½d, butter and cheese 25s to Liverpool, London and Glasgow and 30s to Bristol. Eggs 15s to Liverpool. Deals 10s to U.K. ports, and cattle 50s to 62s 6½d. Lake freights are steady. From Chicago to Montreal 6½c.

Eastern Business Changes.

ONTARIO.

Miss Stevens, milliner, &c., Guelph, is dead.
Mrs. A. Walker, fancy goods, Paris, has sold out.
J. W. Topley, photos, Ottawa, is damaged by fire.
M. Casey, baker, Belleville, is burned out; insured.
Samuel Mann, general store, Stillville, is burned out.
Nap. Lalonde, tobacco, Ottawa, stock sold by assignee.
John Ashfield, crockery, Ottawa, stock sold by assignee.
M. McPhadden, general store, Sutherland, has assigned.
Thorne Bros., shoes, Mitchell, are opening a branch in London.
Ferguson & Weatherill, general store, Blenheim, have sold out.
Windsor, Sandwich & Amherstburg, St. Ry. Co., receiver in possession.
Geo. Stevens, of Stevens Bros., sash and door factory, Chesley, is dead.
Samuel McClellan, grocer, Trenton, has been succeeded by McClellan & Gothard.
Mrs. H. Cassell, (E.J.) general store, Maynooth, is reported sold out to J. R. Clark.
Bowman & Moore, hardware, Hamilton, will dissolve partnership on August 1st; each continues.

QUEBEC.

D. Drolot, dry goods, Quebec, has assigned.
F. H. Warrington, cheese, Montreal, is dead.

Jouette Leondre, grocer, Montreal, has assigned.

Jos. Laviolette, grocer, Montreal, has assigned.

L. L. Cayley, tailor, Montreal, bailiff's sale advertised.

Payne & Jones, mill and butter, Montreal, have dissolved.

Geo. Bolanger, furn, Sherbrooke, Royer & Burrage appointed curators.

J. W. Taylor, of Baker, Taylor & Haskott, wholesale buttons, Montreal, is drowned.

NOVA SCOTIA.

E. R. Mulhall, general store, Liverpool, has sold out.

Hue & Wiltshire, mfrs' agents, Halifax have dissolved.

Capt. John Purnoy, shipping supplies, Shelburne, is dead.

Wooten & Dextor, tinware, &c., Antigonish, have dissolved.

John Chipp, physician and drugs, Vernon, has given up the drug business and has been succeeded by A. L. Draper.

NEW BRUNSWICK.

Hodges Bros., grocers, St. John, have assigned.

W. W. Black, picture frames, Moncton, is closing up here and moving away.

Mr. Chapleau, minister of customs, says an Ottawa telegram, proposes to establish a new customs board composed of expert representatives of various boards whose duty it will be to determine upon all questions of classification, interpretations and valuations. The belief is well founded that the officials at Ottawa are not in touch with modern requirements. Chapleau discovered many articles appraised ten per cent. more at certain ports than others. He left to-night to confer with Montreal merchants with a view to obtaining information as to the best means of securing uniformity in the tariff.

Chas. Stark & Co., Toronto, a big jobbing firm handling watches and sporting goods, has assigned with liabilities placed at \$142,000, and nominal assets \$147,000. The failure has caused general surprise as the firm less than a year ago was credited with a surplus of 80,000. The principal creditors are the Bank of Hamilton \$49,000; Union Bank \$15,000, and others in Montreal, Great Britain, Belgium and the States. Keen competition and reckless cutting in rates are given as the causes of the failure.

Jos. Garman, commission dealer, Winnipeg, has received the agency for a preparation called "Preservatis," which, it is claimed, can be used to great advantage in retarding fermentation in food products. It retards souring in milk, and is said to be very valuable in preserving the fresh flavor of butter. It is claimed that a small quantity added to butter will keep it sweet and fresh for a much longer period than butter not so treated, and that it is tasteless and harmless. If the article is what it is represented to be it should be very valuable for dairymen.

