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Wholesale Dealer & Importer of all kinds of

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The Commercial

Journal of Commerce, Industry, and Finance
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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 26, 1888.

E. A. BAILEY will open a book store at Rapid City, Man.

G. McBEAN is erecting a furniture store at Clearwater, Man.

McDONOUGH has started a butcher shop at Whitewood, Assa.

S. CURISTON, hotelkeeper, Winnipeg, is now in the livery business.

REILLY & Co. have purchased T. E. Martins' lumber business at Regina.

BUCK & PARES have been appointed agents at Brandon for the N. P. and M. Railway.

MORRISON & SHAW are building a flour and feed and butcher shop at Wapella, Assa.

KIRKWOOD & RUBIDGE, jobbers in teas and fancy groceries, Winnipeg, are giving up business.

FINKERTY, MOORE & Co., general storekeepers, Fort Qu'Appelle, have dissolved partnership.

The Selkirk Record has commenced its fourth year of publication. May the Record continue to prosper.

That lively and common sense little journal, the Edmonton Bulletin, has entered upon its tenth volume.

A. E. HOLDEN, blacksmith, Griswold, is reported to have left the country hurriedly, leaving his creditors in the lurch.

The Regina Journal makes an earnest and reasonable appeal for the establishment of a non-sectarian public school system for the Territories.

J. GUYER, late of the Brunswick Hotel, Brandon, has absconded.

J. M. ROY has sold out his business at Macleod and is moving back to Lethbridge, Alberta.

M. McCAULEY has sold out his butcher business at Edmonton, Alberta, to Fielders & Edmiston.

CARSON & RILEY, harness makers, Calgary, have dissolved partnership; business continued by a A. Carson.

W. A. PETTIT will open a hardware store at Clearwater, Man., and will also carry a stock of binders and other machinery.

SCHRAM & PIRT, agents of the Massey Manufacturing Co., at Morden, Man., report very extensive sales of machinery this fall.

THOS. BASSETT has taken charge of the Cosmopolitan hotel at Medicine Hat, Assa., lately under the management of H. Dempsey.

The well committee at Deloraine, Man. decided on purchasing a well-boring outfit, and R. Martin has gone to Petrolia, Ontario, to make the purchase.

The Red Deer Valley Coal Company will apply for a charter to build a railway from Cheadle on the C. P. R., to the Red Deer country, with a branch to Calgary.

JAMES LAWRENCE has sold out his hardware business at Stonewall, Man., to Longstreet & Co. and has accepted a position in the establishment of J. H. Ashdown, of Winnipeg.

The last number of the Dominion Illustrated was an exceedingly good one. It contains cuts of the disputed crossing, the engines, the military, the special constables and the obstructions.

A COMPROMISE has been made with the Northwest Land Company in the matter of the Moosomin taxes, the latter agreeing to pay a certain amount of taxes and thus both sides avoiding litigation.

JOHN D. SIBBALD & Co. have purchased a half interest in the business carried on by L. H. Hoskins, at Craven, Assa. The business in future will be carried on under the firm name of Leslie H. Hoskins & Co.

A LONDON cable says:—Hudson's Bay shares are little affected by the board's statement convening the meeting. Land sales since March are considered satisfactory, amounting to \$108,000 compared with \$30,000 for the same period in 1887.

HAMILTON'S livery stable at Pilot Mound, Man., was entirely destroyed by fire last week, but the contents, including about twenty horses and a number of buggies and harness, were all saved. Hamilton's loss is \$900; no insurance. The building was a new one.

MEDICINE HAT Times:—It is fully two months since word was received here from the company that operations would be commenced right away at the coal mines, and men were sent up to get the mine into working shape, but further than that nothing has since been done.

HENDERSON BROS. & Co., of Vancouver, B.C., announce that they have secured wharf premises on Barnard Street, where they will carry on the business of coal and general produce merchants in addition to the business in their store on Cordova street,

J. F. HUME & Co., general merchants, of Revelstoke, B. C., have opened a store at Nelson.

The partnership between Manuel & Steele, blacksmiths, Deloraine, Man., has been dissolved; J. Steele will carry on the business.

The Crescent Hotel, Plum Creek, Man., is approaching completion, and will shortly be reopened to receive travellers and others.

TAIT has about fifty men employed in the spruce woods in the Riding mountains. A large number of saw logs have already been cut.

H. S. WESBROOK & Co. have appointed Manuel as their agent at Deloraine, Man. for the sale of agricultural implements. Mr. Manuel is having a warehouse built.

At a meeting of the creditors of W. H. Carpenter, lumber, Fort William, the assets were shown to be \$147,000, and the liabilities \$75,000. Mayor Macdonnell, of Port Arthur, was appointed assignee; R. N. King and H. A. Wiley, inspectors.

REGINA Journal: A gang of about twenty men commenced work this morning cutting weeds and filling gopher holes on the road-bed of the Long Lake Railway. It is reported that the C.P.R. are going to run trains out to the end of the track for a time.

We have just received a map of the Dominion of Canada, prepared by John Lovell, publisher, Montreal, in connection with his gazetteer and history of the eight provinces of the Dominion of Canada, to be issued in nine volumes at a cost of \$75 complete.

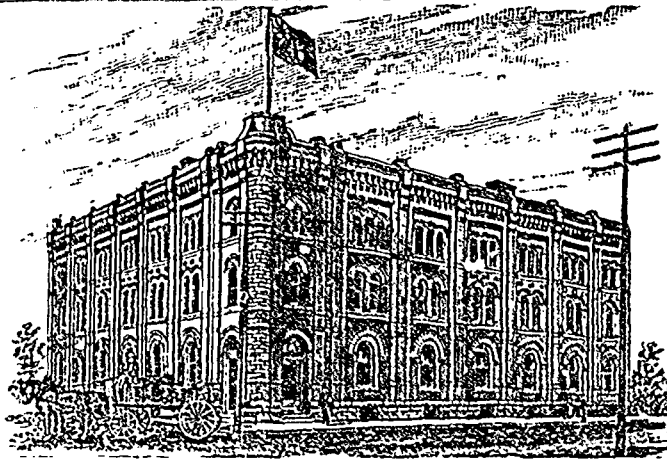
CIRCULARS have been issued to be forwarded to stockraisers throughout British Columbia, and some to those in the Northwest Territories, asking that a convention be held at Knmloops on the 7th day of January, 1889, for the purpose of forming an association for mutual benefit and protection.

PORT ARTHUR Sentinel: The propeller St. Magnus arrived from Little Current with 400,000 feet of lumber for Graham, Horne & Co., for the annex to the elevator. This is her last visit here this season, and with the delivery of the present cargo, G., H. & Co. will have handled 9,000,000 feet of lumber from outside ports this year.

EDMONTON Bulletin: Wolves and lynx are very numerous this fall and many complaints have been made of late by farmers of their ravages. Either they are more numerous than usual or there is a greater scarcity of food, for as they are not usually very destructive to domestic stock. The total absence of rabbits in the country may be the cause of their boldness this season.

A company for the purpose of supplying the city with electric light has been formed at Brandon. The capital will consist of \$10,000, divided into fully paid up shares. The directorate is composed of Hon. D. M. Walker, P. E. Durst, I. R. Strome, A. F. Boisseau, W. Murray, W. R. Carscaden, and E. Fitz Bucke as secretary. A deputation will wait upon the city council at their next meeting to solicit their support and to obtain a contract for lighting the town. Most of the business men have taken shares.

GOODS SOLD TO THE
TRADE ONLY.



GOODS SOLD TO THE
TRADE ONLY.

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DIRECT IMPORTERS
TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES
CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

Grain and Milling.

Hesson's new elevator at Brandon is about ready for business.

Macdougall, at Gladstone, Man., has retired from the mill business.

Work upon the Regina Milling Co's elevator is being pushed ahead rapidly.

Roller machinery will be placed in the stone grist mill at Clearwater, Man.

Messner Bros. have commenced running their mill at St. Leon, Man., for the season.

The Minneapolis flour mills are closing down owing to the weakness in flour markets and excessive stocks on hand.

The Assiniboia Roller Mill at Moosomin, Assa., is now running day and night. Smith & Brighau, proprietors, have erected an addition to be used as a storehouse.

The Lake of the Woods Milling Company (mill at Keewatin) has been granted supplementary letters patent increasing the capital stock from \$300,000 to \$500,000.

At Lake Superior instead of improving, says a Port Arthur telegram, the wheat receipts at the elevators continue to show a pronounced decrease, compared with last years movement. The week ending Saturday, Nov. 17, the receipts amounted to 167,580 bushels, compared with 345,240 bushels for the corresponding period of last year, or a decrease of 177,660 bushels, making the actual receipts for this period less than one half that of last year. To date the receipts of 1888 crop are 1,320,690 bushels, as compared with last year at this date 2,228,090 a decrease of 907,400 bushels. Shipments by the lakes for the week were 176,566 bushels. There were 402,000 bushels of wheat in store on Saturday evening.

