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

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

WINNIPEG, NOVEMBER 12, 1888.

A. E. MANDEVILLE, livery, Winnipeg, is selling out.

BELL & GRAY, butchers, Qu'Appelle, have dissolved partnership.

MACLEOD has been made a branch of the Post Office Savings Bank.

C. C. BAILEY, jeweller, Qu'Appelle, has removed to Sherbrook, Que.

MONTGOMERY & Co., dealers in carriages, Winnipeg, closed out by sheriff.

F. W. COLCLEUGH, dealer in flour and feed, Selkirk, has sold out to Samuel Robertson.

THERE is still a capital opening for a shoemaker in Neepawa, says the local paper of that place.

THE engine and machinery for a grist and saw mill at Duck Lake, Sask., has been shipped from the east.

A SPECIAL meeting of the Alberta Stock-growers' Association has been called for November 16th.

S. CORISTON who has managed the Conway House, Manitou, has given up his lease of the place. Jas. Conway has again taken possession of the premises.

A CLEAR sample of mica 16 inches square has been brought into North Bay, Ont. Its parent seam is regular and the mineral lies horizontally in large quantity.

GRAY & BELL, butchers, Qu'Appelle, Assa., have dissolved partnership. W. H. Bell will continue the business. W. H. Gray of the late firm has opened a shop in Regina.

THE grocery business of C. J. Chalmers, of Winnipeg, will be continued by his widow, Mrs. Mary Chalmers.

REILLY & MARTIN, of the Royal Hotel, Calgary, have dissolved partnership. Reilly will continue the business.

NEEPAWA Register of Nov. 2 says: The fall has been unusually favorable for fall plowing. Quite a few farmers have finished plowing and the balance have fully as much ground ready for wheat in the spring as is usual.

Z. MATHIOT, C.E., who lately returned from a prospecting and surveying tour through the Rainy River country, reports a railway through the narrows of Rainy lake and Lake of the Woods as quite feasible and easy of construction.

GRANT & HORNE, produce merchants, Winnipeg, recently shipped westward the first full car lot of Manitoba cheese ever forwarded from this province to British Columbia. Only broken lots have heretofore been shipped to the Pacific coast.

IN THE COMMERCIAL of the 25th ult. it was stated the the \$5 issue of the Bank of British North America dated in 1887, had been tampered with. It should have been given as the \$5 issue of 1877. The new issue, which has not been forged, is dated 23 May, 1886.

CALGARY Tribune: Some time ago Mr. FitzGerald wrote to President Van Horne requesting him to make a special rate by which Alberta butter and cheese could be profitably sent to points east and west to find a market. He has received a communication from Robt. Kerr saying that such a rate would be made to meet the demands of shippers and asking for suggestions in the matter.

MANITOU Mercury: H. J. Rockett returned last Saturday from Winnipeg, where he had gone to dispose of the balance of cheese manufactured at the three factories, Manitou, Thornhill and LaRiviere. The entire product was successfully disposed of at prices ranging from 9 1/4 to 9 1/2 cents per pound. One lot of one hundred cheese was forwarded to Victoria, British Columbia, and another lot of three thousand pounds was shipped to China.

THE Manitoba Consolidated Gold and Silver Mining company is to be reorganized on the 29th of this month. It was established in 1883, and the company in that year sank a shaft 120 feet in depth at Clearwater bay, Lake of the Woods, and then running out of funds suspended operations. It is said a Toronto capitalist has bought out several of the stockholders, and, assisted by American capital, will make another effort to develop the mine.

THE fall term of the Supreme court opened at Ottawa on Nov. 6. The Manitoba railway matter was the first business. Gormully appeared for the Manitoba Government, Hogg for the Dominion Government and Clarke for the C. P. R. Gormully moved on behalf of the Attorney-General, to fix a date for hearing. He suggested that Friday, the 16th, be set apart for hearing the case. It was finally agreed that Wednesday, 21st inst., should be the date. The Manitoba Government will be represented by Hon. Oliver Mowat and Dalton McCarthy. Hon. Edward Blake will conduct the case for the C.P.R. company,

THE Port Arthur Sentinel says: Business generally is keeping up good and the town is growing finely.

S. V. BRAY, lumber dealer and butcher, Walseley, Assa., is adding ready made clothing, boots and shoes and groceries to his business.

THE C. P. R. are putting on round trip tickets between Winnipeg and Banff at a rate of \$50, including a week's board at the Banff Springs hotel. Those desiring to remain at the springs longer can make special arrangements at the hotel and their tickets will be made good for any length of time.

THE fire insurance company lately formed at Portage la Prairie, Man., held a meeting lately and adopted the name, "Urban Mutual Fire Insurance Company." The head office will be in Portage la Prairie. The following were elected directors of this company: Judge Ryan, Hon. Jos. Martin, T. A. Garland, M. Blake, J. J. McRobbie, Wm. Garland, and A. McLean. Another meeting will be held shortly to perfect arrangements for beginning business.

THE Northern Pacific & Manitoba Ry. Co. in order to prevent all possibility of further complications will seek incorporation from the Dominion Parliament. Formal notice has been given of application at the next session of the Dominion Parliament for a charter for the company, embracing the line to the boundary, the Portage extension, and the extension of the Morris-Brandon branch to the Souris district and into Eastern Assiniboia. In any case the Local Legislature could not authorize the building of the line beyond the province; and the objective point of the western branch of the Northern Pacific is believed to be the Souris coal fields.

THE big C.P.R. elevator at Fort William is nearing completion. Some idea of the immensity of the elevator may be gathered from the fact that it is 18 feet higher than the first one, its total altitude being about 136 feet from terra firma, while its length is 300 feet and in width it covers some 75 feet of land. When this elevator and the annex to the old elevator are completed the combined capacity of the three will be something like 5,000,000 bushels. This, with the elevator at the east end of Port Arthur and the flat warehouses, will afford storage room for about 7,000,000 bushels of grain at our Lake Superior ports. Work on the annex, however, has been discontinued for the present, and it is not likely it will be completed until next season.

THE following are customs returns for the month ending October 31st, 1888, at Vancouver, B.C.:

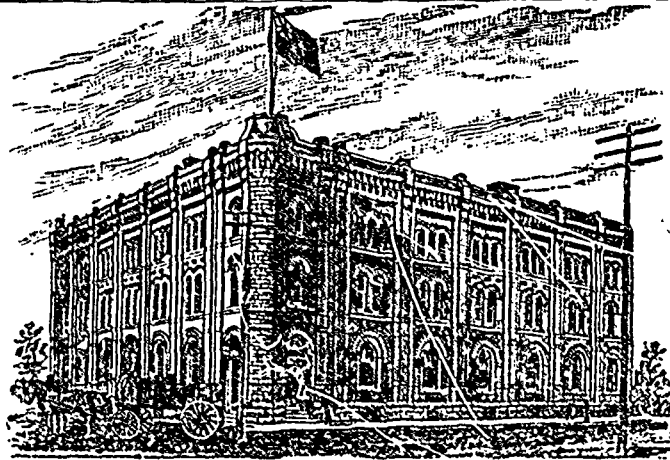
Imports, dutiable	\$28,670
Imports, free	8,767
Exports	\$37,437 00
	\$25,115 00
COLLECTIONS.	
Import duties	\$ 8,420 54
Chinese Revenue	10,999 00
Minor receipts	547 28

Total

For the corresponding month of last year the figures were:—

Import duties	\$4,045 88
Minor revenue	170 50

Gross increase for 1888. \$ 15,750 44

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TRADE ONLY.GOODS SOLD TO THE
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CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

The Manitoba Central Railway Case.

Owing to the statements made in the press regarding negotiations between the Provincial Government and the Manitoba Central Railway Co. and the charges of bribery in connection therewith, the directors of the company decided to publish a statement of the case. This was done over the signature of the president, in the Winnipeg daily papers, on Thursday last. A condensed report of the letter is given as follows:—

The Manitoba Central Railway Company has been in existence for over five years, under charter of four Acts of the Provincial Legislature. In May, 1884, they procured an Act to legalize the construction of their road from Winnipeg to the International Boundary line. In 1885, 1886 and 1887 the Company renewed its attempts to procure legislation both from the Provincial and Dominion legislatures, the Provincial charters in each case being disallowed and Dominion charters refused by the Dominion Government. In 1887 the Government of the day determined to join issue with the Dominion Government upon the question. The Company having been for some years urging upon the Provincial Government the advisability of some such action, prepared itself to forward its efforts to secure competition in rates, supposing from the assurances of members of the Government that the prior claims of the Manitoba Central Railway Company would entitle it to be selected as the medium for opening communication with the railway system to the south. The company proposed to build an independent line connecting at the boundary with at least two, and possibly three, commercial lines with which they were in correspondence, and which had assured them of favorable traffic arrangements. The line would have been open equally to the St. Paul, Minneapolis & Manitoba road as to any other, but not more so. All negotiations with outside railway corporations were upon the basis of the independence of the Manitoba Central Railway. The money necessary to construct the line was assured upon this basis.

The Manitoba Central Railway Company had

always had in view the connection with the Manitoba and Northwestern Railway at Portage la Prairie. By the extension of a line from Rapid City to Brandon, competition was to be carried into the western centre of the province, and by extending a line from Brandon southwest, railway facilities and cheap rates would have been given to the entire province.

After the passage of the Red River Valley Railway Act of 1887, the Provincial Government determined to undertake the construction of the line from Winnipeg to the boundary, and the company then proposed that the Government should guarantee the bonds of the company to the extent of \$8,600 per mile, the company building 65 miles of road, from Winnipeg to Portage la Prairie, and that the Government should construct the Red River Valley Railway and lease it to the company at a rental of 5 per cent. on \$8,000 per mile.

After considerable negotiation, Mr. Norquay's Government consented to the latter part of this proposition, and on the 13th June, 1887, executed an agreement to lease the Red River Valley Railway upon its being so far constructed as to be fit for the operation of a railway to lease to the (Manitoba Central) Company the said Red River Valley Railway, in whatever manner, and under whatever authority such line of railway between the said points may be constructed. This agreement was made under the Provincial Seal and signed by the Hon. J. Norquay. The agreement contained the following provisos, amongst others:—"Provided, however, that the Government reserves the right to grant to other companies, running powers over the said Red River Valley Railway on such terms as may be approved of by the Lieutenant-Governor in Council." "Provided also that the local rates on the said Red River Valley Railway shall be subject to the approval of the Lieutenant-Governor in Council." It also provided for the purchase of the Red River Valley Road by the company upon the completion of the Portage branch, for the sum of \$750,000.

Thus it will be seen that for the guarantee of the interest at 5 per cent. on \$520,000 for 25 years, the company was prepared to build the

JAMES PYE,

FLOUR MILL BUILDER

CONSULTING ENGINEER, &c.
218 Third Avenue South,
MINNEAPOLIS, - MINN.

A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 8th, 1887.

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

DEAR SIR,—In handing you our check for \$1,801.24, in full for balance of your contract for building and enlarging our mill, we without solicitation wish to state, that you have done your work in a manner highly satisfactory to this company. The capacity which you guaranteed at 275 barrels, we find considerably under the mark, as we are at present making over 300 barrels, and the quality of the flour is all that we could wish for. Some of our largest purchasers frankly tell us, it is equal to any flour made in either Minnesota or this province. The yield also we find very satisfactory. We must also bear testimony to your pleasing and gentlemanly manner, and your willingness at all times to meet our wishes. This has made our business relations pleasant and we can honestly say, that we recommend you to any person, requiring anything in the mill building or mill furnishing line. Wishing you the success that straight dealing merits, we are

Yours very truly,

THE PORTAGE MILLING CO.
Jas. MacLenaghan, Managing Director.

Portage line and operate the Red River Valley line.

This was the state of the negotiation when both the Red River Valley Act of 1887, and the charter of the Manitoba Central Railway was disallowed by the Dominion Government. In order to keep the organization in existence, the company had procured the charter of a railway from Winnipeg to Portage la Prairie, covering rights to operate the Red River Valley line as soon as completed. Upon the disallowance of the R. R. V. R. Act, however, the Government did not see fit to carry out the arrangement to build the line to Portage la Prairie, and further negotiations left the matter in abeyance until the change of Government in January, 1888. So soon as this took place, the promoters lost no time in placing the agreement and correspondence before the Hon. Mr. Greenway and his colleagues. In this connection it may be stated, that under no circumstances was a bribe asked by Mr. Greenway or any member of his Government, from the company, or offered by any officer or member of the company. The solicitor for the promoters, in his private capacity as a prominent friend and adviser of Mr. Greenway, may have guaranteed that certain subscriptions should be forthcoming if they were required, but such subscriptions were never demanded of, paid, or agreed to be paid by the company.

But Mr. Greenway voluntarily agreed, after hearing the statements and considering the documents submitted to him, to re-instate the company in the position it occupied before the disallowance of its charter in August, 1887. Up to the 12th June he professed to be not only willing but anxious to turn over to the company the worry and anxiety which the construction of a railway entailed. He dictated the terms upon which he was desirous that the company should take over the road, and these terms were accepted by the Manitoba Central Company. These terms were as follows:—"The company was to build the line from Winnipeg to Portage la Prairie, and to operate the whole line from the international boundary to Winnipeg and Portage la Prairie for the Government guarantee of the interest at 5 per cent. per

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CORRESPONDENCE SOLICITED.