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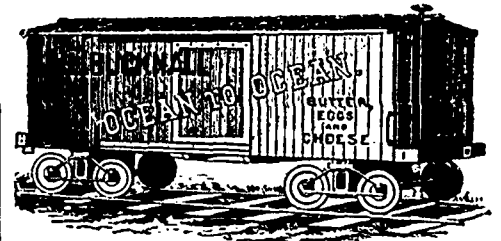
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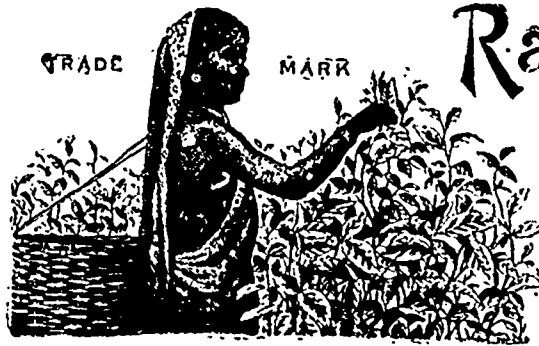
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Second Congress of Chambers of Commerce of the Empire.

The second of the congress convened by the London Chamber—the first of which took place in 1886—has been held, has discussed the programme which it met to consider, and has placed on record the resolutions arrived at in connection with each of the various subjects. The practical and immediate result of the congress is, perhaps, small, but the eventual and moral result cannot fail to be considerable. An exchange of views has taken place which must affect the minds equally of merchants at home, and of the Chambers of Commerce and Boards of Trade throughout the Empire. These views will probably be re-considered and re-discussed by each of the component bodies of the congress, and it is to be expected that suggestions of a more definite character will be submitted from a variety of centres when the congress again assembles four or five years hence. Although, as above stated, no immediate practical result has been attained, there is no doubt that the congress has satisfactorily established the main point for the consideration of which it was convened, namely, the desirability of the creation of some more definite business connection between the Mother Country and the Colonies than at present exists. The consideration of this subject was felt to be so important that over two days out of the four, which were fixed for the discussion of the entire programme, were devoted to deliberation on this single question. Broadly speaking, the colonial views expressed at the congress were in favour of the establishment of a free-trading Empire with differential duties against non-British nationalities. The English view, on the other hand, was that the colonies would best attain their end and concord with the views of the Mother Country by the adoption of a free trade policy. The colonial answer to this suggestion was that such an arrangement was not sufficiently favourable to the colonies, as the Mother Country gave this treatment already to all States, whether colonial or foreign. The colonial representatives showed a tendency to ignore that the Mother Country had already, by abolishing duties, given the most preferential treatment which it was possible to attain, but apparently the colonial dissatisfaction with this method of procedure lay in their desire to be sole participators of such treatment to the prejudice of foreign countries. It was represented, however, by some colonial interests, that the adoption of differential treatment in favor of, say, Canada, would be highly prejudicial to those of other colonies, such as the Straits Settlements, which are placed in direct competition with colonies of other nationalities, and the representative of the Straits Settlements, speaking on this question, pointed out graphically that the British possessions, under a system of free trade, had advanced and developed remarkably, whilst the contiguous French possessions, under the opposite system, had languished even to the extent of finding themselves forced to obtain their supplies, in spite of differential duties and bounties, from the English colony. The elucidation of this fact gradually led up to the demonstration of the colonists that the abandonment of free trade in favor of the colonies would effect a much larger area of trade than they appeared to realize. They practically asked Great Britain to place three quarters of its trade, namely, its trade with foreign nations, under differential treatment, in favor of the remaining quarter, which is, in rough figures the amount of our exchanges with the colonies. When the discussion reached this stage it became apparent to the colonial representatives themselves, that the question of differential treatment would require some re-consideration in regard to its bearing on British trade with foreign countries before it could be dealt with as a practical proposition. Another fact which is worthy of notice, and which transpired during the discussion was, that representatives of Australian centres, in which a policy of protection is in

operation, nevertheless spoke and voted at the congress in favor of free trade regime. It was also observed that in several instances representatives from different associations, representing the same town, took opposite economic views on the question of differential treatment. This fact was noticeable, not only in regard to Canada, but also in regard to the West Indies, Australia and South Africa. In fact, the action of the congress itself was, to some extent, contradictory, as it adopted not only the free trade resolution submitted by Mr. Medley, but also the resolution in favor of "freer trade" submitted as an amendment to Mr. Nevile Lubbock's resolution. But, as before observed, the congress was unanimous in its desire "to secure closer commercial union between the Mother Country and her colonies and dependencies."

The congress unanimously recommended the formation of properly constituted boards of labour conciliation and arbitration in all important centres of industry and commerce throughout the empire.

It also expressed the view that "it is highly expedient that the commercial law of the whole British Empire shall be embodied in a Code," and Her Majesty's government, together with the various colonial governments, are to be memorialized to this effect.

In regard to the trade marks act and the merchandise marks act, the congress expressed itself favorable to the widest adoption of this legislation.