Minneapolis Market Record: There is reason to conclude that the acreage of spring wheat will be largely increased next spring. It is a common belief among spring wheat farmers that high prices will be obtained for the next wheat crop as well as for this. The weather has been most favorable for plowing, and in the Northwest there was perhaps never before

so much ground in readiness for spring seeding. The breadth will be affected to some extent by the time planting can be commenced in the spring. If the season is early there will undoubtedly be a largely increased acreage, but if late, recollection of the unsatisfactory results of the last late season will cause farmers to hesitate before inviting further experience of that sort. In any event it is fair to expect an unusually large acreage.

Testing Wheat.

Prof. Saunders, director of the experimental farm at Ottawa, writes to the Manitoba press as follows:

In view of the fact that a considerable quantity of wheat has been frozen during the past season, both in Manitoba and the the Northwest Territories, and that it is very probable that in many localities such wheat will be used as seed during the coming spring, it becomes a question of great importance to the individual farmer as well as to the country at large, how far it is safe to use frozen wheat for this purpose. Arrangements have been completed at the central experimental farm at Ottawa, for testing the vitality of samples of such grain, as well as cereals and agricultural seeds of every sort, and however numerous the samples sent may be, every effort will be made to have the returns promptly forwarded to the individual sending them. The results of a few tests made with frozen wheat received last year, showed a variable degree of vitality ranging from 95 to 51 per cent., those grading lowest in vitality being also weak in growth. The question of vigor, as well as vitality has a most important bearing on the fertility of grain, and every farmer who has doubts as to the quality of his seed, should promptly avail himself of the opportunity thus offered of determining its true value for this purpose. Samples may be sent free by mail addressed to the Director of Experimental Farms, Ottawa, two or three ounces of wheat are sufficient for the purpose, and the tests are made and the returns made free of charge. Farmers throughout the Dominion are invited to send samples of any cereals or agricultural seeds they may desire to have tested,

JAMES PYE,
FLOUR MILL BUILDER

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

A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 8th, 1887.

JAMES PYE, Esq., Minneapolis, Minn., U.S.A.:
DEAR SIR, - In handing you our check for \$1,301.24, in full for balance 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. MacLennan, Managing Director.

The Origin of the Duluth and Winnipeg.

The revival of the old Duluth and Winnipeg project is an interesting feature in the new development of Northern Minnesota. In its first inception the scheme was a local affair in which J. C. Hunter, R. C. Mitchell, James Bardon, W. W. Spalding, A. M. Peyton and others were concerned. These parties procured a land grant from the State and sold out to a Boston syndicate, in which J. H. Boardman and R. B. Fuller were prominent. Bonds were issued but never placed. A construction company spent about \$400,000 in grading. About this time W. H. Fisher, the late President of the St. Paul & Duluth took an interest in the enterprise. Work was suspended six years ago and the whole project appeared for a time to have collapsed. The legislature transferred the grant to the Brainerd & Northwestern, on condition that it should build at once from Brainerd to Crookston. This was not done. On leaving the St. Paul & Duluth road Mr. Fisher proceeded to revive the old Duluth and Winnipeg company. He raised money to renew construction work. As the land grant reverts to it because of the failure of the Brainerd company to do anything, there is a substantial basis of good pine lands to strengthen the scheme. The western terminus of the road is not yet fixed. It will hardly go to Winnipeg now that the Northern Pacific has a line to that city. Probably it will strike across Northern Dakota. -St. Paul Northwest.

The Bank of Montreal.

The statement of the Bank of Montreal, with respect to which there has been so much speculation and, in some quarters, a certain amount of anxiety, has at length been issued. It shows the net earnings of the half year ending 31st ult., to have been \$710,815, as against \$765,000 in the first half of 1887. The directors have allotted \$600,000 to pay a five per cent. dividend, and \$50,000 for the erection of buildings in Vancouver, leaving \$60,000 to be carried forward to profit and loss account, which now stands at \$751,056. Naturally, the statement has caused a considerable amount of calculating

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on the part of those who have been looking forward to a two per cent. bonus, which would be equal to a sum of \$240,000. The sound policy of the bank is to keep the profit and loss account up to \$600,000; which deducted from the \$751,056, which it now aggregates, would leave only \$151,056, with which to pay such bonus, or only \$31,056 more than one per cent. But, when it is remembered that six months more of the financial year have yet to run, and that, as a rule, the winter half is the best, financially speaking, the probability is far from remote that the shareholders will by the end of the year be gratified by the receipt of an additional two per cent. As matters stand the conservatism displayed by the board of directors on the occasion of the last division of profits has been fully justified, and the shareholders may make up their minds that the gentlemen who conduct the affairs of the institution are being governed by what seems to them to be the best policy. — *Montreal Trade Review.*

Port Arthur is expected over a "find" within the town limits. While working about his residence on Northwest Court street some weeks ago G. C. Sutherland discovered what he considered good pay rock beneath his dwelling, and immediately took steps to secure the property. He then began sinking a test pit right beneath his dining room. Gold and silver-bearing quartz in the trap rock and slate formation, has been produced in sufficient quantities to lead the owner to believe that he has made a rich strike. The vein is at present about eight inches in width at the bottom of an eight-foot test pit.

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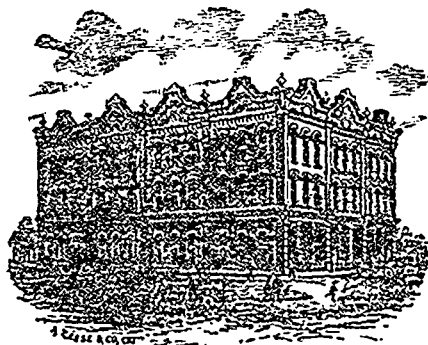
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WHOLESALE

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The Commercial

WINNIPEG, NOVEMBER 26, 1888.

DOES FARMING PAY?

It seems almost absurd to ask the question given above, as to farming operations in Manitoba, yet it is a question which is not infrequently heard propounded. Such a question from a stranger who had only arrived in the country, might not cause very great surprise, but occasionally even residents of the Province are found, who are skeptical upon this point. Such persons, however, must have derived their ideas from one or two individual cases of unsuccessful farming, and they cannot have any general knowledge of the results of farming operations in this country, as a whole. There are certainly some instances of unsuccessful farming in Manitoba, but this proves nothing at all. Many of those who are heard to declare that farming in Manitoba does not pay, are persons who have tried farming themselves and made a failure of it. One may fail where another would succeed under the same conditions. This is true of all pursuits in life. But occasionally persons who start under very favorable auspices, will fail, through unforeseen obstacles, or more correctly, misfortunes.

Time was, and only a few years ago, when the question at the head of this article, as to farming in Manitoba, was frequently considered, and was a matter of doubt to many. The country is yet new, and it has only lately been put to the real test. Whilst settlement was small and immigrants were coming in rapidly, those already in the country were unable to supply the home demand for produce, as the population was increasing more rapidly than the production of produce of the farm. Prices for everything the farmer had to sell were consequently high, and there was no difficulty in making farming pay. Of late years this has been all changed. The Province now produces a surplus of most commodities, and prices have ruled on a lower basis. The adaptability of the country to profitable agriculture has therefore been fully tested, and it may be said with most satisfactory results. Enough has been accomplished to convince those who are familiar with the situation, that the agricultural population of the Province as a whole, has made

great advancement on the road to prosperity within the past few years.

A few who have made a failure of farming will continue to claim that farming is unprofitable, but such statements seem absurd in the face of the existing conditions. Those who have made a trip through the Province, say once a year for several years back, and who have noted the gradual progress of the settlers toward apparently prosperous circumstances, will wonder that there are still unbelievers as to the profitableness of farming in Manitoba. They have seen the gradual extension of the area under cultivation year by year. The cutting off of the old prairie trails by the wire fences of settlers, and the building of roads and bridges to take their place, has been noticeable all over the country. New and more comfortable buildings are everywhere replacing the first habitations of the settlers, and other buildings are being erected for the increasing herds of the farmers, or for the storage of his crops. The slow-going oxen of the early settlers have been replaced by the more active horse, whilst some can afford to keep a carriage horse for driving in addition to their working horses. Farmers who were unable to buy implements when they first commenced operations, are now supplied with everything necessary to carry on the work of their farms, and an interview with the leading implement dealers will only be necessary to learn that these implements are nearly all paid for. During the past season the demand for lumber from farmers all over the Province has been so great that dealers have been unable to supply the demand. Some of this of course was taken by new settlers, but the great bulk was used by old farmers, whose improved circumstances enabled them to erect additional buildings on their farms. Surely in the face of all this progress toward prosperity, it seems ridiculous that there should still be doubters left.