528 Main Street, - WINNIPEG.

annum upon \$5,000 per mile of the constructed line, with the right to purchase the line known as the Red River Valley line and its equipment, upon completion of the line to Portage la Prairie, for the sum of \$750,000, the Government furnishing sufficient terminals, and building sufficient bridges at Winnipeg and Portage la Prairie." For these concessions the company offered to guarantee to the province an independent line, open to all connections from the south, upon terms to be approved by the Lieutenant-Governor-in-Council, and assuring the control of the local rates to the same authority. Upon these terms the company negotiated with the representatives of certain American lines, and upon these terms those lines were satisfied to enter the province.

The Manitoba Centtal Company was finally ignored by the Government, and a new company was organized and charatered for the purpose of rendering useless the Manitoba Central Company, thus saddling upon the province a burden infinitely heavier than was necessary under the propositions which were made to the company by the Premier of Manitoba, and accepted by it on the 12th Jure. But, fortunately, the law is the arbiter in cases where vested rights are interfered with, and to the protection of the courts it has been decided to entrust the case. The company is now, as it has been from the first, prepared to carry out any agreement it has made with the Government, and if ministers have rejected the very reasonable propositions made by the company, and such action entails further defeat of the popular wish upon those ministers and not upon the company, must the province visit the blame.

Points for Dealers.

Staple goods are nearly always worth the money paid for them, even if the stock is a little larger than trade demands; but fancy goods and novelties require the best judgment in their selection, as they are more perishable, or more subject to changes of style and fashion. Never buy a large amount of them because they are cheap. The mere fact of their being offered at a very low price should make you buy sparingly of them, for it shows that the reason for the "cut in price" is because they are unsalable, going out of fashion, or are no longer a novelty. Never overstock in any line. It is better to have your customers ask twice for a novelty than to have it on hand and not find ready sale for it.—*Dry Goods Chronicle.*

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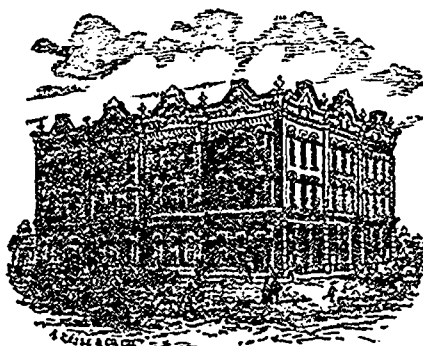
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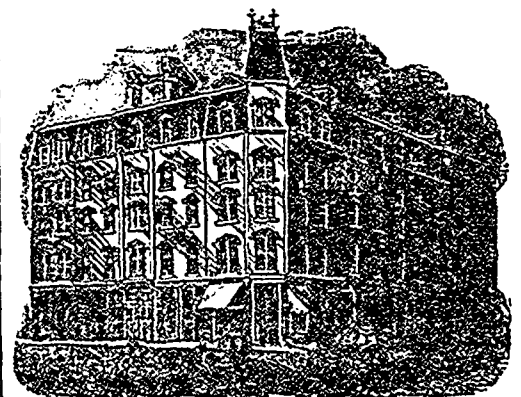
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BENNETT & CO., PROPRIETORS.

The Commercial

WINNIPEG, NOVEMBER 12, 1888.

AN UNSAVORY MUDDLE.

The state to which the political affairs of Manitoba have descended of late, must furnish rich food for that class of political mud-larks, who delight in pawing and turning over the garbage and offal, so frequently accumulated around the politics of this province, but it must at the same time be anything but a source of pleasure to the class of citizens whose only interest in local politics is bound up in a desire for the progress of the country they live in.

It was believed and sincerely wished by all non-partizan people in the province, that the personal quarrel between the Hon. Messrs. Greenway and Martin and the *Free Press* and its surrounding would have been settled in our courts, and that the political atmosphere would be freed at least from the smoke and stench of this unseemly squabble, and that political discussion would be confined to what is now of most interest to the Manitoba public generally, even if the discussion thus circumscribed did develop some bitterness. But the action of the Grand Jury a week ago prevented this, and seems to have driven the quarrel still deeper into personal matters, which are of no material interest to those outside of political circles. Even the few points mixed up in the squabble, which are of any interest to the outside public, are every day becoming more obscure in the personal smoke and mud now being freely used, and it seems from the proceedings in the opening of the Provincial Legislature last week, as if Mr. Greenway and Mr. Martin took much more interest in throwing mud at their accusers, and repaying slander with slander, than in disproving the point or two contained in the accusations against them, on which the public have any doubt, or in which they take any interest.

When the *Free Press* published its accusations, THE COMMERCIAL, then as now, rated the \$12,500 bribe story as too gauzy to call for serious consideration, and notwithstanding the incomprehensible finding of the Grand Jury, the recent letter of the President of the Manitoba Central Railway Company, published by authority of that Company, clearly proves the correctness of our judgment. This letter from an official source is the kind of evi-

dence a business man accepts, and stands in marked contrast to the trumped up affidavits and private letters, which have been freely used in the present fight and most, if not all of which have been thrust before a disgusted public at the cost of outraging confidence, professional and social, which any man of honor would hold sacred. Thus the unseemly fight is being carried on, and both sides seem willing to employ, if not to hire the services of the moral assassin.

To the outside public, and especially to that portion of it from which railway companies collect freight charges, the only question of interest tangled up in this dirty squabble is, why Mr. Greenway and his colleagues should accept the offer of the Northern Pacific and Manitoba Railway Co. in preference to that of the Manitoba Central Railway. The merest novice in finance can see at a glance where the published offer of the latter would be much more advantageous to the province than the one accepted by the Government, and no blunder about railway schemes can hide that fact. Besides the names connected with the Manitoba Central Company include men, who can lay claim to business responsibility, and furnish business records as honorable as can be furnished by any member of Mr. Greenway's Cabinet. Mr. Greenway lays great stress upon his ten years public career, and we have no intention or desire to question all he claims in connection therewith. But railway building and operating is more closely connected with business than politics, and we can see no argument in Mr. Greenway's sneers at the composition of the Manitoba Central Railway Company, comprising as it does a number of men, who are decidedly his business superiors. Besides the statements given to the public so far by the company have on their surface a calm business-like appearance, which we search for in vain in the vituperation of the Premier and the Attorney-General and their accusers.

Mr. Greenway and Mr. Martin while doing themselves a good service would satisfy the doubts of a numerous and influential class of citizens, if they would only furnish an explicit and business-like explanation of their rejection of the M. C. R. Company's offer and the acceptance of the N. P. & M. offer. A straight business explanation of this has never been given. If for the much smaller liability to the province the M. C. R. Company

were, as they state, in a position to give the province all the advantages of competition it now enjoys, or greater, it may still be easy for the Government to give some explanation of their conduct, although to an outsider it may seem inexplicable, and if they were not in a position to do so, the Government can have no difficulty in showing that to the public, and thus ending all controversy on the subject. But the answer cannot be found in such sneers at the M. C. R. Company as Mr. Greenway and Mr. Martin substitute for lucid explanations. We have a kind of hope amounting almost to a belief, that Messrs. Greenway and Martin can furnish the explanation asked, and they should bear in mind, that the explanation is asked to satisfy those who are not anxious to manufacture or circulate political boodle or bribery stories, but who are simply anxious to know that business tact as well as good faith have been exercised in looking after the interests of the province.

While THE COMMERCIAL has still faith in the honest intentions of the Government, it cannot express great admiration of the management of its railway policy. The first great act in connection therewith namely, the breaking of railway monopoly, the determined voice of a united people, and not any special acts of our rulers secured. For the benefits competition has already brought, we are indebted to the Northern Pacific Railway Company rather than the Government, and that a large portion of the province will be kept for a time without these advantages, the want of foresight on the part of the latter, and their inaction during the past summer, when the work of railway construction should have been vigorously pushed, are the main causes.

WINNIPEG'S WASTE WATER-POWER.

Water-power is always greatly sought after for manufacturing purposes, on account of its cheapness. Even in regions where fuel is cheap, manufacturing centres spring up around available water-powers. In countries where fuel is scarce and dear, water-power can be used to still greater advantage, as its value may be estimated in proportion to the cost of fuel. Water-power at Winnipeg would therefore be several times more valuable in comparison with steam power, than it would be in say the coal regions of Pennsylvania. At the recent meeting of the British Association at Bath, Professor Ayrton, speaking of water-power, said:—

"Supposing a large well-made engine burns only two pounds of coal per horse-power per hour, the coal consumption that would be equivalent to the waste water-power at Niagara would exceed 150,000,000 tons per annum, which at only 5s. or 6s. per ton means some £40,000,000 sterling wasted. Descending from big things to small, the River Avon, flowing through Bath, represents a certain amount of lost power. It has been estimated that from 25 to 130 horse-power, depending on the season, runs to waste at the Bathwick Weir. Taking 50 horse-power as an all-round average, and that a steam engine producing this power burns 150 pounds of coal per hour, it follows that, with steam coal at 10s. per ton, the price at Bath, the waste at Bathwick Weir represents an income of £450 per annum, not a princely fortune, but too large to be thrown away."

Professor Ayerton's figures will give some indication of the value of Winnipeg's waste water-power. City Engineer Ruttan's very complete survey of the water-power available on the Assiniboine river, within the city limits, showed the theoretical power at extreme low water to be equal to 6,779 horse-power. The theoretical power is estimated to be equal to at least 5,626 actual horse-power for a day of fourteen hours. The engineer states that this power could be increased and maintained at a minimum of 10,000 actual horse-power, during extreme low water, by cutting a canal from the Assiniboine to Lake Manitoba. Taking the minimum horse-power in extreme low water, we find that it would require about eight tons of coal per hour, or 112 tons per day of fourteen hours, to produce this power by steam. Here is an annual waste of power, allowing 300 working days in the year, which represents the steam-power from 33,600 tons of coal, value, at \$8 per ton, \$268,800. But this vast sum does not represent the entire loss. The minimum horse-power during low water is taken, and that only for 300 days in the year. During a portion of the year the available power would be more than double the minimum power, whilst with the Lake Manitoba connection, the minimum power would be doubled at extreme low water. The annual waste without the Lake Manitoba connection, can be estimated at a minimum of \$300,000, at the present cost of fuel, certainly a large sum to be yearly lost to the city. The total steam-power of the city is now only a fraction of the water-power daily running to waste. With this water-power rendered available, the cost of manufacturing in Winnipeg would be greatly reduced, and industries which could not now be carried on to advantage here on

account of the high price of fuel, would be rendered profitable.

Engineer Ruttan in his report, shows that the total cost of works necessary to render the water-power of the Assiniboine river available for manufacturing purposes, would be \$300,000. Of this amount \$250,000 would be required for the dam, and \$50,000 for the canal, to supply the water to the mills. It is therefore seen that the saving in the cost of fuel in a single year would pay for the cost of rendering this waste water-power available for manufacturing purposes, providing the power was used. The sum of \$300,000 is the amount necessary to provide the minimum water-power of 5,626 horse-power. The cost of constructing the canal necessary to increase the minimum power to 10,000 horse-power has not yet been worked out, the survey of this part of the work not having been made.

Should this water-power be rendered available, there is every reason to believe that the full power would soon be taken up and utilized in manufacturing industries, and probably in a short time it would be found necessary to enlarge the works so as to provide the minimum power of 10,000 horse-power. It is to be hoped the city council will follow up the work it has so promptly undertaken, until this waste water-power, representing hundreds of thousands of dollars annually lost to the city, will be turned to account in building up manufacturing industries in our midst.

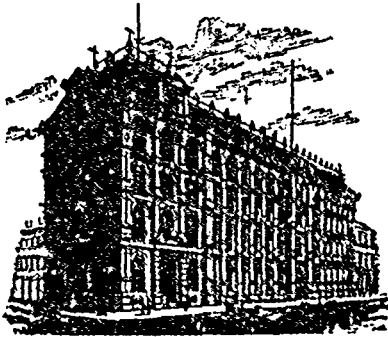
THE CHINESE ACT.

Seldom has a more disgraceful piece of legislation been passed by any civilized country than the anti-Chinese bill, lately adopted by the United States Congress. Anti-Chinese legislation in the United States has not been guided by a sense of right or justice, or even of national welfare. Like the treatment of the fisheries question, it has been considered merely as a question out of which political party capital could be manufactured. California is the State most interested in the Chinese question, and in that state there is a strong anti-Chinese element. California has also been classed among the doubtful states, politically, and on this account each political party was ready to seize upon any advantage which might gain them votes in that state. The Chinese question was thus taken up as a means of securing votes. The Republicans brought in a bill placing restrictions upon the Chinese and upon Chinese immigration, with the object of bidding for the anti-Chinese vote of California and other states. The Democrats became alarmed lest the Republicans might gain some ad-

vantage in the matter, and they determined to go them one better. So it came about that a shameful piece of legislation has been enacted. The rights of the poor Mongolian were of no account when party exigencies were at stake, and even the dignity of the nation and the vaunted pretensions of American liberty likewise must be trampled in the dust at the behest of party. How shamefully has Congress betrayed the principles of liberty, which has so long been the boast of the citizens of the United States. The highest legislative body in this "sweet land of liberty," has passed an unjust and oppressive act, and one which deprives thousands of residents of the country of the simplest kind of fair play. The act is further a most glaring violation of existing treaties, and renders it impossible to place any faith whatever in any covenants made between the United States and other nations. A government which can show so little regard for national covenants and national honor, in a moment of party turmoil, cannot be trusted to carry out any treaty any longer than party exigencies may demand.