With reference to the important question of bills of lading reform the congress was almost unanimous, notwithstanding the presence of representatives from the shipowning centres, in its desire that the liability of shipowners for their employes should be fixed by statute, in common with other employers of labor.

The promotion of commercial education throughout the Empire will probably be advanced a stage by the adoption of the resolution, contained in a programme, dealing with the subject.

On the important subjects of emigration and colonization the view expressed by the congress, containing, as it did, numerous representatives of practical colonial experience, that individual energy and enterprise, the private agencies supplemented by state aid, are the best means of promoting these ends, will be likely to receive the fullest official consideration.

It was further considered that the interests of the empire called for a uniform system of weights, measures and currency throughout the British Dominions, and a resolution to this effect was unanimously adopted.

On the suggestion as to Imperial pony postage, several of the delegates, both from Africa and Australia, were dutifully frank in the expression of their opinion that the financial condition of their colonies would not permit of that monetary contribution, without which such special service could not be instituted, except at the sole cost of the Mother Country.

After some discussion it was considered that the time had now arrived when England should follow the example of most foreign countries in making the changes necessary for the maintenance of the lighthouse service one of direct taxation, instead of, as at present, a charge upon shipping.

Profiting by late experience in West Africa, the congress closed its deliberations by passing a resolution requesting Her Majesty's government to consult the commercial community as to the validity of treaties concluded by foreign powers with the natives before making final arrangements as to territorial delimitations.

The congress also adopted a resolution recommending the adoption of light railways in new and undeveloped territories.

Such are briefly the topics with which the consideration of the congress was occupied for four days, and there can be little doubt, from the opinions expressed upon all sides, that the interchange of views between commercial representatives from all parts of the empire, which are rendered possible by congresses of

this kind, make such meetings not only advisable, but more and more necessary for the maintenance and development of that trade within the empire and under the British flag, which all true Englishmen have so warmly at heart.—*London Chamber of Commerce Journal.*

A Commercial History of the Frozen Meat Trade.

Some thirty-five years ago, the question of importing our meat supplies from the western and southern hemispheres occupied the earnest attention of some leading members of our engineering faculty. Dr. Joule's discovery of the mechanical equivalent of heat, paved the way by founding the science of thermo-dynamics, and Sir W. Thomson, (now Lord Kelvin) following up Joule's experiments, pointed out the way to a solution of this great problem, that ultimately was designed to be the means of developing a trade of gigantic proportions.

The introduction of Dr. Gorrie's machine on the compressed air system in 1845, and of Dr. Siemens suggestion to improve this apparatus by applying an interchanger, are now matters of history. Dr. A. C. Kirk, of Glasgow, in experimenting to extract solid paraffin, developed a most ingenious machine, which was eminently suitable for ice making, or cooling liquids. In 1869, Windhausen, profiting by the failure of Dr. Gorrie's apparatus, and the suggestion of Dr. Siemens, constructed his first machine on the compressed air principle, using surface cooling appliances in conjunction with an interchanger, but this was commercially a failure, as was also a similar machine produced by Giffard in 1873, the difficulty in both cases being a choking of the air passages from the expander with snow. About this time experiments with ammonia, and other machines on the Carri and Tellier systems, were tried for carrying cargoes, but these were too cumbersome and unsuited for marine purposes, and were subsequently abandoned.

Matters continued at this stage until 1877, when J. J. Coleman, of Glasgow, at the instance of Sir W. Thomson, and in conjunction with Messrs. J. and H. Bell, succeeded in designing a machine for marine purposes on the injection principle; the design, however, failed to satisfy the inventor, and another machine was put down, duplicated in all its parts, and in March, 1879, was fitted on board the Anchor liner *Cirassia*, trading to New York. The experiment proved successful, and the vast resources of the Americans and our Colonies were thrown open to the British markets. Towards the close of 1889, a machine was also fitted on board the steamship *Strathmore* for an experimental voyage from Australia, and in February, 1890, this vessel returned to London with a successful cargo, which resulted in the adoption of this machine by leading shipowners for the carriage of meat. In the same year the Haslam Foundry and Engineering Company and Messrs. J and E Hall came into the field with similar machines on the surface cooling principle, a competition which resulted in a great improvement of the machine in general, and the establishment of several lines of steamers for the trade.