Many of those who are in the best position to know claim that the farmers of Manitoba have progressed toward comfortable circumstances far more rapidly than those who have taken up their abode in the cities and towns. Take for instance our Icelandic citizens. A large number of these people remained in Winnipeg, whilst others settled as farmers in rural districts. A representative Icelandic citizen stated to the writer recently that those of his countrymen who had taken

up agricultural pursuits were now in very much better circumstances than those who had remained in the city. Though unfamiliar with the country and having everything to learn as to the modes of farming in Manitoba, these people who took up agriculture here have done well, and are now invariably in comfortable circumstances.

It must also be remembered that the great majority of our farmers started under unfavorable circumstances, both as regards means and experience. Very few commenced life on the prairies of Manitoba with any considerable amount of cash. Many were obliged to seek other employment during parts of the year, to support themselves until they could get some returns from the farm. The great majority of the most favorably situated had barely enough to procure the most necessary articles with which to commence life. A great many were foreigners, and unacquainted with prairie farming. Others were from cities and had no knowledge of agriculture whatever. At best farming was but an experiment in Manitoba a few years ago, and the most successful modes of agriculture had to be learned here by experience, and experience usually costs something. The accomplishment of so much during the past few years, under such adverse circumstances should therefore be a cause of agreeable surprise, and all doubts as to the profitableness of farming in Manitoba should cease.

A few failures there have been of course, and strange as it may seem, in this connection it may be noted that a good many of the failures have been among persons who commenced with some means. Parties who started with considerable cash, but who were not practical farmers, much less prairie farmers, often squandered their money upon unnecessary articles. As they were not used to living under privations, they would give up the farm when their money was gone. This class is mostly made up of immigrants from Britain. Another class who have failed as farmers in Manitoba are known as remittance men, also usually Englishmen. These parties have sometimes farmed in a half-hearted way, but depended mainly upon remittances from home, and not infrequently the nearest hotel gets the greatest benefit from the remittance. But those who have put up with privations on the start, and who have endeavored earnestly to get ahead,

are now mostly coming into comfortable circumstances.

BETTER MAIL ACCOMMODATION WANTED.

In a new and sparsely settled country like Manitoba, it would be strange if there were not complaints of insufficient mail accommodation. In some parts of the province post offices are far apart and distant many miles from railway communication. In some of the more distant sections, a mail once a week, or even once a fortnight, may be considered as a luxury, and is all that could be expected from the Government. Taken altogether, the Dominion postal authorities have shown an anxiety to extend mail facilities to our settlers, to the fullest extent that circumstances would warrant, and as a general rule there has not been much ground for complaint. There are some exceptions, however, in which it is apparent the postal authorities have not done their duty in providing the people with proper mail accommodation. Perhaps the most notable instance of such neglect is in connection with the mail service on the Southwestern branch of the C. P. R. This important section of Manitoba, has, to say the least, been shamefully neglected in the matter of mail accommodation.

At settlements distant from railways, and to reach which requires long journeys by wheeled vehicle, it could not be expected that mails should be furnished at frequent intervals. As regards the Southwestern railway country, however, the case is quite different. The thriving towns in this district are connected with Winnipeg by train service, and all the facilities for better mail accommodation are in existence. Here is a railway, running in a southwesterly direction from the capital of the province, for a distance of 105 miles, and having on its line a number of busy little towns, surrounded by a well settled agricultural country, yet the mail facilities are such that it takes a week to get an answer to a letter forwarded from Winnipeg.

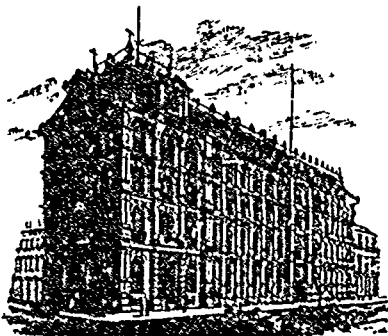
At present the passenger train service on the Southwestern railway consists of three trains per week each way. Trains leave Winnipeg on Mondays, Wednesdays and Fridays, at 12:30 o'clock, for the end of the track, returning on Tuesdays, Thursdays and Saturdays. No mail, however, is carried by the train leaving Winnipeg on Wednesday, and re-

turning on Thursday. The Southwestern railway country is therefore supplied with but two mails per week from Winnipeg, by Mondays' and Fridays' trains. Now let us see how this works. A letter posted in Winnipeg after 12 o'clock noon on Friday for say Glenboro, will leave the city on the following Monday, arriving at its destination at 9 o'clock Monday night, if the train is on time. If the local postmaster feel disposed to assort the mail the same night, the Glenboro merchant may obtain his letters by ten o'clock Monday night; but the postmaster is not obliged to deliver mail so late at night. Providing the merchant gets his mail the same evening it arrives, he will have to answer his correspondence after ten o'clock the same night, and place it on the train early the next morning, as the train leaves for Winnipeg about 7 o'clock Tuesday morning. If he does not get his mail on Monday evening, or is unable to do his correspondence that evening after he gets his mail, he will be obliged to wait until the following Saturday morning before he can send a letter to Winnipeg. Merchants having a large correspondence, and receiving only two mails per week, would be obliged to sit up all hours of the night to answer letters, if they wished to do so by return mail. Otherwise they would be obliged to wait five days before another opportunity arrived of forwarding a letter. If the local postmasters declined to deliver the mails the same night they arrive, there would be nothing for it but to wait for the next mail train. In an instance where a merchant wished to send a registered letter in answer to a letter received from Winnipeg, it would be impossible to send the answer within five days. Thus a letter mailed in Winnipeg after 12 o'clock on Friday, could not be answered until the Saturday evening of the following week, thus consuming nine days to obtain an answer to a letter, from a town only 100 miles distant from Winnipeg, and connected with the city by rail. As the merchants along the Southwestern do their business mostly in Winnipeg, the great inconvenience arising from the mail arrangements will be seen. It seems almost scandalous that a large and important section of the province, comprising several flourishing towns, should be treated in this way. With three regular passenger trains running each way weekly, the very least the Department could do is to provide for a

mail on every train. The people on the Southwestern are petitioning the postal authorities for better mail accommodation, and it is to be hoped their request will meet with just consideration.

WHEAT-GROWING IN CANADA.

Canada as a wheat-growing country has been attracting a good deal of attention both in Great Britain and the United States, of late, among those interested in the breadstuffs question especially. The discussion upon the merits of Canada as a wheat-growing country, has been provoked by a pamphlet prepared by W. G. Bear, London, England, published under the auspices of the Cobden Club. Mr. Bear in his pamphlet, entitled "The British Farmer and his competitors," proceeds to show that British agriculturists have nothing to fear from Canada as a competitor in supplying the British consumer with breadstuffs. Mr. Bear claims as proof of his statements, that wheat exports from this country have declined of late years; that imports are increasing in proportion to exports, and that production is gradually falling behind the increasing consumption; that in the two important wheat-growing provinces, production has decreased steadily since 1884. Many other assertions are made in the pamphlet, some of which are quite ridiculous, such for instance as the assertion that the climate of Manitoba is too arctic for wheat. In some respects Mr. Bear's statements are apparently true, but his utterances as a whole appear to be animated by a prejudice against this country, which leads him into several blunders. Canada as a whole has certainly not made much progress as a wheat exporting country, but it is very absurd of Mr. Bear to represent that wheat production in Manitoba is on the decline. In the old provinces it is true the production of wheat has not kept pace with the growth of consumption from increasing population, but only in two years (1884 and 1885) were imports in excess of exports, and that to a very trifling amount, whilst exports in excess of imports have ranged from 3,657,000 bushels in 1881, to 7,351,000 bushels in 1887. To show the increase in wheat production in Manitoba it is only necessary to state that the surplus from last year's crop in this Province was greater than the entire exports of the Dominion in any previous year.



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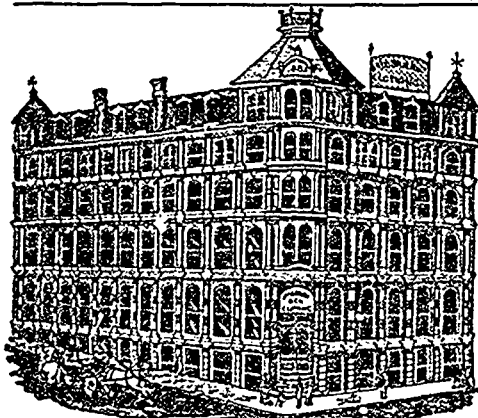
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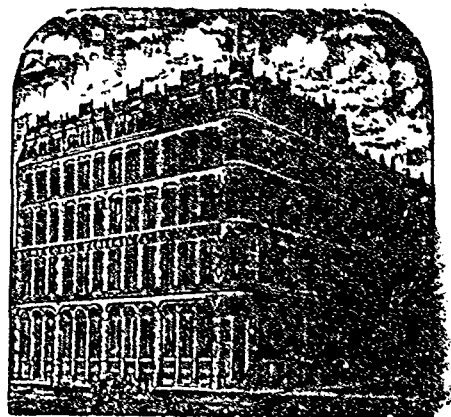
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Stones, Mantle Pieces, Grates, &c. Special designs fur-
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DRY GOODS,

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Complete Set of Samples with

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Also with Donaldson's Block, WINNIPEG

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Orders, Consignments and Correspondence Solicited,
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WINNIPEG MONEY MARKET.