The sudden passage and immediate enforcement of the Chinese exclusion act without any previous warning, has been a great hardship to many people who were on their way to the United States when the act came in force. A large number of unfortunate people were on their way to the country when the act was passed, and without any warning they were prevented from landing. Resident Chinamen who were temporarily out of the country, some of whom have large investments in the United States, are suddenly informed that they will not be allowed to return to the country to look after their business affairs. The hardships thrust upon a large number of human beings by this brutal measure can only be known to a few intimately acquainted with the situation. Already reports are coming in from the Pacific coast, relating harrowing details of unfortunate Chinamen driven to insanity and suicide by this un-Christian act. Without a moment's notice, this arbitrary act is put in force against a friendly nation, regardless of existing treaties, all to catch a few votes in the Pacific coast states.

In British Columbia this Chinese exclusion bill has created great interest, as it was expected that it would cause an increased flow of Chinese immigration in that direction. As there is a strong anti-Chinese element in British Columbia, the act has not therefore been received with favor in that quarter. The Chinese have served a very useful purpose on the Pacific coast, but it is questionable if any considerable accessions to their numbers would be to the advantage of the country. Still, in any legislation looking to the restriction of Chinese immigration into this country, it will not do to follow the example of the United States in imposing unnecessary hardship upon the Mongolians.



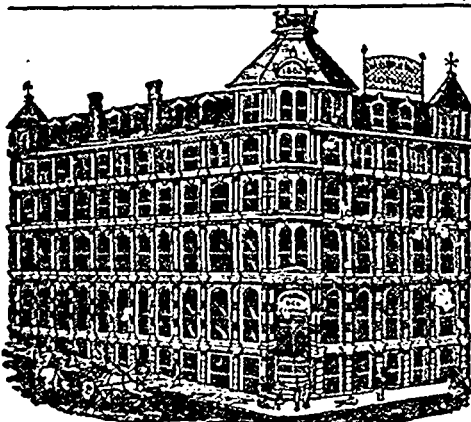
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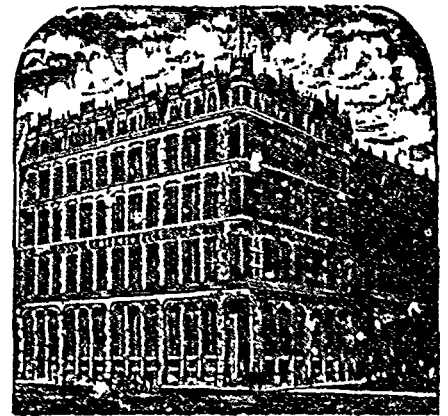
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WINNIPEG MONEY MARKET.

The money sent out to buy grain is at last beginning to get into general circulation, and is having a noticeable effect upon the financial situation. Wholesalers who have complained a great deal of slow payments, now notice some improvement in returns from the country. There is still some complaint in some quarters, but the majority report improvement, whilst several have had decidedly good returns. Paper due on the 4th was very well met in some lines, fully 75 per cent. being covered. A steady stream of cash is now going from the banks into the hands of our producers, and with a large increase in the grain movement likely within a few days, the financial situation should soon be easy. Discount rates hold steady at from 7 to 8 per cent. for ordinary to choice commercial paper.

WINNIPEG WHOLESALE TRADE.

There was some improvement noticeable in some branches of wholesale trade last week, and the prospect is now favorable to a fairly active movement in seasonable goods. Farmers who have been giving their attention mainly to plowing are now pretty well through with their work, and will devote more time to marketing grain. Even where they are not through plowing winter weather is likely to stop this work almost any day. With big grain deliveries, high prices for wheat and cold weather expected at once, business should hum for the next month or so in seasonable lines and winter goods, and what is more desirable to the trade than selling goods, the cash should now commence to flow in freely.

DRUGS.

Business is said to be moving in a satisfactory manner, and with prices steady. Quotations are unchanged as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.25 to \$2.75; iodide of potassium, \$1.25 to \$4.75; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.50 to \$3; chlorate of potash, 25 to 30c; alum, \$4 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5.25; American blue vitrol, 7½ to 8½c.

DRY GOODS AND CLOTHING.

In textile branches business commences to show signs of improvement, and there is some sorting trade doing, but a really active movement has not yet been experienced. A sharp spell of weather is now looked for to exercise a healthy influence upon the trade. Some improvement in collections is perceptible.

FRUITS—DRIED, AND NUTS.

New layer raisins are expected soon. New figs have been received. Quotations are as follows: New Valencia raisins, \$2.50 per box; dried apples, 7½c a pound; evaporated apples 10½c a pound. Evaporated California fruit quoted: apricots 23c; pitted plums 20c; cherries 25c; raspberries 35c; peaches 30c; golden dates 8c; Malages, London layers, \$3.50; New season cufnants, 8c per lb.; Eleme figs, new, 18c; old stock, 15c; walnuts,

18c per lb; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb; cocoanuts, \$1.20 per dozen.

FRUITS—GREEN, VEGETABLES, ETC.

There has been a good deal of demoralization in the apple market, owing to large shipments from Ontario, and several parties who have shipped up apples on speculation, have lost money. Stocks of fall varieties are not large, but fair prices are obtained for favorite varieties, when in good order. A car lot of British Columbia winter pears were brought in last week. The fruit was as hard as rocks, but it is claimed that when kept into the winter, the fruit is marketable. However, dealers who have not had experience with this class of stock were a little dubious about handling the fruit. The lot did not therefore meet with as quick sale as if it had been saleable for immediate consumption. Some Florida oranges have arrived. Quotations are as follows: Apples, fall varieties, \$2 to \$3 per barrel, as quality; snows, \$3 to \$3.25; choice Montreal fameuse, \$4.50 barrel; winter apples, \$3.25 to \$3.50; oranges, Jamaica, \$7.50 to \$8 per box; do in barrels, \$12; Florida oranges, \$7 to \$7.50 box; lemons, Malagas, \$5.50 to \$6.00; Palmero lemons, \$6.00 to \$6.50; California Tokay grapes, in 40 lb. crates, \$6 to \$6.50 per crate; Concord and Catawbas, 70 to 75c per basket of eight lbs; Ontario Herbert grapes, 9c per pound; Malaga grapes, in 65 lb. kegs, \$8.50 per keg; California pears, \$4.25 to \$4.50; cranberries, bell and cherry, \$9.50 to \$10; bell and bugle, \$11.50; Southern onions, \$2.75 per cwt; Ontario cider, clarified, 35 to 40c per gallon in barrels; N. Y. hard, 32 gallon barrels, \$10; do half barrels, \$5.

FISH AND OYSTERS.

Oysters, selects, per gallon, \$2.25; standards, \$2; cans, extra selects, 65c each; selects, 60c; standards, 55c. Finnan haddies, 12c pound. St. John bloters, \$2.50 per box of 100 fish. Yarmouth bloters, \$3 per box.

FURS.

So far as can be learned at this early date, the prospects ahead of the fur trade are very favorable. Advices from London report that in most furs, stocks are lighter than usual, and the demand good. The only exceptions are mink and marten. In these furs stocks are large, the demand slow and prices weak. In other furs prices are likely to be fully maintained, so far as yet can be expected. Hardly anything is doing in this market yet in the way of offerings, but receipts are expected to begin to come in very shortly.

GROCERIES.

Sugars continue easier in tone. Syrups are still scarce. Teas firm. Quotations are: Sugars, yellows, 7½ to 7¾c; granulated, 9½c; lumps, 9¾c. Coffees—Rios, from 21 to 24c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. T. and B. tobacco, 55c per pound; P. of W., butts 46½c; P. of W. caddies, 47c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace, 6s, 48c; Brunetto Solace, 12s, 48c. Specia brands of cigars are quoted: Reliance, \$50;

Gen. Arthur, \$50; Mikado, \$40; Terrior, \$30 per 1000.

HARDWARE AND METALS.

There has been no further advance in quotations, but as a rule prices hold very firm, and not in favor of buyers. Advances are considered very much more profitable than any reductions in figures. Iron is reported again stronger in British markets. Quotations are: Cut nails, 10d and larger \$3.00; I. C. tin plates, \$5.75 to \$6.25; I. C. tin plates, double, \$11.50 to \$12.00; Canada plates, \$3.75 to \$4; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 40 to 45 per cent off list prices; ingot tin, 30 to 37c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 6¾; per lb.; tarred felt, \$2.60 to \$2.75 per 100 lbs. barbed wire, 6½ to 7c

HIDES AND TALLOW.

Green hides have been coming in lively of late. Prices are unchanged, but the tendency is reported easier, and the close of navigation is expected to reduce values. Prices are as follows: No. 1, 5c; No. 2, 4c; bulls, 3c; calf, fine haired real veal, 7 to 11 pound skins, No. 1, 5c; No. 2, 4c sheep pelts, 45c, for good, to 25c for poor. Tallow, rough, about 2½c per pound, rendered 5c.

LEATHER AND FINDINGS.

Prices steady at last quotations as follows: Spanish sole, 26 to 30c; slaughter sole, 26 to 30c; French calf, first choice, \$1.25 to \$1.50; Canadian calf, 75c to \$1.00; French kip, \$1 to \$1.10; R Z kip, \$5 to 90c; Bourdon kip, 70c; slaughter kip, 55 to 65c; No. 1, wax upper, 45 to 50c; grain upper, 50c; harness leather, 27 to 31c for plump stock. American oak butts, 50 to 55c; buffe, 17 to 22c a foot; cordovan, 17 to 21c; pebble, 21 to 23c; colored linings, 12c.

LUMBER.

The mills are now about all closed down for the winter, after a very successful season. Business is now slackening up. Stocks on hand are not large for this time of year, and in lath and shingles there is said to be a shortage. Prices are firm but last quotations hold for the present as follows: Dimension—2x4 to 12x12, 12 to 16 ft long, \$15; do 10, 18, and 20 ft long, \$16. Fifty cents per M advance on each foot over the above length up to 24 feet long. One dollar per M advance on each foot over 24 feet long. \$1 per M advance on each inch over 12 inches surface. Surfacing, 50c per M; Surfacing and sizing, \$1.00 per M. Boards—1st, common, rough, \$16.50, dressed, \$17.50; 2nd common rough \$15, dressed, \$16; Culls, rough, \$11; dressed, \$12; 1st common, stock, 12 in, rough, \$19, dressed, \$20; do, 8x10 in, rough, \$18, dressed, \$19; 2nd common, 12 in, rough, \$17; dressed, \$18; do, 8x10 inch, rough, \$16, dressed, \$17. Ten feet long and under, \$1 less per M. Shiplap—10 inch, \$17.50; 8 inch, \$17. 8 and 10 inch flooring and siding at \$1 per M advance. Siding, ceiling and flooring—1st, 6 inch, \$29; 2nd, do, \$25; 3rd, do, \$21; 4th, do, \$18; 1st, 5 inch, \$29; 2nd, do, \$25; 3rd do, \$20; 4th do, \$17; 1st, 4 inch \$29; 2nd do, \$25; 3rd do, \$19; 4th do, \$16. \$1 per M advance for dressing on both sides. \$1 per M less for lengths 10 feet and under. Bevel Siding

—No. 1, 1st siding $\frac{1}{2}$ in x 6 in, \$20; No. 2, do, \$17. Stock—B, \$35; C, \$30; D, \$25. Clear, 1 inch—1st and 2nd, \$32; 3rd, \$28. $1\frac{1}{2}$, $1\frac{1}{2}$, and 2 inch—1st and 2nd, \$40; 3rd, \$35; selects, \$30; shop, \$25. Mouldings—Window Stops, per 100 feet lineal, 75 cts; Parting Strips, do, 50 cts; $\frac{1}{4}$ round and cove, per 100 feet lineal, 60 cts. Casing—4 inch, O. G., per 100 feet lineal, \$1.50; 5 in, do, \$1.75; 6 in, do, \$2; 8 inch, O. G., base, \$3; 10 in, do, \$3.75. Lath, \$1.75. Shingles—1st quality, \$3; 2nd do, \$2.50; 3rd do, \$1.50; 4th do, \$1. Dealers are requested to order by number. No delivered prices.

PAINTS, OILS AND COLORS.

No further changes at present to note in prices. Business is moving briskly, but expected soon to slacken up for the winter. Quotations are unchanged and as follows: Turpentine, 90c in five-gallon cans, or 85c in barrels; harness oil \$1.00; neatsfoot oil, \$1.25; linseed oil, raw, 68c per gallon; boiled, 70c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, $12\frac{1}{2}$ c per lb.; lard, No. 1, \$1.25 per gal. olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 26c; water white, 29c. American oils, Eocene, 34c; water white, 31c; sunlight, 28c. Calcined plaster, \$3.75 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break \$2.15. Alabastine, \$8 per case of 20 pkgs.

THE MARKETS.

WINNIPEG.

WHEAT.

The past week has not been an eventful one in the leading wheat markets, but with a presidential election in hand and one day's holiday caused thereby, this was to be expected. Still, notwithstanding these unfavorable features, prices have held up well, and showed good advances over the weak closing of the previous week. The small increase in the visible supply caused some firmness at the commencement of last week. The visible supply statement on Monday showed an increase for the week ended Nov. 3 of only 218,189 bushels, making a total of 33,694,796 bushels, against 35,144,758 bushels for the same time last year. This showed that receipts were not piling up nearly as fast as they were a year ago at this time, when the weekly increase was from one to two million bushels. Exports from Atlantic ports for the week ended Nov. 3 were 128,490 barrels of flour and 16,600 bushels of wheat, against 231,400 barrels and 733,900 bushels for the corresponding week last year. Receipts of wheat at all principal points for the week ended Nov. 3 were 3,255,604 bushels, or about 20,000 bushels in excess of the previous week. Returns when received for last week, will show a decrease in receipts. A report from Minneapolis on Monday stated that receipts in the country had fallen off 25 per cent., and it was believed 60 per cent. of the crop had been marketed. On Nov. 5 Minneapolis had in store 3,192,912 bushels, against 4,175,568

bushels a year ago. Duluth on the same date had 772,553 bushels, against 1,343,519 a year ago. On Thursday it was stated that receipts in the country, north of the Northern Pacific Ry., had fallen off one-third from deliveries of the previous week. If this decline continues in deliveries in the hard wheat belt, and it is shown that the bulk of the crop is in, prices will doubtless hold strong. The increase in northwestern receipts caused the break in prices the week before last, and a heavy decline in receipts should bring about a recovery.