During the year 1880, the total market value of refrigerated produce exported from Australia to London, amounted to £19,164, from Canada (beef only) £3,509, and from the United States (beef only) £1,881,469. In 1881, this was increased to £78,633, from Australia, £173,446, from Canada (beef only) and £1,977,640 from the United States (beef only) and in 1882, when New Zealand contributed her first consignment, Australasia sent into London, beef, mutton, butter and cheese, to the value of £126,143, while supplies from Canada fell to £131, and the United States to £1,325,321, beef and mutton. In the year 1883 North Russia added beef and mutton to the value of £55,743, and River Plate £10,000 worth of mutton, Australasia reaching a total of £302,719, including £1000 of fruit, Canada £94,891

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and United States £2,178,616, making a total from all sources of £2,611,999, or nearly 149 per cent. increase on refrigerated imports in three years.

While Australasia and River Plate have been steadily increasing their refrigerated exports, the United States has fluctuated, and those from Canada have decreased to a large extent, owing to shipments of live stock, as shown by the returns of 1891, when Russia sent us beef and mutton, equivalent in value, at current market rates, to £18,420, Canada £652, United States £3,769,697, River Plate £921,861, Falkland Isles (mutton only) £15,839, while beef, mutton, butter, cheese, and fruit from Australasia amounted to £2,785,930, although beef only realized 3½ p. lb. against an average of nearly 4d. per lb. from all other sources. Of the £2,785,930, Australasia contributed in beef and mutton £399,898, and New Zealand, £1,953,139, the balance £132,893 being for their combined exports of butter, cheese, and fruit.

The cold-air machine was the medium of opening this trade with Australasia and River Plate, giving an impetus to stock raising, and developing a valuable branch of commerce, that has undoubtedly been a great boon to these countries, inasmuch that vast tracts of land hitherto of no great practical value are now the centres of this industry. The labors of Coleman are now benefiting millions, and this class of machine in the hands of such eminent men as Messrs. Haslam, Lightfoot and Hall, has now reached a degree of perfection that leaves nothing to be done, unless to compound and work at higher pressures, which would be detrimental to space, a point of great value on board ship.

But the cost of these machines is enormous; setting aside the first cost, which is considerable, a large expenditure of power is necessary to compress a very small weight of air, whereas in the ammonia and carbonic hydride machines a very small power will circulate a great weight of cooling medium, attaining equal results.

While the cold-air machine has hitherto occupied first place, and deservedly, in so far that it has accomplished its work; inventors of the ammonia and carbonic anhydride process have been creeping steadily forward in competition, and now attain an equal degree of efficiency, but with a less expenditure of power. Carcasses have been brought from the River Plate by both these systems during the past two years, and they have successfully shut out the cold-air machine, effecting the work at from one-third to one-fourth the cost, besides occupying a much smaller space.

Take for instance two compound duplex machines, on the cold-air and carbonic anhydride systems respectively, both required to refrigerate a space for a carriage of 60,000 carcasses of mutton each; the former would absorb about 250 i. h. p. and the latter 60 i. h. p. to effect equal results.

Take the average consumption of coal at 2 lbs per i. h. p. per hour: in a voyage from the River Plate; which occupies on the average thirty days, the cold-air machine would require 120 tons of coal, working only eighteen hours per day; while the carbonic anhydride machine, working continually without stoppage, would consume forty-two tons. Besides this, the former would occupy a space of 2217 cubic feet, and the latter only 803 cubic feet, which is a very important item to ship owners.

In the early days of the Bell Coleman machine the Hudson Bay Company endeavored to establish a trade in frozen salmon, and later a London firm made an effort to transport bananas and other fruits from the West Indies, but both these ventures fell through owing to the cost of the machinery. In the carriage of meat and fruits from New York to Liverpool, Americans have the fastest steamers afloat, and fitted with the most economical refrigerating machinery in the market, all on the ammonia system, with the latest improvements. Yet in competition with such odds, Australasians send their produce into London, Liverpool and Glasgow at a lower price than obtained for American meat, consequent upon its being frozen, and it speaks well for the shipowners who carry produce from New Zealand and Australia into these ports at an uniform freight that enables the Australasian producer to compete with the States and the Home markets, yet the majority of these ships are fitted with cold-air machines, and no doubt in course of time these will be superseded by the more economical systems.