In monetary circles the same condition as last noted exists, namely, a growing tendency toward an easier and more satisfactory feeling. In wholesale circles there is not now the same disposition to complain that was the leading feature a few weeks ago. Returns from the country have shown considerable improvement, and collections now can be considered as fairly good. This is evidence that the outflow of funds for grain purchasing is getting into general circulation. This easier feeling must continue to increase for some time, as the steady stream of cash going out for grain buying will keep up for a length of time yet, and in even greater volume than at present, as the really heavy grain movement has not yet been reached. The loan companies report interest payments coming in more promptly, and prospects ahead favorable for increasing business.

WINNIPEG WHOLESALE TRADE.

The movement of commercial commodities is hardly as brisk as might be expected at this season of the year, but the outlook is favorable, and there are indications of a brightening up in a short time. Plowing has now ceased for some time throughout the country, and as threshing has been going on very actively for the past ten days, under very favorable weather conditions, it may be expected that the heavy grain movement of the season will commence very shortly. This should increase the volume of business, and especially have a beneficial effect upon cash returns. In textile lines the weather has been rather mild so far to bring about a rush for winter sorts, but a fairly good movement is apparently beginning. The grocery trade is feeling the influence of holiday business, and an active season is now hoped for the next few weeks.

DRUGS.

Prices remain fixed at last quotations, which are as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.25 to \$2.75; iodide of potassium, \$4.25 to \$4.75; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.50 to \$3; 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.

CROCKERY AND GLASSWARE.

This branch is now enjoying a fairly active business, especially for holiday goods, in which orders are now being rapidly filled up. A report from England says: A trust has been formed to control the manufacture of bone ash and calcined bone, which enter chiefly into the manufacture of Stafford pottery and chinaware. The controllers of the bone ash product practically dictate the prices of chinaware and it is expected that a pottery trust will inevitably follow this latest movement. In this event the prices of pottery will be advanced 30 per cent.

FRUITS—GREEN, VEGETABLES, ETC.

Cheap apples—fall varieties and damaged goods—are now pretty well out of the market,

and as the deluge of consignments has now ceased, prices are more firmly held. Those now in the market are straight stocks mostly of winter goods and hold at \$2.25 to \$3.50 per barrel. Some Montreal fameuse are still to be had, at \$4 per barrel. British Columbia winter pears are offered in large boxes at \$4 to \$4.50 per box. Prices are: Lemons are quoted at \$6 to \$6.50, and Florida oranges at \$7 a box; Jamaica oranges, in barrels, \$13; 8 pound baskets of Catawba grapes are offered at 75c; Ontario Herberts at 9c per pound; Malaga grapes in 65 pound kegs are quoted at \$8.50; California pears in boxes \$4.25 to \$4.50; Cranberries are quoted: bell and cherry, \$9.50; bell and bugle, \$11.

FRUITS—DRIED, AND NUTS.

Valencia raisins tend upward in outside markets. New California and Malaga London layer raisins are now being received. The former are put up very nicely, and claimed to be equal to the Spanish article. Prices are: New Valencia raisins, \$2.35 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; New season currants, 8c per lb.; Elemefigs, in different sized boxes, 18 to 20c per lb; walnuts, 18c per lb; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb; cocoanuts, \$1.20 per dozen.

GROCERIES.

Sugars were again moving upward last week in outside markets. An advance of 1-16c was made at the refineries, and a general stiffening up was looked for. Advices from Rio were not favorable to the gathering of the coffee crop, owing to labor troubles with the negroes and heavy rains. Teas are held firm generally, in outside markets. Local prices steady as follows: 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; Brunette Solace, 12s, 48c. Specia brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

FISH AND OYSTERS.

Cans, standards, 50c; selects, 55c; extra selects, 60c each. In bulk, standards, are worth \$2 per gallon, and selects, \$2.25.

HIDES AND TALLOW.

Hides have declined ¼c and are now quoted as follows. Winnipeg inspected, No. 1, 4¾c; No. 2, 3¾c; No. 3, 2¾c. Frozen hides, 3½c all round. Calfskins, 4 to 5c for No. 1 and 2. Sheep pelts, 50c for prime, 25c for poor. Tallow, rendered 5½c; rough, 2¾c.

PAINTS, OILS AND COLORS.

Turpentine holds strong at the advance. An advance is expected shortly in linseed oils, owing to outside conditions. Stock of glass are light, and with new importations coming in by water rates, prices are firmer

and have a higher tendency. Prices are: 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, 12½c 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 oil, silver star, 20c; water white, 29c. American oils, Eocene, 31c; 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 MARKET.

WINNIPEG.

WHEAT.

Wheat has lost caste considerably of late, and that enthusiastic confidence in the cereal has disappeared to quite an extent. Some leading bulls still claim that wheat will yet reach the high prices predicted for it a short time ago, but the trade generally has had its ardor cooled down considerably. American markets acted a while ago as though the world depended entirely for its supply of breadstuffs upon this continent, and that the foreigners would be obliged to pay the prices dictated here. This mistake is now being found out. The fact is, British markets have been acting largely independent of conditions in America, and full supplies of wheat have been received in the United Kingdom from other sources, which rendered it unnecessary for the British consumers to pay prices demanded here. Receipts in the United Kingdom have been large during the past two or three months. Russia alone furnished over 8,000,000 bushels during September and October, and with full granaries the Britishers for the present at least can afford to look with indifference upon the wheat boomsters in America. India has also been pouring wheat into British markets at a lively rate.

The high prices ruling for wheat on this continent is at last telling severely upon millers. For a time, the domestic trade, which on the start imbibed the "boom" ideas of wheat, bought flour liberally at the advanced prices. This domestic trade appears to be glutted, and with the export markets cut off by the high prices ruling here, the American millers have been obliged to go on storing away their output, or close down. Many of them are now taking the latter alternative. In the meantime British millers are taking advantage of the situation. Old mills which were closed down, are being fitted up with improved machinery, and with American flour closed out, British millers find it very profitable to grind up the cheaper home grown and foreign wheats with which they are now fully supplied. With the movement to close down mills at Minneapolis and other leading American points, wheat will go more largely into store, thus increasing the visible supply, and producing another weakening factor. The visible supply showed an increase of 471,000 bushels, for the week ended Nov. 17th. This brings the total up to 34,811,000 bushels

against 33,872,000 bushels a year ago. The exports of wheat and flour from Atlantic ports for the same time were 82,900 bushels of wheat and 124,600 barrels of flour, against 663,400 bushels and 203,500 barrels, for the same week last year.

Locally, wheat prices appear to be working back into a more healthy state. Heretofore there has been a great deal of buying on a very irregular and almost reckless basis. Prices appear now to be becoming more regular, and on a sounder basis. The general tendency was of course to a lower range of values, and country buyers were instructed by dealers to drop prices. The usual range of prices paid to farmers at provincial points was from 85 to 90c for No. 1 hard. Receipts have not been very heavy yet, but a good deal of threshing remains to be done, and since plowing stopped, farmers have been threshing extensively.

FLOUR.

With the uncertainty about wheat, flour has not been in active demand at ruling prices, for export shipment. Prices to the local trade hold steady at last quotations, as follows: Patents, \$3.10; strong bakers, \$2.90; XXXX, \$2.25; superfine, \$1.90.

MILLSTUFFS

Prices still rule at the old figures of \$12 per ton for bran and \$14 for shorts. Ground feed \$23 per ton.

BARLEY.

The barley market remains in a flat and unsatisfactory state, owing to the mistrust with which Manitoba barley is being received, both in Eastern Canada and United States markets. Prices continue easy, and dealers who bought at figures ruling a short time ago, now find themselves unable to dispose of their grain at a profitable price. About 40c is now the top price which could be expected for car lots, on track for best samples, for shipment, and dealers are not anxious to take hold even at low figures. The recent developments in connection with frosted barley, has put this grain in bad shape for satisfactory handling.

OATS.

There is very little local demand for car lots, as receipts on the market from farmers are about sufficient for the local demand. About 28c was the figure paid for loads on the market, for ordinary feed oats, and as high as 30c for choice milling. Farmers are now taking more pains to clear up their oats and bring them in in good order. This is due to the higher prices paid at the oatmeal mill for good clean oats. For car lots about 26c is the top price which oats are worth on track, at outside points for shipment. Some car lots continue to be shipped eastward to north shore points and lumber camps in northwestern Ontario, but prices are too high here for shipment to Eastern Canada markets.