The local situation has remained irregular and rather unsatisfactory to dealers. There seems to be nothing like regular established prices this year. Dealers are working in a sort of hap-hazard way, and trusting a good deal to luck. About \$1 to \$1.05 seems to be the usual price paid to farmers in provincial markets for No. 1 hard, but at some points where local competition was keen prices were advanced a few cents at times above these figures. For the week ending Nov. 3, receipts of Manitoba wheat at Lake Superior ports were 264,450 bushels, against, 371,150 the corresponding week of last year. Total receipts of the season's crop to date \$97,950 against 1,575,600 the same period last year. Shipments from the elevators were 140,304 bushels of wheat and 15,408 of barley. Last week the movement was somewhat better, and with indications of winter setting in soon, the largest movement of the season may be expected within the next few weeks.

FLOUR.

Prices now hold very steady, and seem to have reached a prominent lodging point for the present. Quotations to the local trade are: Patents, \$3.15; long bakers, 2.95; XXXX, \$2.40; superfine, \$1.90.

MILKSTUFFS

Hold steady at last quotations: Bran, \$12 per ton, shorts, \$15, ground feed \$23 per ton.

OATS.

Maintain a fairly firm tone, and prices hold up much better than was expected. At outside points from 23 to 25c seems to be the usual range of prices to farmers. In the city loads on the market have sold at all the way from 30 to 35c, about 32 to 33c being the usual prices. Car lots on track were worth from 30 to 32c as to quality. Prices are too high for shipping to eastern points, east of Carleton, but car lots continue to move forward to north shore points.

BARLEY.

The barley market here seems to be in a rather unsatisfactory state, partly owing to declining prices in outside markets, and partly to reports of damage to barley from frost, rendering it unfit for malting. No. 1 on track at outside points would be worth about 50c, and No. 2, 45c. There is some movement in the grain, both eastward and also by the roads running south, but shippers are not large. At the city breweries from 40 to 55c is being paid for sound malting barley, the highest price of course for No. 1. From maltsters here it is learned that a portion of the crop has been damaged so as to be unfit for malting purposes, and purchasers have therefore to be careful in buying the grain.

OATMEAL.

Steady at last quotations as follows. Standard, \$2.50; granulated, \$2.65; rolled, \$3.

CHEESE.

Prices continue firm and quotations are usually about $\frac{1}{2}$ c higher, 11c being the figure in jobbing lots.

BUTTER.

Receipts in the city continue light, but ad-

vice from the country indicate that farmers are bringing in supplies more liberally, and receipts here are expected to improve. Prices remain firm for good qualities, but there is not much choice to be had. 20c has been obtained for good dairy, and in some instances small lots have sold at 21c. Good medium, which comprises the bulk of qualities considered good, has been bringing 17 to 18c. There is a good demand and ready sale at quotations for offerings.

EGGS.

Fresh are quoted at 25c and lined at 23c. Fresh only obtainable at times in small lots.

LARD.

Prices are irregular, and range from \$2.50 to \$2.60, for 20 lb. pail. There is no difference between the imported and home product as regards price.

CURED MEATS.

No further changes in price have been made, prices holding at the late decline for dry salt, with others unchanged. Quotations are: Dry salt, $12\frac{1}{2}$ to $12\frac{3}{4}$ c; rolls, 15c; breakfast bacon, $15\frac{1}{2}$ c; hams, 16c. Home cured product is quoted lower than Chicago, as follows: Long clear, $12\frac{1}{2}$ c; breakfast bacon, 15c; rolls, 14c; hams, 16c; all home cured uncanvassed. Pork sausage quoted at 10c per pound and bologna sausage $9\frac{1}{2}$ c per pound.

DRESSED MEATS.

In pork the feeling is easier. Packers are offering $8\frac{1}{2}$ c and butchers pay from $8\frac{1}{2}$ to 9c. Receipts are now light, but a good many inquiries for prices are received, and as soon as cold weather sets in, receipts are expected to show up fairly large. So long as receipts are small, prices will be kept up by butchers, but a decline to 8c is expected as soon as the winter movement commences. Beef holds steady, city dressed being quoted at 5 to $5\frac{1}{2}$ c, as to quality. Some country dressed is now coming in, but not moving largely yet, and quoted at $4\frac{1}{2}$ to $5\frac{1}{2}$ c as to quality. Beef offering is not in as good condition as at this time last year, cattle having apparently never recovered fully from the disadvantage of the very late spring. Mutton, city dressed, 10c; veal, $7\frac{1}{2}$ to 8c.

POULTRY.

There was quite a large quantity of chickens marketed last week, in comparison with receipts of late, and prices were easier, from 10 to 12c being paid. These figures are not likely to be maintained long. Turkeys are worth about 14 to 15c, and geese 12 to 14c.

LIVE STOCK.

The season for live hogs is about over, and receipts are now next to nothing. Prices nominal at 6 to $6\frac{1}{2}$ c. Cattle steady at about 3c for good butchers stock, to $3\frac{1}{2}$ and 4c for choice and extra choice. Ordinary animals $2\frac{1}{2}$ c.

VEGETABLES.

Potatoes are firm, and selling in quantities at 25 to 30c. Other vegetables are generally firm and higher prices likely soon. Other prices are: Turnips, 20 to 25c per bushel; carrots, 40 to 50c per bushel; beets, 35c per bushel; onions, native, \$1.50 per bushel; cabbage, 75c to \$1 per doz; celery, 40c per doz. bunches; parsnips, \$1 per bushel.

FUEL.

Wood keeps up at the high prices attained of late. Wood along the railway lines is scarce, but there is said to be plenty cut in the woods and ready to haul to the track as soon as snow comes. Poplar sells at \$5 per cord, by the load on the market, and tamarac at \$7. Poplar on track was worth \$4 and tamarac \$6, in car lots.

THE shoe manufacturers had a meeting at Toronto last week. Eighteen of the leading firms of Ontario were represented. They agreed that (1) no sorting orders are to be dated ahead; (2) spring goods are to be dated not later than April 1st; fall goods not later than October 1st; (3) term of credit not to exceed four months, with usual discounts.

The "Chippy" Young Drummer.

To us old-timers on the road nothing is so amusing as the "chippy" drummer. We can always tell him at sight. He may look as fly as a thoroughbred, but his baggage gives him away. He comes on his first trip with a trunk full of clothing, and when he gets on a car he is loaded down worse than an old maid who is going sixty miles. He is sure to have two valises and a satchel with a strap hanging from his shoulder. A hat-box, two canes (one for every day wear and one for Sunday), an umbrella, three railway guides, a half dozen Rand & McNally state maps, a silk traveling cap, a new novel, a pair of slippers, a rubber coat, a mohir duster, a flask and a pipe, are a few of the things he surrounds himself with. We know him because he kicks at everything. The road is rough or crooked, or the time is slow. He notifies the conductor of the Pullman before he leaves the depot of his intention to report him. He discourages for an hour on the extortion of the baggage-master.

When he gets off at a station he refuses to pay 50 cents to the omnibus man and walks to the hotel, and swears later when required to pay a drayman 75 cents for hauling his baggage from the depot. He asks for the best room in the hotel, and does not get it. Meet that same fellow four years later, and he has dropped all his valises except one small one, and he no longer travels with canes, umbrellas, slippers, railway guides, maps, rubber coat and all that. One side of his valise will contain his samples, and all the clothing he will need for a two month's

trip is on the other side. He carries two suits of underclothing, two white shirts and a change of socks. When the train is side-tracked, while the road is being cleared of a freight wreck, he takes a nap. When he goes into a hotel the clerk recognizes him as one of the boys, and gives him the best the house affords; and then he takes a hand in having fun with "chippies" himself. *Chicago Drummer, in Globe-Democrat.*

The Cheese Situation.

The cheese situation has undergone no substantial change, but the undertone of the market has a firm expression, with holders confident and not exercising any pressure to sell. Statistically the position appears healthy, and there is no serious effort apparent even on the part of the bears to make it out otherwise. Advices from most points east of Toronto indicate that practically all the September make has been moved or is moving, leaving only the October make in the country, which, as is now generally conceded, is light. The large combinations show a material shrinkage, while in many cases the smaller factories are running far behind last year, so that when navigation closes it looks as if stocks would not be excessive. From this date last year to the close of navigation we shipped about 150,000 boxes, and should that quantity go out this season the stock carried over promises to be in much smaller compass than was the case last year. The exports from New York has continued light, only 6,000 boxes for the week. Exports from New

York from May 1 to October 23 were 55,438,720 pounds, against 60,289,568 in 1887, a decrease of 4,849,848 pounds, while the receipts during the same time decreased 28,200 packages. If we allow 65 pounds to the box for Montreal shipments to October 27, we find a total of 65,234,000 pounds, against 65,733,267 to November 30, 1887, which shows that we have shipped considerably more than New York, but, of course, the States goods will have to be deducted from that total. Last year 4,725,979 pounds States cheese was shipped via Montreal to November 30, and it is not expected that that amount will be exceeded this year. It would appear that the aggregate shipments from New York and Montreal this season will fall below last year unless we ship heavily during the next three weeks. *Montreal Gazette.*

An Enterprising Salesman.

"Jim Sellers, the hardware salesman, is one of the most enterprising traveling men on the road, isn't he?" remarked a commercial tourist to his companion in the train.

"Yes, very."

"What do you think would be the first thing Jim would do if he were to die?"

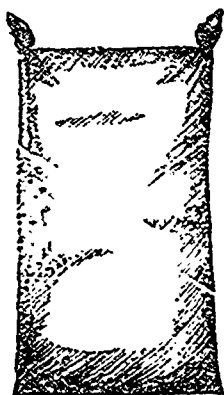
"I give it up."

"Course I can't say for certain, but I'd be willing to bet that it wouldn't be five minutes before he was talking St. Peter into buying a patent lock for the golden gates."—*Merchant Traveler.*

A run on wheat at Douglas, Man., last week sent it up to \$1.25. This price was paid for one load.

MILLERS, ATTENTION!!

ESTABLISHED 1825.



The J. A. Converse Manufacturing Co

A. W. MORRIS & BRO., Proprietors, MONTREAL.

Our new bag works are now in full operation and are undoubtedly the finest equipped on the American continent.

The sewing, printing and uniformity of size are particularly noticeable, and we are confident you will find the goods superior to anything offered in the Canadian market.

We would kindly ask you to favor us with at least a portion of your valued orders. A trial will convince you that our statements are not exaggerated.

Jute and Cotton BAGS GRAIN SACKS, FINISHED OR ROUND THREAD.

Manitoba and Northwest Agents:

MERRICK, ANDERSON & Co., Winnipeg.

EASTERN MARKETS.

CHICAGO

Wheat opened at Chicago on Monday, Nov. 5, at 1.13½ for December, and ranged from \$1.13 to \$1.14½. The opening was ½c higher than Saturday's closing price. The market was uninteresting, but there was fair buying on soft spots. The small increase in the visible supply improved the tone. Closing prices were:

	Nov.	Dec.	Jan.	May.
Wheat	1.12½	1.14	1.11½	1.15
Corn	39½	38½	—	38½
Oats	24½	25	—	29
Pork	14.50	14.45	14.75	15.00
Lard	8.15	8.05	8.07½	8.27½
Short Ribs	7.57½	—	7.47½	7.65

On Wednesday, December wheat opened at 1.15, which was one cent lower than Monday's close, Tuesday being election day. The range was from 1.13½ to 1.15½ during the day. Little was taken in the market. Closing prices were:

	Nov.	Dec.	Jan.	May.
Wheat	1.13½	1.15	1.13	1.16½
Corn	41½	40	38½	39½
Oats	24½	25	—	29½
Pork	14.62½	14.60	14.87½	15.17½
Lard	8.15	8.07½	8.12½	8.32½
Short Ribs	7.50	—	7.50	7.70

Wheat was stronger on Thursday, and prices averaged higher. Opening prices were ½c higher, but there was a considerable decline about noon. Closing prices were:

	Nov.	Dec.	Jan.	May.
Wheat	1.14½	1.16	1.14	1.16½
Corn	41½	40½	38½	39½
Oats	24½	25½	—	29½
Pork	14.67½	14.62½	14.87½	15.17½
Lard	8.20	8.52½	—	8.72½
Short Ribs	7.50	—	7.52½	7.72½

On Friday the market was quiet and trading light, but at the close considerable firmness was developed. Closing prices were:

	Nov.	Dec.	Jan.	May.
Wheat	1.14½	1.15½	1.13½	1.17½
Corn	41½	40½	38½	39½
Oats	25½	25½	—	29½
Pork	14.50	14.50	14.75	15.02½
Lard	8.17½	8.07½	8.12½	8.30
Short Ribs	7.50	—	7.47½	7.70

Saturday's closing figures were:

	Nov.	Dec.	Jan.	May.
Wheat	1.13½	1.14½	1.12½	1.15½
Corn	41½	40½	—	39½
Oats	25½	25½	—	29½
Pork	14.45	14.45	14.75	15.07
Lard	8.10	8.07½	8.10	8.30

MINNEAPOLIS.