Some two years ago the River Plate Fresh Meat Company extended their already large export plant at Campana, near Buenos Ayres. The existing plant was on the cold-air system, capable of freezing 1,300 sheep per day, and storing 50,000 carcasses, at a coal consumption of 13 tons per day. The addition was on the ammonia system, with a capacity for freezing 1,700 per day, and storing 94,100 carcasses, at a coal consumption of 3.5 (3½) tons per day, including a dynamo for lighting the rooms and two blowing fans. Another more recent departure is that fitted up for the North British and Hawkes Bay Freezing Company, at Napier, New Zealand. This plant is on the carbonic anhydride system, to freeze 500 carcasses per day, on the principle of radiation, a method which is admirably suited for stores ashore. This system consists of parallel hollow metal walls, through which brine circulates at about zero, arranged at short distances apart, and between these the carcasses to be frozen are passed; these are hung on hooks which form an endless chain moved forward by power, and when cleaned and hung on these hooks in the slaughter-house, they are moved forward automatically, and passing between the metallic walls of the hanging and freezing rooms which are of sufficient length to complete the process,

when the carcasses enter the bagging-room where they are handled for the first time since hanging in the slaughter-house. By this method labor is reduced to a minimum, and the total cost of working is nearly one-fifth of that of a cold-air plant. Such facts as these are not to be ignored, and the meat producers of New Zealand are now watching the progress of this new installation with considerable interest.—*British Trade Journal.*

A New Tinplate Machine.

The weekly paper, *Hardware*, says: "A machine for the manufacture of tinplate has just been put into successful operation by the American Tinplate Machine and Manufacturing Company, of Philadelphia. A feature of this machine is that it turns out the plate in a long roll. The machine is eighty feet long and four feet wide. Black steel sheets, ten feet long and twenty inches wide, are taken from a pickle which removes all rust, and fed into one end of the machine, passing through the different processes of cleaning, dipping and soldering together, coming out finally at the other end a continuous roll of plate. The sheets are obtained from Pittsburg, being made specially for this machine. American sheets have to be used, on account of the unusual length necessary. After being fed into the machine, the sheets are carried along by rolls, passing first under two brushes, which by the use of sand scour the top of the sheets. Further on two more brushes scour the under side of the sheets. They then pass between sprays of water, which give a final cleaning. Three steam or felt rolls surrounded by steam jackets, next come in contact with the plates, bringing them to any degree of moisture desired, and preparing them for coating. Before passing into the flux the ends of sheets come under the action of an ingenious device which makes compact seams. From this point the sheet becomes continuous, passing, by means of a series of rolls, through a flux box containing oil flux, and then through the metal in the pot, which is covered with palm oil. The seams are soldered by the metal, the two operations being performed at once. After leaving the pot the plates pass between rolls, which are adjustable, partly regulating the thickness of the coating. No boxes will be used, the intention being to sell the tin in rolls of suitable length. Two men are required to handle the machine proper, and the complement is six men, one of them a skilled mechanic. The minimum capacity of the machine is stated to be 100 boxes a day of ten hours, the product of five stacks operated by the old method, when the separate plates have to be dipped successively into the wash, flux and metal bath."



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A person usually desires to gain some information as to the most desirable route to take, and will purchase tickets via the one that will afford him the quickest and best service. Before starting on a trip to Chicago or any point East, you should provide yourself with a map and time table of the Wisconsin Central Lines. The trains run on this route are vestibuled and are equipped with Pullman's latest Drawing Room Sleepers, elegant Day Coaches and Dining Cars of latest design built expressly for this service, and are equipped in furnishings and convenient and comfortable in arrangement and so complete in every detail that they have no superior in comfort and elegance. The Dining Car Service is pronounced by all the most elegant ever inaugurated, and is operated in the interest of its patrons.

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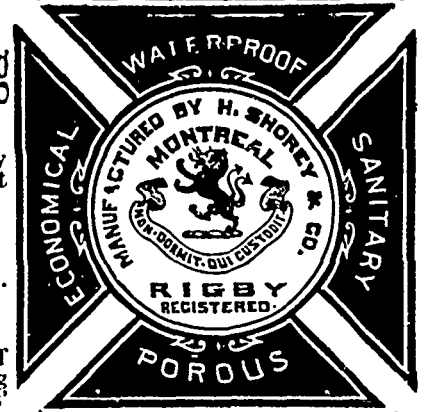
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Office Stationery, Envelopes and small orders not requiring binding will be forwarded on day following receipt of mail order if received at office by 9 a.m.

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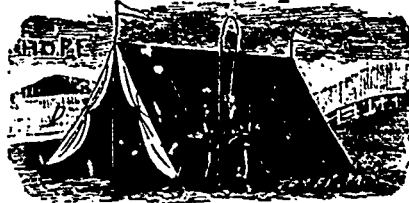
Mail orders receive as close attention as though taken over the Office Counter.

State on order 'Express Order'

The Commercial Job Department
WINNIPEG.

P.O. BOX 1228.