OATMEAL.

Prices steady and unchanged as follow: Standard, \$2.50; granulated, \$2.65; rolled, \$3.

CHEESE.

Better prices were expected a short time ago, but the figure of 10½c still seems to rule for jobbing lots. Prices have been kept down by the system of peddling cheese which prevails in this market to a considerable extent. In some instances patrons of cheese factories are allowed to take cheese in payment for milk, and this cheese is peddled about the city, with the effect of cutting prices. It would probably be better for the factories in the long run if they would dispose of their cheese to the trade only, as wholesale dealers would then feel more like paying top prices.

BUTTER.

There is a good demand from the city trade

for choice butter, and a really good article finds ready sale at high figures, 22c being readily paid for such. Inferior and medium qualities are slow sale, and will not be taken when choice can be had. Receipts appear to be on the increase, and prices are likely to rule lower, though a great deal of the stuff coming in is not saleable as good butter, and will not bring good prices. Should the receipts continue mostly of inferior quality, there will be a glut of medium and poor grades, whilst choice will bring fair prices.

EGGS.

Steady at 23c in case lots for limed, and 25c for fresh, when the latter are obtainable.

LARD.

Unchanged at \$2.60 in 20 lb. pails.

CURED MEATS.

In provisions, trade was rather quiet and prices easy. Dry salt bacon, quoted at 12 to 12½c; breakfast, 15 to 15½c, spiced rolls, 14 to 15c, and hams at 15½ to 16c.

POULTRY.

Chickens are coming in more freely and are worth from 10 to 11 per pound, as to quality. Ducks and geese quoted at 12 to 13c, and turkeys at 14c.

DRESSED MEATS.

Packers are now offering 5c for dressed hogs, which are easier in price. Receipts are light yet, but packers cannot afford to pay higher figures, in view of the lower prices prevailing in outside markets. Local packers are obliged to compete with Chicago and Ontario packers, and if the easier feeling continues in outside markets, prices will have to be reduced here, or packers will have to shut up. One packer predicted that prices would drop to 7½c in Toronto last week, and about the same at Montreal, so it will be seen that packers here are at a disadvantage. At Chicago live hogs were quoted at 5½ to 5¾c. Local butchers have been paying 8 to 8½c for dressed hogs, but as soon as receipts increase, which is expected soon, it is not likely that butchers will pay above prices offered by packer. In beef, a good deal of country dressed is now offering, which brings about 5c for good average sides, with choice and city dressed at about 5½c. Mutton 10c.

VEGETABLES.

Potatoes usually bring from 25 to 30c in quantities, though higher prices are sometimes obtained.

MEDICINAL ROOTS.

Seneca, or snake root, is in demand, as dealers are closing up their shipments for the season. Parties holding should therefore market at once, as dealers do not care to purchase after stocks have been sent out. About 20 to 30c is being paid for good, dry root.

Trade at Vancouver.

The splendid weather of the week has had a beneficial effect all around. Business is moving well for the advanced stage of the season. Shipping, real estate, produce and commission business, fishing, etc., all feel the effect of it. Real estate has been looking up and enjoyed several little flutters. No large sales are reported.

Produce—The importations in the line of farmers' supplies from the east have been heavy, and the market is pretty well supplied. Potatoes and vegetables have been received in large quantities and are almost a drug. Prices for flour are a little easier. Demand for Manitoba and British Columbia grades is in excess of the supply. The following are the principal quotations, at Jobbing prices:—

Flour, Manitoba patents, \$7.50 per bbl.; Manitoba bakers', \$7; Columbia Milling Co's patent, \$6.25, straight grade, \$5.75; strong bakers', \$5.25; Oregon flour's are selling at about \$6.25; oatmeal, standard, 100 lb. sacks, \$3.25; granulated, \$3.50.

Potatoes, \$15 to \$18 per ton; cabbage, \$20; carrots, \$20; parsnips, \$20; onions, \$25.

Feed Bran, \$25 a ton; shorts, \$27; chopped stuff, \$33; oil cake meal, \$40; oats, \$26 a ton; wheat, \$35.

Dairy, etc.—Butter creamery, 29 to 30c per lb.; dairy, 25c; cooking, 18c; eggs, pickled, 30c; fresh, 33c.

There are two ships loading in London berths which will bring out large cargoes of British goods, the effect generally of which will be to cheapen a number of lines. In her last trip the S.S. Abyssinian brought over a full supply of fine teas, Japan, Olong, Young Hyson, Pecko, etc.

Fish—The fishing season being over, the supply is uncertain and the prices equally so. The general price is 5c per lb. all round.—Vancouver, B. C., *News*.

Montreal Fur Trade.

The late prolonged wet and mild weather has thrown a damper upon trade, but with the advent of winter a good business is expected. Manufacturers have been busy working in orders, but as yet deliveries have been small, but the first cold spell will cause considerable activity. In raw furs, the new crop is not coming in to any extent yet. A few lots of skunk have arrived and sold at \$5 to 90c, but the skins were not prime. Coon has sold at 75c, and a few mink have been placed at below our quotations, owing to their poor quality. Beaver, per lb. \$3; bear, large, per skin, \$12 to \$15, do medium do, \$10 to \$12, do small, do \$8 to \$10; Otter, \$8 to \$10; martin, 50c to 75c; fisher, \$4; fox, red, \$1; mink, 65c; muskrat, 10c.

Seal Skins Advancing.

At the sale of Alaska seal skins in London, England, on November 6th, the whole year's collection, amounting to 100,000 skins, were offered and promptly sold in the salt at prices ranging from 64s for small skins up to 118s for large prime. These prices show an advance of 42½ per cent. over last November sales, so that the manufactured skins next season must inevitably rule much dearer than at present. To the above figures considerable should be added for cost of dressing, unhairing and dyeing. The skins in use this season were those sold in the salt last November so that the full advance in raw skins above noted will not be felt in the manufactured article until next season, when seal furs will be considerably enhanced in value.—*Montreal Trade Bulletin*.

The Lake Superior Country.

The Northern hotel, Port Arthur, closed for the winter season on the 20th inst.

Vigars Bros. have secured a large contract at Port Arthur for getting out timber for the addition to the breakwater and will shortly send into the woods a large gang of lumbermen.

The Wheat Trade.

In reviewing the wheat trade lately, Irwin, Green & Co., of Chicago, said:—That wheat here and in the Northwest is held above its actual merits can hardly be denied by any one who takes cognizance of the avidity with which sellers in other countries are accepting lower prices for the supply of the wants of the old world with grain and flour. The latter is sent forward to the United Kingdom by Hungarian millers at a rate hitherto unheard of, to swell the contributions of Russia and India which have so far exceeded expectation. It is reported that the millers of Minneapolis, Milwaukee, and St. Louis, have practically resolved upon closing for a time. It is claimed that the step will be taken because the supply of wheat is running short, but this cannot be accepted as valid after a look at the latest returns of stocks in store at those points. It certainly will not be believed by those who accept recent estimates that the total of flour in those cities added to the grain there and in tributary country elevators is actually greater than the corresponding aggregate of a year ago. Our advices are that the millers are loaded down with product, for which they find but a slow market at home at the prices, and no demand at all from abroad. It is absolutely necessary to let consumption catch up with the supply, but while it is doing so the pressure of unused wheat will be very likely to make itself felt in the bearing of speculative prices, which were previously sustained with difficulty. We expect that wheat will prove to be worth something like present

prices, but it will be later in the crop year. The market has been bulled too much for so early a date in the season with a great deal yet to be sold by growers. It is well known that the harvest was a late one, and the farmers were obliged to utilize their time in preparing the ground for another crop or winter would catch them with the work unfinished. They have now got through, and a free movement of wheat may be looked for right up to the time that bitter cold cuts it off. Their selling will be all the more free as they have reason to think that the market has rounded the top, and the fact that a considerable percentage of their offerings is not first-class in quality will rather tend to depress than otherwise.

The Duluth and Winnipeg.

Advices from Duluth say that General Manager Fisher, Director C. W. Wells and Chief Engineer Morris, of the Duluth & Winnipeg, are making a tour over the line so far as completed. Mr. Fisher states that the operations are being pushed as rapidly as possible; that the weather has been very favorable as a whole, but that the approach of cold weather will not have the effect of a drawback to the work to any great extent. Supplies for the line are being pushed forward rapidly, and while he did not know the exact force at work, it was near 1,000 men. Running arrangements will be made over the St. Paul & Duluth road into the city for the first, but the Winnipeg will never be content until it has its own line all the way in, and this will come after the less expensive

portions of the road have been built. The officers of the road have made no sales, nor have entered into any negotiations for sale with any outside corporations; and though they could do so at any time with profit, they have not the remotest intention of so doing. The prospects of the road as a business enterprise are too bright for such ideas to find ground. Mr. Fisher leaves for the east on business connected with the road, and on his return the construction will be pushed farther than ever.