Closing quotations on Thursday for wheat were as follows:—

	Nov.	May	On track
No 1 hard	1.22½	1.25½	1.25
No 1 northern	1.13½	1.19½	1.16-15½
No 2 "	1.07	1.13½	1.09-12

Closing quotations for flour were Patents, sacks to local dealers, \$6.75 to \$6.90; patents to ship, sacks, car lots, \$6.65 to \$6.90; in barrels, \$6.90 to \$7.00; bakers, here, \$4.70 to \$5.60; superfine, \$3.00 to \$4.35; red dog, sack, \$1.60 to \$1.65; red dog, barrel, \$1.80 to \$1.85.

The Northwest Miller says:—The flour market has been slow during the past week and promises to remain so until the late surplus gathered in by flour dealers in this country is either wiped out or more demand is experienced

from the other side. There have been mills enough running in this country for the last three months to make sufficient flour to last not alone through that period, but for nearly an equal length of time ahead. There is one favorable view of the future, and that is the nearing of American and foreign quotations to the same common basis of values, and this will, it is hoped, permit larger exports. Up to the present time, the request from abroad has not reached the dimensions expected of it; and the demand that began to appear a few days ago for patents to go to the United Kingdom has not amounted to much yet. Many of the Minneapolis millers say there is not enough wheat to keep them grinding through the year, and they think it will be better to carry the stock needed later in wheat rather than in flour.

DULUTH WHEAT MARKET.

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

	Cash.	Nov.	Dec.	May
Monday	1.23	1.23	1.21½	1.27½
Tuesday	—	—	—	—
Wednesday	1.22½	1.22	1.22	1.27½
Thursday	—	1.23	1.23	1.28½
Friday	1.23	1.23	1.23½	1.28½

On Friday, No. 1 northern, cash, was quoted at \$1.15.

On Saturday December wheat closed at 1.22½, and May closed at 1.27½.

CANADIAN SECURITIES IN ENGLAND.

The Canadian Gazette of Oct. 25, gives the following quotations of leading Canadian securities in the London market:

	Price.	Rise.	Fall.
Canada 3½ per cents.	105	—	—
Ditto 3 per cents.	94½	½	—
British Columbia 4½ per cents.	112	1	—
Canadian Pacific shares (N.Y. register)	57½	—	1
Ditto shares (London register)	57	—	1
Ditto first mortgage bonds	107½	½	—
Grand Trunk ordinary stock	11½	1½	—
Ditto first preference	68½	1½	—
Bank of British Columbia	35½	—	—
Bank of B. N. A.	74	—	—
Canada North-West Land	3½	—	—
Hudson's Bay	15½	—	—
Land Corporation of Canada	17	—	—
Manitoba 5 per cents	112	—	—
Winnipeg 5 per cents	110	—	—
Vancouver Coal	6	1	—
Manitoba Northwestern Railway	90	—	—

MONTREAL MARKETS.

Grain—No. 1 (new) hard Manitoba, \$1.36 to \$1.38; No. 2 do., \$1.35 to \$1.38; No. 1 northern, \$1.35; peas, 78 to 80c; oats, 36 to 38c; barley, 70 to 75c.

Flour Buyers generally are well supplied. Patent winter, \$6.50 to \$6.75; patent spring, \$6.75 to \$7.00

Oatmeal Standard, brl, \$5.70; granulated, \$4.50 to \$5.00.

Butter Dull and easier. Quoted—Creamery, 24 to 25c; earlier do 22 to 23c; Townships, 19 to 22c; Western, 16 to 17c.

Cheese Quiet and steady. Finest September, 10½ to 10¾; finest August, 9½ to 9¾; fine, 8½ to 9¼; medium, 7½ to 8¼.

Poultry—Weak and prices declined all round. Turkeys sold at 7½ to 9c; chickens, at 4 to 6c; ducks, at 7½ to 9c, and geese at 4 to 6c per lb.

JOHN WAKE, of Minnedosa, arrived at Brandon last week with one hundred head of excellent beef cattle, which he sold at 1½ cents per pound live weight.

A. MACDONALD & Co. have again commenced curing hog products in Winnipeg. This will make five pork packing establishments in the city.

MANITOBA butter is in good demand in British Columbia. T. W. Clark, wholesale commission dealer, is anxious to obtain a supply of this article.

F. BOISSEAU, of the Grand View Hotel, Brandon has formed a partnership with a Mr. Bower, from England. The new firm will be known as Boisseau & Co.

WM. GARRETT of Morden, Man., has taken into partnership one Mennie, for the purpose of going into the engine and machine business. They contemplate erecting a shop, 50x60, in which to carry on their operations.

PRICES at Brandon last week, according to the Times, were: Wheat—Went up to \$1 07 per bushel, on Tuesday, damaged ranged from 60 to 80 cents per bushel. Oats—Are firm at 25 cents per bushel, with receipts light. Barley—Has still declined further. Now quoted from 30 to 40c per bushel. Cattle—The same as last week 2½ to 3c per pound. Sheep—Are bringing 4½c. Hogs—Firm at 5½ to 5¾ cts. per lb. Chickens, Duck, and Turkeys—Range from 10 to 13 cts. per pound. Butter—The market is not as firm as last week, but at present there has been but slight changes. The price ranges from 20 to 22 cents. Eggs—Firm at 20c. per doz. Potatoes scarce and worth 50 cents per bushel from farmers.

THE advantage of railway competition in Winnipeg is noticeable in many ways by our large shippers and importers, not observable to the public. Take for instance the item of apples. The recent reduction in freight rates on this class of goods amounts to 5 cents per 100 pounds. Formerly it was the custom of the C.P.R. to weigh the barrels and charge for the exact weight. Now the barrels are put in at an average weight of 150 pounds. The reduction in the freight charge therefore amounts to 7½c per barrel. But this is not all. The barrels usually weigh over the 150 pounds. A car lot of 190 barrels was received here lately which averaged 175 pounds per barrel, but they were put in at the average weight of 150 pounds per barrel, instead of at the exact weight as had been the custom heretofore. This made a reduction in weight of 25 pounds per barrel, which at the freight rate of 82 cents per hundred pounds, made a saving of 20½ cents per barrel on account of reduction in weight. The total saving on account of railway competition was therefore 28 cents per barrel, or \$53.20 on the car lot.

LIVE OR DRESSED

HOGS

WANTED

For which the highest price will be paid. Correspondence Invited.

Manitoba Packing & Provision Co. (Ld.) WINNIPEG.

Something about Eggs.

Every element, says a writer in *Health*, that is necessary to the support of man is contained within the limits of an egg shell, in the best proportions and in the most palatable form. Plain boiled they are wholesome. The masters of French cookery, however, affirm that it is easy to dress them in more than 500 different ways, each method not only economical but salutary in the highest degree. No honest appetite has ever yet rejected an egg in some guise. It is nutriment in the most portable form, and in the most concentrated shape. Whole nations of mankind rarely touch any other animal food. Kings eat them plain as readily as do the humble tradesmen. After the victory of Muhldorf, when the Kaiser Ludwig sat at a meal with his burggrafs and great captains, he determined on a piece of luxury—"one egg to every man, and two to excellently valiant Schwepp-erman." Far more than fish—for it is watery diet—eggs are the scholar's fare. They contain phosphorus, which is brain food, and sulphur, which performs a variety of functions in the economy. And they are the best of nutriment for children, for, in a compact form they contain everything that is necessary for the growth of the youthful frame. Eggs are, however, not only food—they are medicine also. The white is the most efficacious of remedies for burns, and the oil extractable from the yolk is regarded by the Russians as an almost miraculous salve for cuts, bruises and scratches. A raw egg, if swallowed in time, will effectually detach a fish bone fastened in the throat, and the white of two eggs will render the deadly corrosive sublimate as harmless as a dose of calomel. They strengthen the consumptives, invigorate the feeble, and render the most susceptible all but proof against the most malignant jaundice. They can also be drunk in the shape of that "egg flip" which sustains the oratorical efforts of modern statesmen. The merits of eggs do not even end here.

In France alone the wine clarifiers use more than 80 millions a year, and the Alsatians consume fully 38 millions in calico printing and for dressing the leather used in making the finest of French kid gloves. Finally, not to mention the various other employments for eggs in the arts, they may, of course, almost without trouble on the farmer's part, be converted into fowls, which, in any shape, are profitable to the seller and welcome to the buyer. Even egg shells are valuable, for allopath and homeopath alike agree in regarding them as the purest carbonate of lime.

Comment has been made upon the general inferior quality of the Valencia raisins offered at public sale in New York. A large portion of the crop this season was seriously injured by rain, and in some instances the fruit became almost unfit for consumption, but many of the Spanish packers gathered the fruit, placed it in boxes and sent it for distribution on this side. They have endeavored to disguise the quality by mixing with sound grades, placing good fruit upon the top and the poor lower down. The detection has led to the realization of low prices only when really the trade should have refused to aid in the distribution by declining to bid.

J. S. NORRIS. JAS. CARRUTHERS.

**Norris & Carruthers,
FLOUR AND GRAIN
COMMISSION MERCHANTS.**

45 WELLINGTON ST. EAST, | CORN EXCHANGE,
TORONTO. | MONTREAL.

Liberal advances made on consignments of Flour, Wheat, Barley and Oats.
CORRESPONDENCE SOLICITED.

DAIRY BUTTER!

Merchants holding fine DAIRY BUTTER are requested to correspond with us.

J. Y. Griffin & Co.

64 AND 66 McDERMOTT STREET,
WINNIPEG.

**Allen & Brown,
(LATE OF GRIFFIN & ALLEN)
PORK PACKERS,**

Will pay the Highest Cash Price for Dressed Hogs.
CORRESPONDENCE SOLICITED.
70 McDERMOTT STREET, - WINNIPEG.

**J. S. CARVETH & CO.,
PORK PACKERS**

COMMISSION MERCHANTS,
General Produce Dealers. Correspondence solicited.
23 Jemima Street, WINNIPEG

HIGHEST CASH PRICE PAID FOR
DRESSED HOGS.

Quotations furnished upon application,
A. MACDONALD & CO.,
Packers and Commission Merchants,
228 MAIN STREET, - WINNIPEG.

**A. H. PLEWES,
Grain and Flour Exporter,**
OFFICE: CLEMENTS' BLOCK, 496 MAIN ST.
Winnipeg, Manitoba.

NEUMEYER AND PARES,
Brandon Brewery
BRANDON, MANITOBA
Brewers of the Celebrated Export India Pale Ale, Imperial Stout, Noted XX Porter in Casks or Bottles.

HILLIARD HOUSE

RAT PORTAGE.

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

**ANGLO - AMERICAN HOTEL ! !
GRETNA, - - MAN.**

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

**WOLSELY HOUSE,
WOLSELEY, - ASSINIBOIA,
E. A. BANDURY, PROPRIETOR.**

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

**PALMER HOUSE,
REGINA, - - ASSINIBOIA,
THE LEADING COMMERCIAL HOUSE.
Free Sample Rooms for Travellers. Opposite C.P.R. Station.
CHAS HARLEY, PROP.**

**QUEEN'S HOTEL,
QU'APPELLE, - - ASSINIBOIA
G. S. DAVIDSON, PROP.**

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

**Cosmopolitan Hotel,
MEDICINE HAT, - - - ASSA,**

Headquarters for commercial travellers and tourists. Good sample Rooms and clean and comfortable sleeping apartments.
HUGH DEMPSEY, Proprietor.

**HOTEL BRUNSWICK,
MINNEDOSA, MAN.**

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

**GRAND VIEW HOTEL,
BRANDON, MAN.**

Directly opposite Passenger Depot. The leading commercial house. Sample Rooms and first class livery
A. F. BOISSEAU, Proprietor

**Wm. Ferguson,
WHOLESALE**

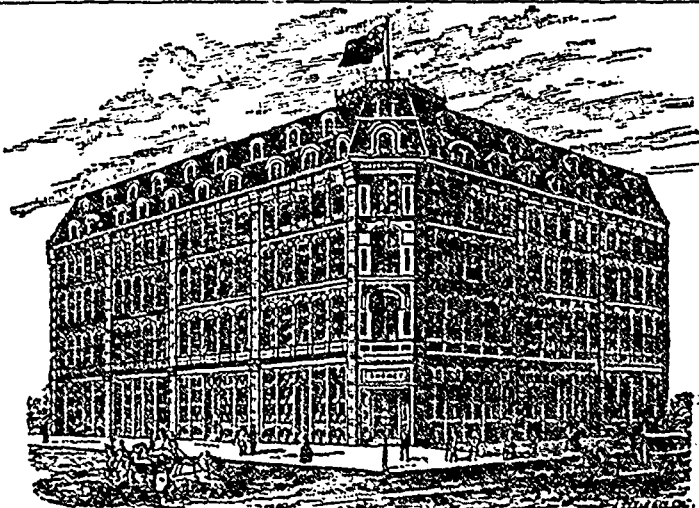
WINES - LIQUORS AND CIGARS

Permit Orders Promptly Executed
8th Street, - - Brandon

STEWART HOUSE

COR. MAIN & ELLIS STS., MANITOU, MAN.
First-Class in every respect! Re-fitted! Re-furnished! Good Tables! Good Rooms! Three best Sample Rooms in the Province.
ROUNTREE & CONNOR, Proprietors.