TELEPHONE 674.



HOPE & CO.

MANUFACTURERS AND DEALERS IN

Tents, Awnings, Mattresses, Springs, Horse Clothing, Sporting Outfits, Moss, Fibre, Husks, Hair, Wool, Etc.

TENTS RENTED.

183 McWilliam St., - - WINNIPEG.

BROWN BROS., STATIONERS,

Wholesale and Manufacturing

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 Dairies
Leather Goods Binders' Materials
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*** BELTING *
"EXTRA" BRAND.**

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

St. Lawrence Hall

MONTREAL, - - P.Q.

Every Attention paid to Guests. First-class in every Respect. Appointments Perfect. Graduated Prices.

Wm. Ferguson,
WHOLESALE

WINES, LIQUORS AND CIGARS.

Permit Orders Promptly Executed.

8th Street, - Brandon.

Gillies' Series of Pens.

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

FOR SALE BY ALL STATIONERS.

WHOLESALE ONLY FROM

BUNTIN, GILLIES & CO.

Wholesale Stationers, Paper, Envelope and Account Book Manufacturers.

HAMILTON, - ONTARIO.

THE CANADA JUTE COMPANY, LTD. MONTREAL.

JUTE AND COTTON BAGS,

Twines and Hessians.

ALL KINDS CARRIED IN STOCK.

Write for Samples and Prices before Purchasing Elsewhere.

PRINTING SACKS IN COLORS A SPECIALTY.

W. F. HENDERSON & CO

Agents, 151 Bannatyne Street East,

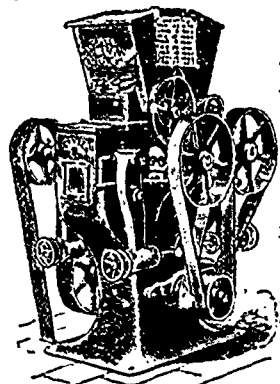
Winnipeg.

STUART & HARPER

(Successors to Robert Muir & Co.)

MACHINERY BROKERS.

758 to 762 Main St. WINNIPEG.



Dealers in Engines and Boilers, Flour Mill and Grain Elevator Machinery, Steam Boat, Saw Mill, Wood Working and Mining Machinery, Iron Tools, Steam Pumps, Force Pumps, Wind Mills, Hoists, Mill Furnishings and Engineers Supplies.

Sole Agents for Dodge Wood Split Pulleys, and Manilla Rope Transmissions. Western Agents for Royal Electric Co., Montreal. Latest Improved Thomson-Houston Systems of Arc and Incandescent Lighting, Electrical Supplies, &c. Second-hand Machinery bought and sold.

Telephone 324.

P.O. Box 693.



JAMES HAY & CO. FURNITURE

Wholesale and Retail Dealers in

Children's Carriages,

REED AND RATTAN.

Send for Catalogue and Price List
P.O. BOX 303.

298 Main Street, WINNIPEG.

Samuel P. Russell, C.A.

SPECIALTY:

Short Cuts in **BOOK-KEEPING**

If you are weary of the Restrictions of a Bound Ledger, write for a sample sheet of my patent

'Loose Sheet Ledger,'

P.O. Box 609.

WINNIPEG, - MAN.

BROMLEY & CO.

—MANUFACTURERS OF—



AWNINGS, STACK COVERS, ETC.

Mattresses of all Kinds.

The only Manufacturer of the W. W. Springs in Manitoba.

TENTS TO RENT.

Cor. Princess and 7th Ave. north, Winnipeg.

JAS. COOPER.

J. C. SMITH

Cooper & Smith,

MANUFACTURERS,

Importers and Wholesale Dealers in

BOOTS AND SHOES !!

36, 38 & 40 FRONT ST. WEST

TORONTO.

The Barber & Ellis Co'y,

Nos. 43, 45, 47 and 49 Bay Street,

TORONTO, Ont.

Manufacturers of ACCOUNT BOOKS, ENVELOPES, PAPER BOXES.

Importers of all Grades of Staple Stationery.

—DEALERS IN—

PRINTERS' SUPPLIES,

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BOXMAKERS' REQUISITE

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 Paper &c., Montreal and Windsor Mills, Quebec.

Alex. Pirie & Sons,
Manufacturers Fine Stationery, Aberdeen, Scotland.

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

CORNER PRINCESS AND BANNATYNE STREETS
WINNIPEG.

Morton, Alexander & Morton

Tanners, Curriers,

—AND—

BOOT MANUFACTURERS.

Sole, Harness and Upper Leathers.