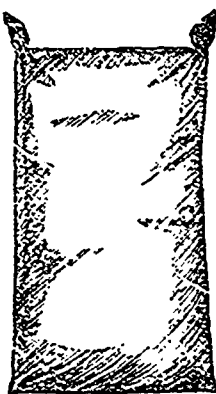
Proportion of Wheat Marketed.

Reports of wheat buyers along the Soo line indicate that the surplus is about half marketed with them; on the Milwaukee about two-fifths, east of the Dakota line, two-thirds west of that to Aberdeen; two-thirds to three-quarters marketed along the James river line and three-fifths on the Fargo Southern. On the Northwestern about three-fifths is marketed along the whole line and about the same on the Minneapolis & St. Louis and Omaha lines. The Northern Pacific main line and branches show about 55 per cent of the surplus out of farmers' hands. On some parts of the Manitoba line not more than half the surplus appears to be out of the farmers' hands, while on the other branches there is a greater proportion sold. Averaging up on all claims shows about 55 per cent marketed. — *Minneapolis Market Record.*

The exports of apples from Montreal for the week ending November 10 were 32,637 barrels, making the total exports from September 1 to date 176,288 barrels, which is more than double the quantity shipped during the same period in 1897.

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

December wheat opened at 1.10 on Monday, Nov. 19, being one cent under Saturday's close. During the day prices ranged from 1.09 to 1.10½. Closing prices were:

	Nov.	Dec.	Jan.	May.
Wheat	1.09	1.09½	1.08	1.11½
Corn	39½	38	37	38½
Oats	25½	25½	—	29½
Pork	14.77½	—	14.82½	15.02½
Lard	8.50	8.40	8.32½	8.50
Short Ribs	—	—	7.52½	7.70

December wheat opened ¾c higher on Tuesday, at 1.09½, which was the top price of the day. A decline set in causing a break of 5c in December and 3c in May, but closing prices were 1 to 2c above the bottom figures. A great deal of wheat was let go on the break. Closing prices were:

	Nov.	Dec.	Jan.	May.
Wheat	1.05½	1.05½	1.05½	1.09½
Corn	39½	37½	36½	38½
Oats	26½	26½	—	30½
Pork	14.65	14.65	14.70	14.92½
Lard	8.42½	8.30	8.25	8.40
Short Ribs	—	—	7.47½	7.67½

Wheat opened at 1.07½ for December, on Wednesday, and ranged from that price upward to 1.08½. Closing prices were:

	Nov.	Dec.	Jan.	May.
Wheat	1.08	1.08½	1.07½	1.11½
Corn	40½	38½	—	38½
Oats	26½	26½	—	30½
Pork	14.47½	—	14.47½	14.72½
Lard	8.42½	8.22½	8.17½	8.32½
Short Ribs	—	—	7.40	7.57½

Wheat was firmer on Thursday, and better prices were realized, the close being near the top for the day. Closing prices were:

	Nov.	Dec.	Jan.	May.
Wheat	1.08	1.08½	1.07½	1.11½
Corn	40½	38½	37½	38½
Oats	26½	26½	—	30½
Pork	14.47½	14.47½	14.47½	14.72½
Lard	8.42½	8.22½	8.17½	8.32½
Short Ribs	—	—	7.40	7.57½

Wheat opened ½c higher on Friday, but the strength did not last long, and closing prices were lower, as follows:

	Nov.	Dec.	Jan.	May.
Wheat	1.07	1.07½	1.07	1.10½
Corn	41	39½	37½	38½
Oats	27	27½	—	31½
Pork	14.47½	14.47½	14.47½	14.72½
Lard	8.42½	8.25	8.17½	8.35
Short Ribs	—	—	7.55	7.57½

Saturday's closing figures for wheat were:

	Nov.	Dec.	Jan.	May.
Wheat	1.05	1.05	1.04½	1.08½

DULUTH WHEAT MARKET.

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

	Cash.	Nov.	Dec.	May.
Monday	—	—	1.18	1.24
Tuesday	—	1.18	—	1.23½
Wednesday	1.16½-7½	—	1.19	1.24½
Thursday	—	1.21	—	1.20½
Friday	—	1.21½	—	1.23½
Saturday	—	1.19	—	1.23½

On Friday No. 1 northern was worth \$1.12 and No. 2 northern \$1.04, for cash.

S. W. TROTT, a long established and leading druggist of Calgary, has sold out to Wendell McLean.

United States Crop Report.

The returns of yield of corn made to the Department of Agriculture indicate a yield per acre quite as large as that of 1885, and larger than any crop since 1885. The aggregate grown on a large area will exceed that of any previous American production, being very close to 2,000,000 bushels, or about thirty two bushels per capita, which has not been exceeded in several previous years.

The corn surplus States average yield as follows: Ohio 35.2 bushels, Indiana 35, Illinois 36.2, Iowa 37, Missouri 31, Kansas 27, Nebraska 36. These seven States produce 64 per cent. of the crop aggregate. The general average will fall somewhat under twenty-seven bushels. There is a good supply of maize in nearly all parts of the South, so that comparatively little will be required from the West. The yields of the Atlantic States are moderate, seriously reduced by frost on the northern border.

After three years of low yields, potatoes give an average of about eighty bushels per acre, or nearly the rate yield in 1879. The averages of prominent potatoe growing States are as follows: Maine 410 bushels, New York 82, Pennsylvania 82, Ohio 80, Michigan 75, Indiana 75, Illinois 80, Iowa 90, Minnesota 95, Dakota 80, Nebraska 80. The yield has been increased in the South. It is high in the Northern belt territories. The total product on the basis of these averages is about 195,000,000 bushels, or 61,000,000 bushels more than the estimated product of 1887.

HERRON has opened a stock of dry goods and groceries at Gladstone, Man.

A. CRADDOCK has opened out in the butcher business at Portage la Prairie, Man.

BRITISH COLUMBIA will not be formed into two inland revenue divisions just now.

HUTCHINGS & DAVIDSON, saddlers, have commenced business at Portage la Prairie.

THE Grand Pacific Hotel, Portage la Prairie, has been opened by D. C. McKinnon, late of Brandon.

BOISSEVAIS, Man., is about to have private bank established there by Crawford & Cowan, of Winnipeg.

THERE is a renewed interest in the Lake Dauphin district and a large number of entries for homesteads have been made in this part of Manitoba.

THE last number of the *London Illustrated News* says that sketches of Calgary, Banff and other points along the line of the C.P.R. taken by Melton Prior will shortly be published in that Journal.

FREDERICK GILLESPIE, general commission agent and importer, Calgary, Alberta, is not burned out as was reported recently. A small building in which he had some goods stored, was burned, and this led to the report.

E. T. GALT, general manager of the Northwest Coal and Navigation Company, has succeeded in raising capital to transform the present narrow gauge road from Dunmore to Lethbridge into a broad gauge road, and also arranged to extend the railway to Fort Benton, Montana, where it will connect with the North

ern Pacific and secure a market for the product of the coal mines. Work begins shortly.

THE debate on the liquor question in the Territorial Assembly at Regina took place last week. Speeches were made by nearly all the members. The division on Cayley's amendment that in the opinion of the Assembly a straight license law should be introduced into the N.W.T., resulted in its defeat by a large majority of 14 to 6, Mitchell being out of the chambers. Turrill's motion, seconded by Oliver, deciding for a straight vote on prohibition vs. license, was carried by a majority of eight.

WE have received the prospectus of Lovell's *Gazetteer and History of Canada* accompanied by a handsome map of the Dominion. The work is estimated to cost \$200,000 and Mr. Lovell will not begin work until \$150,000 is subscribed. There will be nine and possible eleven volumes. The cost of which will be \$75. Any one of the Provinces may be had separately at the prices ranging from \$9.50 to \$12.50 for each, the volume for Manitoba being at the former price. This is a great work undertaken by Mr. Lovell and is to be hoped sufficient subscriptions will be received to enable him to carry it out. Each volume will be accompanied by a handsome map of the province treated on. John Lovell, Montreal, publisher.

The Drummers.

Before D. L. Moody, the evangelist, started out in his religious work he was a traveling salesman for a boot and shoe house in Chicago, says the *American Commercial Traveler*, and was well known to all the drummers on the road.

A contemporary asserts that it would be a lonely spot indeed where a commercial traveler cannot be found. A town situated miles away from any railroad is brightened up almost every day by the appearance of an intelligent and jovial being who follows the occupation of a traveling salesman. He brings the latest news and stories from the great commercial centres, and makes himself so extremely entertaining that the storekeeper generally turns over his business to the subordinates and listens in mute admiration to every word uttered by the welcome visitor. A retailer can make no better friendships than those made with traveling men. There are hundreds of instances which can be cited if necessary, where retail dealers owe their first start in life to traveling men who have taken an interest in them. It stands to reason that a wholesale house will take the recommendation of one of its honorable representatives in preference to all of the agency reports issued in the country. No man could travel for a first-class house for any length of time unless he was a square and honest one. There is no set of men pursuing occupations on salaries that have earned better reputation as a class than have commercial travelers.