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



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

H. SHOREY and CO., WHOLESALE CLOTHIERS,
1866, 1868 and 1870 Notre Dame and 36, 38, 40 and 42 St. Henry St., MONTREAL.

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

Having made arrangements with the C.P.R. I am prepared to finish the trade with the above mentioned articles manufactured from the very best seasoned dry cedar and white pine. All work guaranteed. Correspondence solicited. P.O. Box 39, Victoria, B.C.

J. & A. Clearihue,
COMMISSION MERCHANTS
AND MANUFACTURERS AGENTS,
Dealers in—
Fruits and all kinds of Produce
YATES ST., VICTORIA, B.C.

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

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

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

HUMBOLDT STREET, - VICTORIA, B.C.

THE DRIARD,
VICTORIA, B.C.

The only strictly first-class hotel in the province.

Colonial Hotel,
WESTMINSTER, B.C.

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

LELAND HOUSE, VANCOUVER,

British Columbia.
The leading commercial hotel of the city. Directly above the C.P.R. Station and Steamboat wharf. All modern improvements. Sample rooms for travellers.
J. E. INSLEY, Mgr. WM. PROUT, Prop

The Canadian Rubber Co
OF MONTREAL.
Manufacturers of

RUBBER SHOES, FELT BOOTS,
RUBBER PACKING, HOSE, &c.
WORKS: Papineau Square, Montreal
WAREHOUSE: 335 St. Paul St. Montreal
Branch: Cor. Front & Yonge Sts., Toronto.

White & White,
(LATE WHITE, JOSELIN & Co.,)

7 Wellington Street West, TORONTO.

Laces, Embroideries, Cur-
tains, Gloves, etc.

WHITE & WHITE.

AGENCY

DU PONT GUN POWDER.

COMPLETE STOCK

Breech-Loading Guns, Winchester Rifles and
ELEY'S AMMUNITION.

LOW PRICES ON APPLICATION

MILLER, MORSE & CO.,
Wholesale Hardware Merchants,
PRINCESS STREET, WINNIPEG.

BUTTER AND EGGS
A Specialty.

Merchants holding Butter are requested
to Correspond with

T. W. CLARK,
Wholesale Dealer

—AND—
COMMISSION MERCHANT,
P. O. Box 249,
VANCOUVER, B.C.

Head Quarters for Salt Fish from the Nass and
Skeena Rivers, B.C.

Boneless Blood Red Salt Salmon,
(Heads and Tails off in bbls. and halves.)

RED SALMON BELLIES
(In kits and halves)

SALMON TIPS.
BLACK COD FISH
(In 1/2s, 1/3s and whole bbls.)

SALT OOLACHANS (OR CANDLE FISH)
(In kits and quarter bbls.)

Smoked Oolachans.
FOR SALE BY

HENRY SAUNDERS,
37 to 41 Johnson St., VICTORIA, B.C.
P.O. Drawer H.

Booth & Langan,
WHOLESALE MANUFACTURERS OF THE
EAGLE BRAND

Fine Shoes, Boots, Slippers,
ETC., ETC.
Every Variety of McKay Sewn, Goodyear
Welts and Hand Sewn.

38 and 38 St. Peter Street,
and 64 and 66 Foundling St. **MONTREAL**

Represented by WM. WILLIAMS,
496 Main Street, WINNIPEG.

FOR SALE! At SINTALUTA, on main line
of Canadian Pacific Ry.

A STORE, STABLE & BLACKSMITH SHOP,
with Post Office attached, at a bargain. References as to
business lookout, etc.
R. A. WALKER, Bratsdo, Sintaluta. MR. TAYLOR,
care D. H. McMillan & Bro
Winnipeg.
For particulars apply to Hattiscombe Bros., Sintaluta.

Effect of High Wheat Prices.

It has been no child's play to carve our way to present preeminence as the world's flour producers. It will be still harder and more difficult to regain this position if we once lose it. We came before the world with the product of our mills, made by processes which were new and modern, and by means of machinery which had not been generally introduced into older countries. Let us not think that we are the only people on the face of the earth which have progressed since then. The British miller has not stood still while we sold our flour under his very nose. The activity in mill-building has not been confined to the United States, neither do we alone at the present day use new and improved methods. Naturally more conservative than we are, the British miller was slow to put in modern machinery, but he has done it, and the consequence is that we find that the flour-makers in Great Britain are on the up grade. Mills which became insolvent or had been abandoned as unprofitable have recently been overhauled, remodeled and made modern. Successful millers on the other side found their field a good one, and have not only put their own mills in good shape but have leased others, and are to-day running full time and making money. The British miller therefore constitutes an important factor in the foreign markets, and his importance is increasing. In being absent from the export trade we offer a premium to competition. The sudden suspension in our foreign trade forces buyers to look elsewhere, to make new connections. Once established, these arrangements are not so easily changed, and we are likely to find ourselves outside the lines unless we are enabled to hold our own by changing conditions in our own markets. By a gradual advance we might and probably would have been able to hold our foreign trade at prices which would have given a fair margin to the miller. But a gradual advance was of course an impossibility under the circumstances.—*Northwestern Miller.*

Commercial Notes.

A telegram from San Francisco says: Columbia river salmon is exhausted. Alaska firm at \$1.50

The authorities of the Canadian Bank of Commerce give an emphatic contradiction to the report in circulation that ten dollar bills on that bank have been counterfeited.

The *Dominion Illustrated*, published by G. E. Desbarats, Montreal and Toronto, comes to hand this week more interesting than ever. Among the views are a number on the Skeena expedition, contributed by Capt. Peters of "C" battery.

Drummers are in luck. The Supreme Court of the United States has just decided that no State has a right to impose a tax upon them, no matter from what place they emanate, and all State laws in contravention of this decision are consequently declared null and void.

Napanee, Ont., has voted in favor of a glass factory, at a recent public meeting at which Richard Davis, represented 30 practical glass-workers of St. Helens, England, who desire to

establish a glass-factory on the co-operative plan in Canada, the workmen to put in £200 each, the town to provide a site and lend the company \$10,000 for five years, without interest, on the security of the works.

The Bell Telephone company have given notice to their subscribers in Montreal that the rate for telephone service will, from the first of next January, be reduced to twenty-five dollars per annum for each instrument located within one-half mile of the company's local exchanges. The value of competition says the *Journal* will be brought home to the public in a most forcible manner by this reduction to meet the prices of its coming rival.

Within the past three years the number of shoe factories in St. Roch's and St. Sauveur, Quebec, have doubled. There are at present twenty-three large houses in the manufacture of boots and shoes. Tanners and curriers have increased in the same ratio. They number about twenty-eight. Three or four of them do a business yearly to the amount of \$60,000 to \$80,000 and a greater number from \$100,000 to \$250,000. There are four or five that cover \$300,000 to \$500,000 each, giving employment to over 12,000 hands.

Wholesale millinery and dry goods houses in Montreal have recently decided not to sell to persons representing themselves as milliners and dressmakers unless they actually kept stores and were recognized in the trade. The movement was designed to prevent a dressmaker or milliner from buying goods for their customers at wholesale prices and also to prevent employes in retail stores or elsewhere buying for friends, but as it also prevents a good deal of profit to the go-betweens, it has naturally been bitterly denounced. This practice had of late become so extended that many wholesale houses did a large retail trade, and as this militated against the interests of their customers, they naturally put on sufficient pressure to ensure its discontinuance.

Grain and Milling.

H. Taylor, who has been in Deloraine about a year buying wheat for the Lake of the Woods Milling Company, has accepted a position at the Company's mills, at Keowatin.

R. Ironside, in addition to his elevator at Manitow, Man., has commenced the erection of a grain warehouse at Thornhill, Man. He will be represented at the latter place by James Stirton.

Chalmers Bros. & Bethune have built an addition to their grain warehouse at Pilot Mound, Man., and converted it into an elevator having a capacity of about ten thousand bushels, to be run by horse power.

People who talk glibly about a million bushels of wheat, but very few of them realize what a vast amount that is. A wheat broker says "that if a million bushels were loaded on freight cars, 500 bushels to a car, it would fill a train over fifteen miles long. If transported by wagon, 44 bushels on a wagon, it would make a row of teams 142 miles long. If made into bread, reckoning a bushel to every 60 pounds of flour, it would give each man, woman and child in the United States a two pound loaf of bread."

American patent flour was recently quoted in Glasgow, Scotland, at 37 shillings, or one shilling above the best Hungarian flour. The high price of wheat on this continent, which is correspondingly higher than ruling prices in Europe, has for the time being, given the Austrian millers an advantage over their American competitors in the British markets. On October 19 wheat and flour on passage from the Danube and Black Sea for Great Britain were 2,720,000 bushels, against 340,000 the same week last year.

Lumber Cuttings.

A large number of men are engaged in the forests at the Riding mountains taking out saw logs.

Carpenter's mill on the Kaministiquia, Thunder Bay district, has had a prosperous season. He will have a large force of loggers at work in the woods during the winter.

O'Brien & Lequier cut 3,000,000 shingle for Graham, Horne & Co., of Port Arthur, this season. Formerly all the shingles used in the district were imported from across the lake.

The Port Arthur *Sentinel* in reply to THE COMMERCIAL, says the reason that lumber is being imported from the United States into that district, is that many of the best timber limits are held by speculators, who have not the capital to work them. This probably means that the timber lands have fallen into the hands of political favorites.

Fred Robinson, of the Beaver saw mill, near Donald, B. C., has stopped sawing for the season. He turned out 2,500,000 feet of lumber, says Donald *Truth*, finding a market for about half of it. The other half is piled up in the yard, where it is likely to remain until next season, as the C. P. R. will not make a rate to poits east of Regina that will leave him a profit.

Save Your Discounts.

There is more money made in buying goods than in selling them. So says an old saw. And it is true in a great measure, too. Don't trust the buying to an inexperienced or shiftless clerk for in close buying it is the foundation of all business success. Save your discounts and keep track of what you can make this way in the year, and you will be surprised at the amount. The writer happened in a retail house one rainy day, and business was slack, but the enterprising proprietor and clerk were busy figuring on bills. "I thought," said the proprietor, "I would see what I could make by discounting some bills that I have received by this morning's mail, and I find that I will make exactly \$6.75 by sending out checks for these bills this morning, and that is more than I could make net by waiting on customers for several hours. In fact, I am making more this morning by its being rainy than I would if it had been pleasant." And there is not a grocer who could not save money every day by discounting his bills as they come. There is one grocery in this city, probably the largest in the city, that makes quite a fair profit by discounting all sugar bills. Don't let anything get away, no matter how small. You are entitled to discounts provided you take advantage of them.—*Dry Goods Chronicle.*

Business East.

ONTARIO.

H. Wallace, grocer, St. Thomas, is away.
 John Hill, grocer, North Bay, has assigned.
 Robert Willis, baker, Bothwell, has sold out.
 A. J. Dompiorro, baker, Ottawa, has assigned.
 Angus McWilliams, lumber, Dutton, has sold out.
 Jas. Dickson, printer, Port Arthur, has sold out.
 Wagoner & Co., jewellers, Cornwall, has assigned.
 J. C. Keith, hardware, Belleville, has assigned.
 W. T. Harris, grocer, Mt. Vernon, has assigned.
 L. H. Dickson, harness, Rodney, has assigned.
 J. B. Glass, stationery, etc., London, has assigned.
 Trotter Bros., shoes, Woodstock, have dissolved.
 Thos. Mitcheson, confectioner, Almonte, has assigned.
 J. Dorothy Gurley, merchant, Oshawa, has assigned.
 Gzowski & Buchan, brokers, Toronto, have dissolved.
 Long Bros., boots and shoes, Zurich, have sold out.
 Samuel Renuic, saw mill, Zurich, advertising to sell out.
 Isaac Cockburn, saw mill, Gravenhurst, was burned out.
 Henderson Bros., foundry, Wardsville, were burned out.
 Jacob Wilson, hotel keeper, Wardsville, was burned out.
 Wm. & D. T. Morris, harness, Rockwood, has assigned.
 Joseph Lund, general storekeeper, Toronto, has assigned.
 M. N. G. Dme. Lafortune, dry goods, Ottawa, has assigned.
 R. Parkinson, general storekeeper, Clavering, has assigned.
 Geraghty & Putnam, butchers, Chatham, have sold out.
 Stewart & Robinson, felt roofers, Toronto, have dissolved.
 R. Lockhart, wagons, Walkerton, has gone out of business.
 J. & E. H. Roberts, locksmiths, Toronto, J. Roberts is dead.
 Thos. McLaughlin, general storekeeper, Gorie, has assigned.
 R. E. Slack & Bro., bakers, Hensall, are giving up business.
 National Manufacturing Co., tents, etc. Toronto, burned out.
 M. R. Counter, watches, Seaforth, will remove to Winnipeg.
 Grant Bros., hotel keepers, Crediton, are giving up business.
 Samuel Leggatt, general storekeeper, Carthage, has assigned.
 G. W. Tickell, furniture, Toronto, held meeting of creditors.
 D. B. Phillips, fancy goods, etc., Woodstock, has called a meeting.
 Denton & Agar, commission merchants, Toronto, have dissolved.

Wm. Tost, blacksmith, Glen Williams, is going out of business.

Paul & Harris, publishers, London, have dissolved—Paul retires.

Hogan Bros., bakers and confectioners, Tillsonburg, have assigned.