BOOTS, SHOES AND BOOT TOPS.

HIDES TANNED FOR ROSES, ETC.

Highest Cash Price Paid for Hides and Skins

171 and 173 KING STREET,

WINNIPEG.

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

CONDENSED JOINT TIME TABLE
In Effect March 20th, 1892.

Going South.	STATION.	Going North
Mixed No. 5	Daily, except Sunday.	Mixed No. 6
7 30a	Ar. Great Falls	5 02p
4 45	Vaughan	5 40
4 00	Steel	6 15
4 15	Collins	7 45
2 30	Pondera	9 30
1 00	Conrad	10 45
12 05p	Shelby Junc.	12 05a
10 50	Rocky Springs	12 55
10 00	Kevin	1 45
9 10	De. Sweet Grass (Internat'l bound.)	2 35
8 10	Ar. Cousta	3 20
7 30	De. Milk River	4 10
4 50	Burton	5 00
4 50	Sterling	6 40
3 30	De. Lethbridge	8 40

Going West.	STATIONS.	Going East.
Mixed No. 2	Daily	Freight No. 3
7	Dunmore	10 40p
10	Grassy Lake	2 00a
2 00	Lethbridge	4 45p

CONNECTIONS.

Canadian Pacific Railway at Dunmore Junction: East bound train (Atlantic Express) leaves Dunmore at 10.17 a.m.; West bound train (Pacific Express) leaves Dunmore at 5.43 p.m.

Great Northern Railway at Great Falls: South bound train to Helena, Butte, &c., leaves Great Falls at 10.45 a.m.; East bound train to St. Paul, &c., leaves Great Falls at 3.00 p.m.

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

TIME CARD No. 5.

To take effect June 30th, 1892.

Columbia and Kootenay Steam Navigation Co. Limited.

REVELSTOKE, B.C.

Arrow Lakes and Columbia River Route River Steamers.

C. and K. S. M. Co's Steamer leaves Revelstoke every Monday and Thursday at 4 a.m., for Robson, Trail Creek and Little Dalles, returning to Revelstoke on Wednesdays and Saturdays making close connections with Canadian Pacific Railway at Revelstoke, the Col. and Kootenay Ry at Robson for Nelson, and the Spokane Falls and Northern Ry. at Little Dalles for Spokane Falls, Washington.

Kootenay Lake and Bonner's Ferry Route.
SEAMEN REL. ON connects with Columbia & Kootenay Railway at Nelson and calls at all points on Kootenay Lake.

F. G. CHRISTIE, Secretary. J. W. TROUP, Manager.

ALLAN LINE

ROYAL MAIL STEAMSHIPS

From Montreal and Quebec to Liverpool and London derry.

SAUDINIAN ... from Montreal ... Aug. 20
NUMIDIAN ... " " ... Aug. 27
PARSIAN ... " " ... Sept. 3

RATES: Saloon, \$45 to \$80; Intermediate, \$30 Steerage, \$20.

SPECIALLY LOW PREPAID RATES.

STATE LINE New York to Glasgow via Londonderry Through Tickets to all parts of Europe.

STATE OF NEBRASKA ... Aug. 25
STATE OF CALIFORNIA ... Sept. 25

RATES: Saloon, \$10 to \$60, Intermediate, \$30, Steerage, \$20.

For full information as to rates, reservations, &c. apply to any Railway or Steamship agent, or to

ROBERT KERR,
Genl. Passenger Agent, WINNIPEG.



- Excursions to the East
- Excursions to the Old Country
- Excursions to Banff
- Excursions to Nelson, B.C.
- Excursions to Spokane
- Excursions to the Coast
- Excursions to California
- Excursions to Alaska
- Excursions to Japan
- Excursions to China
- Excursions around the World

Lake Steamers "Manitoba," "Alberta" & "Athabasca" leave Fort William every Tuesday, Thursday and Saturday. S.S Cambria, Port Arthur to Duluth every Monday, Wednesday and Saturday.

Ocean Steamers "Empress of India," "Empress of Japan" and "Empress of China" leave Vancouver every three weeks.

Send for Summer Tours, Fishing and Shooting, and Westward to the Far East, to Wm. McLEOD City Ticket Agent, 471 Main St., Winnipeg; J. S. CARTER, Depot Agent, or

ROBT. KERR,
General Passenger Agent,
WINNIPEG.

Voting at Carberry on by-law to raise \$5,000 for fire protection resulted in the defeat of the by-law, a fact much to be regretted. A town the size of Carberry should have a steam fire engine.