BLANKS—"Hold on! Whats your hurry?" Jinks—"Nearly driven to death. Half a bushel letters to answer this morning and no one to help do it." "What has become of that pretty girl typewriter you had?" "She's no use any more. She went and got married." "You don't say so. Whom did she marry?" "Me.

Ranche Cattle in England.

The bulk of the ranche cattle have new been moved off from market centres, and speculation is rife as to whether any further consignments will be sent forward. Those best able to form an opinion declare that the loss per head on such shipments as have been handled here cannot be under £5, and that to this sum must be added the transit charges from the ranching districts—say £2 19s—thus making the total loss £7 10s per head. While inclined to believe that this figure is perhaps a little too liberal, there is no doubt that the condition of markets here has been such as to make the handling of any cattle unremunerative, and this, coupled with the excessive freight, must have loaded the stock far above a paying margin. Still, as we have already said when dealing with this subject, there can be no doubt that, under more favorable conditions, the sale of ranche cattle could be made profitable. They have been recognized in the market, and "Manitoba sides" are now quoted regularly with other Deptford and Liverpool killed cattle. True, the price per stone, 2s. 2d. and 2s. 5d., is not such as one could wish it to be, but compared with the price of Colorados it does not point to any extraordinary prejudice against the meat itself, and it is not unreasonable to expect that in the near future prices will be realized sufficiently remunerative to encourage ranche owners to continue shipping. Private advices from Montreal dated 17th October report that three trainloads (about 700 head) of Northwestern cattle were on the way, the shipment of which would probably finish the season's trading. This brings the total up to 4,200 cattle. It is to be hoped that by the time they arrive here markets will have improved to such an extent as will enable the exporters to make good a large portion of their losses.—*Canadian Gazette*, Nov. 1.

Cost of Coal.

The rapid increase in the consumption of bituminous coal throughout the Northwest has resulted in a recent investigation by the St. Paul Chamber of Commerce, with a view of ascertaining whether, and to what extent, consumers there and in the Northwest generally, are paying excessive prices. The result of the investigation is that the cost of anthracite at Buffalo is \$3 per ton, made up of \$1.75 per ton at mines, and \$1.25 freight from mines to Buffalo, 370 miles; that the cost at St. Paul is \$8.75, and something lower at Duluth; and that at \$7.00 the mine-owners and transporters could realize abundant margins. The objective point of this inquiry is to ascertain the possibility of obtaining Canadian anthracite 900 miles west of Winnipeg, and 250 or 300 miles beyond Benton. This coal is alleged to be as good as the best Pennsylvania anthracite, but the long distance from St. Paul makes it doubtful whether it could be delivered in competition with the Pennsylvania product. Over 2,000,000 tons of anthracite have been marketed this season in the Northwest, and the trade is yearly assuming larger proportions.

THERE is every indication of a movement in real estate this winter, says the Brandon Sun.

J. S. NORTON. JAS. CARRUTHERS.
Koppis & Carruthers,
FLOUR AND GRAIN
COMMISSION MERCHANTS.
 Produce Exchange Buildings:
 COR. SCOTT & COLBORNE STS., TORONTO. CORN EXCHANGE, MONTREAL.

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

DRESSED
HOGS
J. Y. Griffin & Co.

Packers and Provision Merchants,
 Are now in the market for DRESSED HOGS. Highest market price either delivered at our warehouse or at any Railway point in the Province. Consignments of Farm Produce carefully handled.
 CORRESPONDENCE AND CONSIGNMENTS SOLICITED
WINNIPEG.

Allen & Brown,
 (LATE OF GRIFFIN & ALLEN)
PORK PACKERS,
 Will pay the Highest Cash Price for Dressed Hogs.
 CORRESPONDENCE SOLICITED.
 70 McDERMOT 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.

LIVE OR DRESSED
HOGS
 WANTED
 For which the highest price will be paid.
 Correspondence Invited.
Manitoba Packing & Provision Co. (Ltd.)
 WINNIPEG.

A. H. PLEWES,
 Grain and Flour Exporter,
 OFFICE: CLEMENTS' BLOCK, 498 MAIN ST.
Winnipeg, Manitoba.

Williamson, White & Co.,
 28 WELLINGTON STREET WEST,
TORONTO.
IMPORTERS OF FINE WOOLLENS
 AND TAILORS' TRIMMINGS.
 22 Samples on application.

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

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

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

QUEEN'S HOTEL,
 QU'APPELLE, - - ASSINIBOIA
 G. S. DAVIDSON, PROP.
 Largely patronized by commercial men and possessing special features for the accommodation of this trade.
 Large Sample Rooms Free.

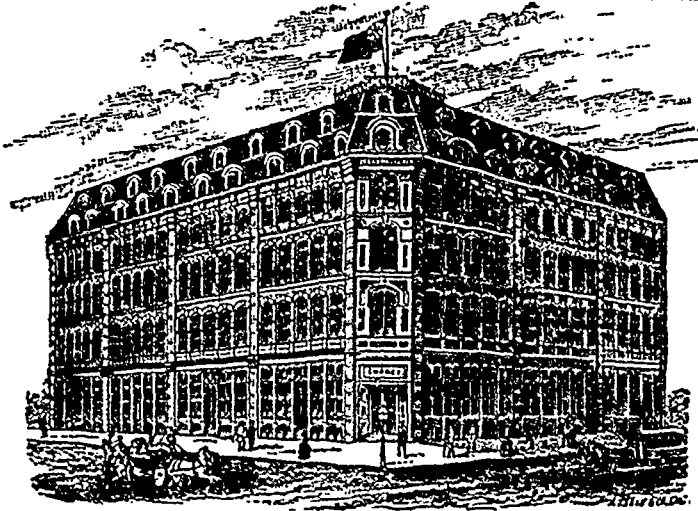
Cosmopolitan Hotel,
 MEDICINE HAT, - - - ASSA,
 Headquarters for commercial travellers and tourists. Good sample Rooms and clean and comfortable sleeping apartments.
HUGH DEMPSEY, Proprietor.

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

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

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

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



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

H. SHOREY and CO., WHOLESALE CLOTHIERS,

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

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

Fruits and Produce
all kinds
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.

Consignments Received in all Ports. Correspondence Solicited.

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, 3/4s 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.

THE DRIARD,

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The only strictly first-class hotel in the province.

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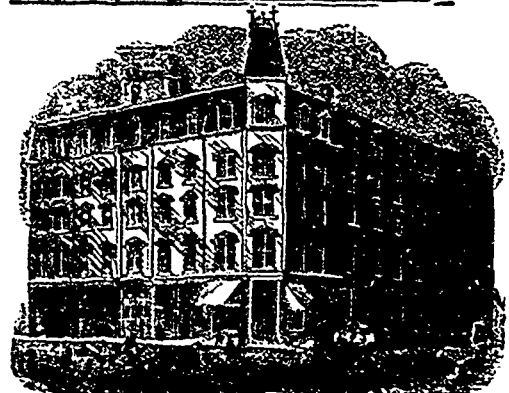
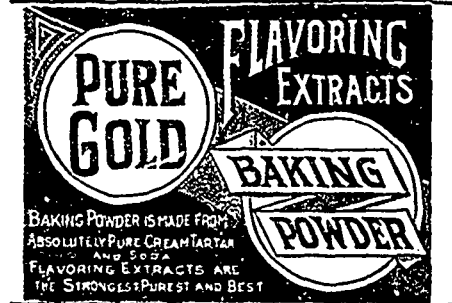
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Along the Southwestern.

Perhaps less has been said in the press about the country along the Southwestern branch of the C. P. R., than any other region in Manitoba, penetrated by a railway. Even the railway itself, which runs through this region, is frequently mistaken for another road. When speaking of the Southwestern Railway, a great many people in Winnipeg and Manitoba generally, will persist in imagining that the railway running to Morden, Manitou and Deloraine is meant. This is decidedly wrong. The real Southwestern railway is the road running from Winnipeg to Glenboro. It is well that this should be explained, as a great deal of misunderstanding arises through confounding this road with the Deloraine branch. The latter road is known in all C. P. R. and other time tables as the "Pembina Mountain Branch," but people will persist in confounding it with the Southwestern branch. The Glenboro branch was originally owned and partly constructed by an independent company, known as the Manitoba Southwestern Colonization Railway Co. Since falling into the hands of the C. P. R. Co. it is properly known simply as the Southwestern branch.

As stated very little attention has been given to the country along this road by the press. All other parts of the country accessible by railway, have been frequently written up, whilst this region has been neglected. The reason doubtless is that the towns along the line are the youngest of Manitoba railway towns, and the district has not been largely travelled by visitors.