Brown & Mahood, saw mill, Utterton, stock, etc., advertised for sale.

Ranton & Co., general storekeepers, Exeter, are selling off by auction.

Laviolle & Mathe, carriages, Ottawa, have dissolved, Laviolle continuing.

Wm. Thompson, furniture, Belleville, stock seized under chattel mortgage.

Martin & Co., sewing machines, Ottawa, R. W. Martin is dead. Clarence Martin will continue.

Patterson & Law, machinists, Ottawa, have dissolved—business continued by Law Bros. & Co.

A. Ballentine Bros., grocers, Hamilton, have dissolved—Adam & Alex. L. Ballentine, continue.

QUEBEC.

Zoel S. Aubert, grocer, Montreal, has assigned.

Wilfrid Filiatrault, carriages, Montreal, has assigned.

J. D. Trahan, carriages, St. Johns, has assigned.

Lefaiyre & Laberge, grocers, Montreal, have assigned.

John C. Kane, steamboat agent, Quebec, has suspended.

Robert McFarlane, saw mill, etc., Montreal, burned out.

Mrs. Edward Fortin, restaurant, Montreal, has assigned.

Dubreuil & Charette, tinsmiths, Montreal, have dissolved.

Clavette & Giguere, tinsmiths, etc., Montreal, have dissolved.

Wright, Torrop & Co., manufacturers, St. George de la Beauce, have assigned.

NOVA SCOTIA.

Thomas Carter, blacksmith, Meander, is dead.

Thomas Nixon, blacksmith, etc., Halifax, is away.

Isaac Gates, grocer, Lunenburg, sold out by sheriff.

W. J. V. Hanies, publisher, Weymouth, has sold out.

Uriah Mosher, trader, Parker's Cove, has assigned.

F. R. Moffatt, grocer, North Sydney, reported away.

Charles Fraser, general storekeeper, Spring Hill, has sold out.

Gilbert W. Walker, general storekeeper, Milford, has assigned.

Kenny, Johnston & Co., fishing supplies, Lockeport, have dissolved.

Miss A. A. Ross, general storekeeper, Brooklyn, Hants Co., is closing up business.

NEW FOUNDLAND.

J. B. Wilson, furniture, St. Andrews, away.

M. H. Richardson, lumber, Brighton, has assigned.

H. W. Knight, saloon keeper, Sackville, has assigned.

California Fruits.

The California raisin crop of 1888 will be large, when compared with the production of former years. A million boxes, or twenty million pounds, looks large, but when the vast horde of raisin eaters are taken into consideration it is a mere bagatelle. Eastern buyers, knowing their necessities, and not caring to speculate, were early in the market, and made contracts for their supplies for future delivery at opening prices, purchasing liberally. The wisdom of such action can now be seen at a glance. The demand for choice California London layers is in excess of the supply for immediate shipment, although train loads are being moved to the east. Last week, in addition to the large shipments made daily of three or four car loads, Tulare district started a train of twenty cars loaded with raisins, this being their third large shipment this season. Fresno, the home of the raisin, has already moved several train loads. Buyers for our home market will get left this season unless they be able to secure immediately what they require, and pay the advance in price for the privilege of waiting. Their hopes are not to be realized this season of securing their supplies at less than opening figures, thinking that later on, after outside markets had drawn their supplies, there would be a surplus for home use. At the present time it looks as if the Pacific coast's Christmas pudding would have to be made from low grade raisins, or may be wine-grapes, as choice London layers will soon be out of supply, and what few are here will be held so high as to make them a decided luxury.

The crop of walnuts produced in California is estimated by G. W. Meade at 1,500,000 pounds, valued at \$150,000, all of which is produced in the southern counties. The northern part does not produce enough to be worthy of estimation.

The Cotton Mills of Canada.

The total number of cotton mills in Canada, not counting cotton-bating and wadding factories, manufactories of waddings, etc., is 25, having an aggregate of 11,282 looms and 519,700 spindles. In 1885, when the last edition of the *Canadian Textile Directory* was published, there were 24 mills with a total of 9,702 looms and 461,718 spindles. In the last three years, therefore, only one new mill has come into existence, but the weaving and spinning capacity has increased by 1,580 looms and 57,952 spindles, a large part of which consists merely of new machinery added to the old mills, in the endeavor to diversify their products. Between 1880 and 1885 the number of mills had much more than doubled, but the increase was found to be so far beyond the requirements of the country that the number has remained practically stationary since. The only new mill added is the Magog factory.—*Journal of Fabrics.*

A Hasty Remark.

Merchant—"What do you mean by using such language? Are you the boss here, or am I the boss?"

"Clerk—"I know I'm not the boss."

"Then if you are not the boss why do you talk like a blamed fool?"

FISH, HYMAN & CO.,
 Importers of
FINE HAVANNA CIGARS
 212 St. James St., MONTREAL.

CAUTION!
 EACH PLUG OF THE
Myrtle Navy
 IS MARKED

T. & B.
 IN BRONZE LETTER.
 NONE OTHER IS GENUINE.

Forbes & Stirrett
 PLANING MILL
 AND SASH AND DOOR FACTORY,
 10th St., south Rosser Av
 BRANDON

Jos. Schilitz Brewing Co's
 MILWAUKEE EXPORT BOTTLED
 AND DRAUGHT
LAGER!
 PERMITS FILLED.
 GEO. YELIE, Agent for Manitoba and the Northwest,
 WINNIPEG.

DICK, BANNING & CO
 MANUFACTURERS OF
Lumber, Shingles and Lath,
 DOORS AND SASH.

MILLS AT KEEWATIN. OFFICE: OPPOSITE C.P.R.
 PASSENGER DEPOT, WINNIPEG.

Toronto Hide & Wool Co
 Wholesale Dealers in
HIDES!
 SHEEPSKINS AND WOOL

JOHN HALLAM
 88 Princess St., WINNIPEG
 83 and 65 Front Street East, - TORONTO.
 PROPRIETOR.

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

E. A. SMALL & CO.,
 MANUFACTURERS OF
CLOTHING
 WHOLESALE,
 203 and 210
 MCGILL STREET, MONTREAL
 SAMPLE ROOMS:
 30 AND 32 MCINTYRE BLOCK,
 WINNIPEG.

COCHRANE, CASSILS & CO.
Wholesale Boots and Shoes
 Cor. Craig & St. Francis Xavier Sts.,
 MONTREAL.
 Samples with McLean Bros.,
 Donaldson's Block, WINNIPEG.

ROYAL SOAP MFG. CO.
 WINNIPEG.
 BRANDS: Hardwater, Dominion, Linen, Ivorine
 and Electric, also a full line of Toilet Soaps.

Protect HOME Industry!
 EVERY VARIETY OF
Painters Brushes,
Artist Brushes,
Household Brushes,
Stable Brushes,
Toilet Brushes,

—MANUFACTURED BY—
Chas. Boeckh & Sons,
 TORONTO.
 All our Brushes are branded **BOECKH**
 to distinguish them from inferior imitations
 and as a guarantee of their quality.

Campbell, Spera & Co.,
 WHOLESALE IMPORTERS OF
MEN'S FURNISHING GOODS,

Smallwares, etc.
 MANUFACTURERS OF
 Overalls, White and Regatta Dress
 Shirts, Flannel, Cotton & Tweed Shirts
 Our stock for the coming season is replete with all the
 Novelties. The inspection of buyers cordially invited
CAMPBELL, SPERA & CO.,
27 PORTAGE AVENUE EAST,
 WINNIPEG.

JAMES WHITHAM. A. A. AEYR, Special Partner
James Whitham & Co.
 Manufacturers of & Wholesale Dealers in
BOOTS and SHOES,
 43, 45 and 47 St. MAURICE STREET,
 Near McGill Street,
 MONTREAL.
 Represented by J. M. MACDONALD,
 525 MAIN ST., WINNIPEG.

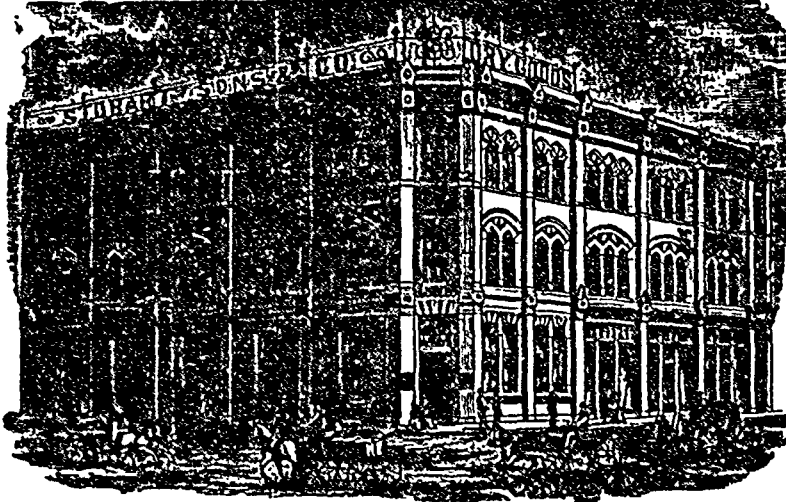

Home Production
 WE MANUFACTURE
BARB WIRE,
PLAIN TWISTED WIRE, WITHOUT BARBS
 And are Agents for the
Woven Wire Fencing.
 We are in a position to fill all orders promptly.
 Ours is the only wire manufactured in the Dominion of
 Canada on which is found the GENUINE LOCK BARB.
 A personal inspection will convince you of this fact. Quality
 of wire the best ENGLISH BESSEMER STEEL.
 Every pound guaranteed.
Manitoba Wire Company

OGILVIE MILLING CO.
 Mill at Point Douglas.
 Capacity - - 750 Barrels per day.
 OFFICE:—Corner King and
 Alexander Streets, Winnipeg.
 A Full Stock of Patent Hungarian, Strong
 Bakers' and Spring Extra Flour; Oatmeal, Pot
 and Pearl Barley, Graham Flour, Cracked
 Wheat, Bran, Shortst, Ground Feed, Oats,
 Barley.
 Wheat buyers at all C.P.R. Shipping Stations

LIVINGSTON, JOHNSTON & CO.,
 WHOLESALE
Manufacturers of Clothing
 44 BAY STREET,
 TORONTO.

Smith & Keighley,
TEAS,
EAST and WEST INDIA PRODUCE
 —AND—
GENERAL GROCERIES.
9 Front St. East,
TORONTO

Importers British & Foreign Dry Goods



A Full Range of Canadian Staples Always in Stock.

STOBART, SONS & CO.
PORTAGE AVENUE, WINNIPEG.

British Columbia.

The salmon run on the Fraser is about over for the season.

Tait & Gray, general store, Vancouver, have dissolved partnership.

Alfred Bunker, grocer, Vancouver, has sold out to Bertraux & Co.

Wright, Williams & Co., dealers in fruit, etc. Vancouver, have dissolved partnership; R. W. Wright assuming all liabilities.

E. Gray, general storekeeper, Vancouver, has admitted one McIntosh into partnership, under the style of Gray & McIntosh.

Jas. Phillips, of the Oriental Hotel, Nanaimo, has taken Thos. Parry into partnership, under the style of Phillips & Parry.

The B. C. Smelting Company's assay works at Vancouver are ready, and in charge of an experienced assayer from San Francisco.

F. G. Richards, late of the Clarence hotel, Victoria, will assume the proprietorship of the Revere House, conducting it as a first-class boarding house.

Another block of four stores will shortly be erected on the north side of Granville street, Vancouver, for Page, a wealthy Australian who lately visited the city.

The Westminster Daily *Columbian* has been considerably enlarged. The *Columbian* is apparently making every effort to creditably represent its thriving constituency.

During the month of October seven cargoes of iron ore, amounting to 1,995 tons have been taken from Texada Island to Port Townsend, Washington Territory, where it is being manufactured into pig-iron. The duty on this ore was \$1,496.25.

It is understood that the Provincial Secretary while at Ottawa, will endeavor to complete satisfactory arrangements with the Dominion Government respecting the control of the minerals in the railway belt during the pendency of the suit respecting ownership.

A building boom has struck Kamloops, says the *Sentinel*, and on all sides may be seen buildings in course of erection or preparations a re

being made for laying the foundations. With all the boom there is still a scarcity of dwelling houses, tenants in every case being in readiness to occupy the buildings as soon as completed.

Following were prices current at Kamloops last week, in quantities: Wheat, per ton, \$25 to \$28; Oats, per ton, \$20 to \$25; hay, per ton, \$20 to 25; hides, per lb., 5½ to 7½c; sheepskins; each, 30 to 40c; butter, fresh roll, per lb., 30 to 35c; egg, per doz., 50c; Beef, live, per lb., 3c; mutton, live, per lb., 3½c; Hogs, live per lb., 6c; Potatoes, per ton, \$15 to \$20.

The Westminster *Columbian*: The number of salmon eggs now in the hatchery is a little over 4,250,000, which number is a million and quarter short of the quantity at first intended should be secured. Unusually high water on the Harrison river has stopped operations, by carrying away the trap gates and allowing the salmon to escape up the creek. The men are now working with a gill net on the bar at the head of the rapids and manage to catch a fair number of fish, but the mode is slow and tedious and it is doubtful if the full number of eggs will be stripped. Of the ova in the hatchery 500,000 are quinnat, or spring salmon, and the remainder sockeyes.