NORTHERN PACIFIC R.R. TIME CARD.

Taking effect on Sunday, April 3rd, 1892.
(Central or 90th Meridian Time.)

North Bound				South Bound			
Brandon	Ex. Tucs. Th. & Sat.	St. Paul	Miles from Winnipeg.	STATIONS.	St. Paul	Brandon	Ex. Mon. & Wed. & Fri.
2:20p	4:25p	0	Winnipeg	11:10a	1:10p		
2:10p	4:13p	5.0	Portage Junction	11:10a	1:20p		
1:57p	3:59p	9.3	St. Norbert	11:23a	1:36p		
1:44p	3:45p	15.3	Cartier	11:47a	1:49p		
1:28p	3:26p	23.5	St. Agathe	12:06p	2:08p		
1:23p	3:17p	27.4	Union Point	12:14p	2:17p		
1:03p	3:05p	32.5	Silver Plains	12:26p	2:28p		
12:50p	2:49p	40.4	Morris	12:40p	2:45p		
	2:39p	46.8	St. Jean	1:00p			
	2:13p	56.0	Letellier	1:20p			
	1:50p	65.0	Emerson	1:50p			
	1:31p	71.1	Pembina	2:00p			
	0:46a	163	Grand Forks	5:50p			
	5:35a	223	Winnipeg Junction	9:50p			
	8:35p	470	Minneapolis	6:30a			
	8:40p	481	St. Paul	7:05a			
	9:00p	533	Chicago	9:35a			

MORRIS-BRANDON BRANCH.

East Bound.			West Bound		
Freight Mon. Wed. & Fri.	Passenger Tues. Thur. Sat.	Miles from Morris.	STATIONS.	Passenger Mon. Wed. & Fri.	Freight Tues. Thur. Sat.
12 30p	2 20p		Winnipeg	1:10p	3:00a
7:00p	12:40p		Morris	2:55p	3:45a
6:10p	12:15p		Lowe Farm	3:18p	3:30a
5:14p	11:48a	10 0	Myrtle	3:43p	10 19a
4:43p	11:37a	21 2	Roland	3:53p	10 32a
4:00p	11:18a	25 9	Rosebank	4:05p	11 13a
3:30p	11:03a	33 5	Miami	4:25p	11 56a
2:45p	10:40a	39 6	Deerwood	4:43p	12 33p
2:20p	10 23a	49 0	Altamont	5:01p	1:05p
1:40p	10 08a	64 1	Somersct	5:21p	1:45p
1:13p	9 53a	62 1	Swan Lake	5:37p	2:17p
12 43p	9 37a	63 4	Indian Springs	5:53p	2:45p
12 19p	9 26a	74 6	Maricapolis	6:03p	3:12p
11 46a	9 10a	79 4	Greenway	6 20p	3 45p
11 15a	8 53a	80 1	Balder	6 35p	4 18p
10 29a	8 30a	92 3	Belmont	7 00p	5 07p
9 52a	8 12a	102 0	Hilton	7 36p	5 46p
9 16a	7 57a	109 7	Ashdown	7 53p	6 25p
9 02a	7 47a	120 0	Wawanesa	8 06p	6 38p
8 16a	7 24a	129 5	Rounthwaite	8 23p	7 27p
7 38a	7 04a	137 2	Martinville	8 43p	8 06p
7 00a	6 45a	145 1	Brandon	9 10p	8 4 1p

West-bound Passenger Trains stop at Belmont for meals.

PORTAGE LA PRAIRIE BRANCH.

East Bound.			W. Bd.		
Mixd. daily except Sunday.	Mixd. except Sunday.	Miles from Winn. pr.	STATIONS.	Mixd. daily except Sunday.	W. Bd. daily except Sunday.
11:35a	0		Winnipeg	4:30p	
11:15a	3 0		Portage Junction	4:41p	
10:40a	11 5		St. Charles	5:13p	
10:41a	14 7		Headingley	5:20p	
10:17a	21 0		White Plains	5:45p	
9:22a	35 2		Eustace	6:33p	
9:00a	42 1		Oakville	6:56p	
8:25a	55 5		Portage la Prairie	7:40p	

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

Connection at Winnipeg Junction with two Vestibuled through trains daily for all points in Montana, Washington, British Columbia, Oregon and California, also close connection at Chicago with eastern lines.

CHAS. S. FER, H. SWINFORD,
G. P. & T. A., St. Paul. General Agt., Winnipeg.
H. J. BRICH, Ticket Agent, 403 Main St., Winnipeg.