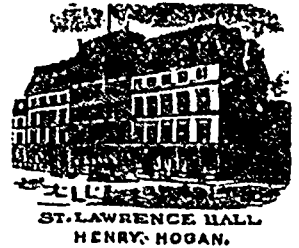
Whilst the collections at this port, says the Vancouver *World*, shows a large increase, an equally satisfactory result is apparent at Victoria, which still continues to hold the position of being the fifth port in the Dominion in point of revenue collections. For the month of October the duties collected amounted to \$79,662.58. The total value of the dutiable goods is not given nor that of the free goods from abroad as well as from Eastern Canada. The quantity and value must have been very large to realize so handsome a sum as \$79,662.58 to the Dominion treasury. The total duties were \$79,662.58, an increase of \$15,676.41 over that of the corresponding month of last year. By way of comparing the increase in duties at Victoria for the four months ending October 31, the following table will be of interest, especially so to those narrow-minded people who are blatant in their howlings as to the downfall and retrogression of Victoria's greatness and supremacy:—

GRANT AND HORN,
PRODUCE and COMMISSION
• • **MERCHANTS.** • •

19 Alexander St. West,
WINNIPEG, MAN.

FLOUR EXPORTERS,
AND DEALERS IN
BUTTER AND EGGS, CHEESE
Potatoes in Car Lots.
BALED HAY,
SACKS.
FOR GRAIN AND FLOUR.
COARSE - LIVERPOOL SALT - DAIRY

First-class in every respect. Appointments Perfect. Graduated Prices.



Every Attention paid to Guests.
MONTREAL.

ST. LAWRENCE HALL
HENRY HOGAN.

DOLL
W. F.
WHOLESALE JEWELER.

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

525 Main St., WINNIPEG.

Printers' Supplies

WARWICK & SONS

Booksellers, Publishers, Bookbinders, Manufacturing Stationers, Printers, etc., Printers and Binders to the Ontario Government.

TORONTO, ONT.

Printers' Supplies in great variety. Full Lines of Printing Papers, Flat Papers, Cardboard, &c
WRITE FOR PRINTERS' CATALOGUE.

Months.	1887.	1888.
July	\$54,693 97	\$71,092 94
August	66,840 50	82,137 89
September	52,274 09	61,318 43
October	63,986 17	79,662 58
Total	\$237,794 73	\$294,211 84
		\$237,794 73

Increase

No further proof is necessary as to the immense strides the province is making than the figures above given indicate.

S. CURRISTON, hotelkeeper, Manitou, is giving up business.

Insurance Briefs.

A. F. Martin has resigned the agency of the Sun Life Assurance Co., at Calgary, and Alfred H. Wado has been appointed to the vacancy.

Zinc water, it is now claimed, if applied to wood makes it absolutely fire proof, will revolutionize fire insurance and immensely decrease the loss by fire.

A little care and time, and a small amount of money expended now in overhauling furnaces and flues and putting them in order will prevent many fires during the coming cold months.

A Nantucket hotel makes among its requests of guests, that if they should discover the house to be on fire, they should notify the watchman who may be found somewhere about the premises and probably asleep. It would be a pity to let the poor fellow be cremated.

Railway Time Changes.

Commencing on Sunday last (yesterday) the daily express service between Winnipeg and St. Paul on the C. P. R. and the St. P., M. & M. will be transferred to the Grotna, instead of via Emerson, and the trains will reach here, in time to make connection with the C. P. R. Pacific express. Going south the St. P., M. & M. express will leave at 9.45, forty minutes later than old time. By this arrangement travellers from the east and south will take dinner here. The Emerson section of the C. P. R., on which the St. Paul business is now done, will be operated as a branch line, with a tri-weekly passenger service. Trains will leave

Winnipeg for Emerson on Tuesdays, Thursdays and Saturdays at 14 o'clock and return the same night. On the Deloraine branch express trains will leave here after the arrival of the Pacific express at 12.40 on Tuesdays, Thursdays and Saturdays, reaching Deloraine 20.30 on the same days. A stop will be made at Manitou for dinner. Returning the express will leave Deloraine on Mondays, Wednesdays and Fridays at 5.15 and reach here at 15.35 in time to connect with the Atlantic express. On the off days a mixed train will leave Winnipeg at 8.45 in the morning, making connections with the St. P., M. & M. train at Grotna, reaching Manitou at 19.55. The train will leave Manitou on off days at 10.40 arriving in Winnipeg the same evening at 21.20.

The Glenboro train will leave Winnipeg on Mondays, Wednesdays and Fridays at 12.30, after the arrival of the eastern express, reaching Glenboro at 20.20. Returning, it will leave Glenboro at 8 o'clock, arriving in Winnipeg at 15.30.

The trains for Stonewall will leave the city on Tuesdays, Thursdays and Saturdays as heretofore, at 10.35, arriving at Stonewall at 11.50 o'clock. Returning, the train leaves Stonewall at 15 o'clock, reaching Winnipeg at 16.30.

On the Selkirk branch, the train will leave Winnipeg on Mondays, Wednesdays and Fridays at 8.45, reaching West Selkirk at 10.30 o'clock. The train returns to Winnipeg on the same day at 16.30, leaving Selkirk at 14.30.

Lake Superior District.

Austin & Elliott, Port Arthur, have opened out in their large new store built this season.

R. E. Mitchell has sold the steam barge, Butcher Boy, to Graham, Horne & Co., lumber dealers.

Sault Ste. Marie is to have an electric light system at once. The waterworks will also be put in operation.

Neil McArthur has disposed of his interest in the Continental hotel, Port Arthur, to Spofford & Adams.

Algoma has a permanent exhibit of her agricultural and mineral resources in the office of Murdock, Dickson & Co., corner Front and Scott streets, Toronto.

The Port Arthur *Sentinel* has the following to say of the mining industry at Thunder Bay: The Badger mine, which is pronounced to be the richest producer in the district, is reported to have realized \$70,000 from its last shipment of ore to Newark. Reports from the mining country south-west of Port Arthur continue encouraging. A couple of rich veins are said to have been discovered lately in the Beaver and Silver Mountain districts. The Silver Mountain "West End" mine has got its new hoisting and pumping apparatus in good shape and is making a grand showing both in the main shaft and about 1,000 feet further east where another shaft has been commenced, and is now down some twenty feet. There has been quite a rush of explorers during the month to secure all that could be located before the arrival of winter when such work cannot be carried on to advantage. The principal surveys are along the Silver belt north of Whitefish and Arrow Lakes along the projected railway route. The greater portion of the surveys were for Americans.

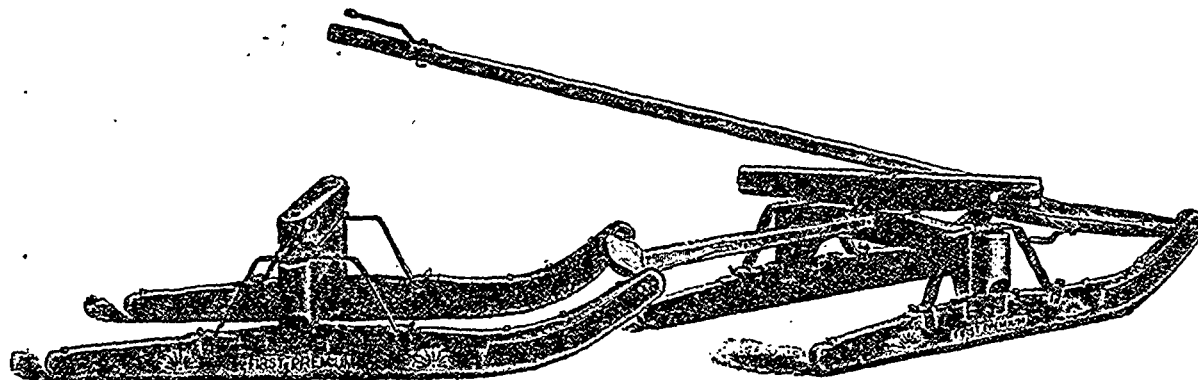
F. A. FAIRCHILD & CO.

—WHOLESALE DEALERS IN—

AGRICULTURAL IMPLEMENTS,

CARRIAGES, SLEIGHS, &c

PLOWS, SULKY PLOWS, GANG PLOWS, HARROWS, SEEDERS, FEED CUTTERS, CRUSHERS, WAGONS
BUGGIES, BUCKBOARDS, PHAETONS, SURREYS, ROAD CARTS, CUTTERS,
SLEIGHS, RUNABOUT WAGONS,



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

WINNIPEG.

Fine manners are like personal beauty—a letter of credit everywhere.

"Those stockings are all wool, I presume," she said, as she requested the clerk to wrap her up a half-dozen pairs.

"Oh, yes, Miss," he answered in thoughtlessness, "they're all wool and a yard wide."

"Sir!" she exclaimed indignantly, and before he fully realized what he had said she whisked out of the store.

Gus DeSmith—"What did you do with that letter that was on the table?"

Colored boy—"I tuck it to de pos offis, sah, an' put it in de hole."

"Didn't you see there was no address on the envelope?"

"I seed dar was no writin' on 'velope, but I 'lowed you did that on puppose, so's I couldn't tell who yer was a writin' ter. I's an eddicated niggah, I is, an' I s'pose you knowed hit."—*Texas Sisters.*

"Dot was the vorst boy in Brooklyn," shouted a frenzied grocer. "He puts 'take vun' on dose oranges every tay ven I don't see him, und I lose money."

"Whose boy is he?"

"Dot I don't know, but he ain't fid to live, he ought to bee shot. I've got a poy of my own," he further remarked, "so I knows choost vot a pad poy is!"

Northern Pacific & Manitoba Railway.

CHEAP

EXCURSIONS TO POINTS EAST.

The Northern Pacific & Manitoba Railway announces a series of seven special Excursions from Winnipeg, Man., to points in Eastern Canada and return during November and December.

Tickets will be on sale November 5th, 12th, 20th, 27th, and December 3rd, 11th and 17th.

The fare will be at the very low rate of

\$40.00

for the round trip; Tickets are limited to ninety days from date of sale and good for stop over.

With the completion and opening of the new line through to Winnipeg the Northern Pacific Railway offers the superior accommodations of dining cars and Pullman Sleeping cars through on all trains between St. Paul and Winnipeg. We desire to call especial attention to these accommodations as they are entirely new departure to the travelling public of North Dakota. Bear in mind that no other line offers similar inducements, and notwithstanding the attractions of fast time, through cars, Pullman sleeping cars and magnificent dining cars via the Northern Pacific, the fare is always as low as via any other route.

For full information regarding routes, rates, etc., apply to the nearest ticket agent of the Northern Pacific Railway. H. SWINFORD, Winnipeg; W. E. JERMAINE, Passenger and Ticket Agent, Grand Forks; H. W. NUNN, Agent, Grafton; F. J. CUNNINGHAM, Agent, Pembina, or CHAS. S. FEE, General Passenger and Ticket Agent, St. Paul, Minn.



Northern Pacific Railway.

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

—THE—

POPULAR TRANS-CONTINENTAL

—AND—

DINING CAR ROUTE

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

Express Trains Daily

To which are attached

Pullman Palace Sleepers and Free Colonist Sleeping Cars.

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

CHAS. S. FEE,

Gen. Passenger and Ticket Agent, ST. PAUL, MINN.

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, April 17th, 1887

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Fridays
LEAVE 13 00		Portage la Prairie	ARRIVE 14 50
A11 25	65	Gladstone	13 25D
D14 45		Neepawa	13 05A
15 45	61	Minnedosa	11 58
A16 35	79	Rapid City	11 15D
D16 45			11-05A
17 50	94		9 45
18 30	115	Snoal La'	9 20
110 30	133	Birtle	18 20
21 40	165	Binsc	6 20
23 00	160	R	6 00
23 15	180	enburg	4 45
ARRIVE			LEAVE

11cials.
No. 4, Monday and Saturday. No. 1, Wednesdays and Saturday. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.

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

Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg. For information as to Freight or Passenger Rates apply to A. MacDonald, Assistant Freight and Passenger Agent Portage la Prairie, or to W. R. BAKER, General Superintendent.

THESE VESTIBULED TRAINS go in service May 15th.

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

The best equipped line to

CHICAGO, OMAHA AND KANSAS CITY.

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

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

Trains Eastward will run as follows: Leave Minneapolis 6:50 p.m.; St. Paul 7:30 p.m. Arrive Milwaukee 7:40 a.m.; Chicago 9:30 a.m.

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

TICKETS AT LOWEST RATES, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 160 East Third Street; Minneapolis, 13 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

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

E. W. WINTER, General Manager. F. B. OLARKS, General Traffic Manager. T. W. TEASDALE, General Passenger Agent.



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

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

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

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

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

TRAVEL VIA THE

Minneapolis and St. Louis Railway AND THE FAMOUS Albert Lea Route

	Leve St. Paul.	Leve Minneapolis
Chicago, Burlington, Kansas City	8.45 a.m.	9.25 a.m.
and Des Moines Ex.	6.25 p.m.	7.05 p.m.
St. Louis Fast Ex.	6.25 p.m.	7.05 p.m.
Chicago Fast Ex.	8.25 p.m.	9.05 p.m.
Des Moines Passenger	8.00 a.m.	8.45 a.m.
Excelsior and Watertown	8.15 p.m.	8.50 p.m.
Arlington and Excelsior	8.15 p.m.	8.50 p.m.
Mankato Express Accom.	8.15 p.m.	8.50 p.m.
a Ex. Sunday b Ex. Saturday. c Daily.		

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

DIRECT LINE TO WATERTOWN, D.T.

PALACE DINING CARS ON CHICAGO TRAINS.

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

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

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

General Ticket and Passenger Agent, Minneapolis