The Southwestern railway runs almost due west from Winnipeg for the first twelve miles, when it turns to the south and crosses the Assiniboine river at Headingly. From Winnipeg to Headingly the road runs at the back of the long river lots, and consequently there is little sign of settlement in the immediate vicinity of the railway, but in the distance the line of houses along the Portage Avenue road can be discerned. The narrow river lots, which bring the farm houses close together, give the appearance of a long, straggling village street.

From Headingly to Elm Creek, a distance of thirty miles, the railway passes through a good farming and stock country, but at present almost uninhabited. The land in this district was originally mostly set aside for half-breed grants, but it has now nearly all fallen into the hands of speculators. A little beyond Headingly, the grade of the Portage branch of the Northern Pacific and Manitoba railway crosses the line. The road from Headingly to Elm Creek, runs in a southwesterly direction.

It was the original intention to run the road south from Elm Creek to Carman and Nelson, two towns which had sprung up previous to the commencement of the road. The road was consequently graded as far as Carman, a distance of about 13 miles south of Elm Creek station, and ironed as far as Barnsley, about seven miles south of Elm Creek. At Barnsley the work of construction was discontinued for a season, the conditions of the charter which required the completion of 50 miles that year having been complied with. In the meantime, however, and before the work of construction could be re-

sumed, a change in the management took place, and it was decided to run the road on west from Elm Creek. This was accordingly done, thus leaving a spur track extending a few miles south of Elm Creek, and beyond this the uncompleted grade to Carman. The settlers to the south were greatly disappointed at this change in the route, especially those who had invested in town lots, etc., at Carman and Nelson. Nelson, which, in 1882, was the most thriving town in Southern Manitoba, has now practically disappeared, but the name will live in the memory of many who invested heavily in Nelson lots. These lots sold freely during the fall and winter of 1881-82. Carman still holds out, and the people there are hopeful of yet getting the railway, as it is expected the C. P. R. Co. will extend the spur track from Barnsley southward, to connect with the Pembina Mountain branch at about Morden.

From Elm Creek westward the road runs through a very poor country for a distance of about 20 miles, the country being swampy, with elevations of sand ridges, covered with small timber and scrub. Near Rathwell station the soil improves, and from this point westward to the end of the track at Glenboro, a distance of 35 miles, there is no better farming district in Manitoba. This portion of the line is well settled with thrifty farmers, many of whom have been in the country for some years. The country is rolling, well watered, and beautified with numerous bluffs. The topography of this region is certainly delightful, and the general appearance of the country is such as to almost warrant the settlers in claiming as they do, that they have the garden of Manitoba. One thing noticeable to the traveller is the great amount of fencing and plowing done. The farms are mostly fenced in with wire fencing, and instead of the usual winding prairie trail, the traveller by vehicle drives mainly along a straight road, between wire fences.

The last 35 or 40 miles of the line is apparently the only portion which runs through a settled country. Treherne, distant from Winnipeg 77 miles, is the first village reached. This is a very new town, and is practically only now coming into existence. The first place of business at the present town site of Treherne was established in August, 1887, by McLachlin & Speare, general merchants. This business is now carried on by McLachlin & Co. The firm carry a large stock and do a large trade. Mr. McLachlin takes an active interest in the improvement of the place, and to his efforts are largely due the establishment of a roller flour mill, town hall and other improvements. J. R. Speare, late of McLachlin & Speare, withdrew from the firm for the purpose of establishing a hardware business. He has just completed a large store building, and a week or two ago opened a full stock of hardware. The other general store of the place is that of E. Parker & Co., of which Mrs. Parker is the principal. This business was established at Treherne about a year ago. Mrs. Parker also does a millinery and dress making business. She is a thorough business woman, and will doubtless grow up with the place. Alexander & Carson built an elevator at Treherne during the past summer, which is a great convenience to grain shippers. R. S. Alexander, of this firm, also deals in grain

and lumber. In lumber trade was brisk during the past summer. McLennan & Nelson are building a large store, and though the building is hardly yet completed, they have opened a large stock of general merchandise. The firm also handles grain. About 125,000 bushels of wheat were handled at Treherne last year. This year, though the acreage sown was larger, the amount to be marketed is not likely to be any larger than last year, as the yield was not so great. Most of the wheat marketed is of good quality, any damaged wheat offered being but slightly injured. The amount of new land broken and fall plowing done this season is very large, and next year grain receipts will be greatly increased if the season is at all favorable. The establishing of the Treherne roller flour mill will improve the place as a grain market. The mill building is now completed, with the exception of the brick engine room, and the machinery is being put in. The mill will have a daily capacity of 125 barrels. R. Muir & Co., of Winnipeg, are establishing this industry. Geo. E. Winkler carries on a store and tinware business, and Jas. Emmond does the furniture trade of the place. The latter is building a new store. John Litton, proprietor of the Treherne hotel, is building an addition to his house, 28x54 feet in size. Among other new buildings are a school, churches, a depot building and several dwellings. It is understood that Treherne will be made the county town for Norfolk county, and with these advantages and the large and excellent farming district of which it is the centre, the town is sure to progress.

The next station westward of Treherne is the town of Holland. Near this place was the end of the track for the fall and winter of 1885-86. The first business establishments were located about one mile east of the present town site, but in 1886 the station was moved to the location now occupied. There are two general stores in the place. That of T. H. Pentland & Co., was established with the commencement of the town, and is under the management of W. R. Ross. Mr. Ross was one of the first settlers in the region, having opened a store at Camile post office, in 1880, five years ahead of the railway. The firm also handle grain. The other general store is now that of G. A. Bigelow & Co. This firm recently succeeded Peel & Co. G. A. Bigelow, the head of the firm, has for the past three years been at the head of the C. P. R. stores department for the Pacific division, with headquarters at Dorald, B. C. This post he resigned to engage in business at Holland. Mr. Bigelow is an energetic young man, and will doubtless succeed. R. H. Peel, of the late firm of Peel & Co., now gives his attention to agricultural implements, for which he has an excellent field in the large and rich agricultural district around Holland. He also has several other agencies. Holland has a new roller flour mill, completed early last spring, but the mill has not been running much, on account of the difficulty in procuring water. Several deep wells have been put down, without success, so far as water is concerned, though indications of oil were found. There is plenty of surface water in shallow wells, and the mill has been running part of the time on water from such a well. It is now the intention to

dig a wide well or pit for surface water, and it is thought this will answer the purpose. The mill is owned by the Holland Milling Co., of which John Moir is managing secretary, and Dr. Bakwin, of Norquay, president. The mill has a capacity of 50 to 60 barrels daily. John Moir, of the Milling Co., also handles grain and lumber. His lumber trade was very large this season, and it was difficult to keep up the supply, so great was the demand from farmers and the town. Last year about 175,000 bushels of wheat were marketed here, the crop being very heavy, but not so much is expected this year, the yield being lighter. The average yield, however, was very good, and some individual yields were large, as high as 50 bushels of wheat to the acre being reported. Very slight damage from frost was experienced in the district. Mawhinney & Butchart carry on business in hardware, stoves, tinware, etc., the business being in charge of Mr. Mawhinney. The firm have a branch store at Glenboro, in charge of Mr. Butchart. The only hotel is the Sinclair House, Sinclair Bros., proprietors. Messrs. Sinclair are now building a large stable, size, 30x70 feet, in which they will carry on a livery, sale and feed business. The other lines of business in the place are: A. Wood & Co., harness shop, recently established; Jas. F. Holland, drugs and stationery, Jas. Mawhinney, builder and furniture, Jas. Creighton, butcher. It is thought that a shoemaker and physician could do a profitable business in the town, though these lines are not represented.

Ten miles west of Holland is located Cypress River station. Here are two general stores. A. Creighton, general merchant, was the first to locate here, in the fall of 1886. He carries a considerable stock of goods. C. H. Carboneau also does a general store business, and carries a good sized stock. R. H. Little built an elevator here last summer, and handles grain, in which business he is associated with E. Evans, of Brandon. Mr. Little has a fine farm near the village, and boasts one of the handsomest barns in Manitoba. Jas. Riley deals in grain and lumber. J. B. Gowanlock handles agricultural implements, etc., and is at present building a large store. A. Savavia has recently arrived from Winnipeg with a stock of clothing, in which line he purposes doing business. W. L. Leadbeater is proprietor of the Cypress hotel, lately conducted by Chapdelaine. He has only recently taken charge, and will fit up the house in better shape.

Another move westward ten miles brings us to Glenboro, the principal town on the line, and present terminus of the railway. The railway was extended from Holland to Glenboro in the summer of 1886. The railway was completed to Glenboro in November, 1886, and soon a town was growing up on the open prairie. The country around Glenboro is the same excellent agricultural land that is found all the way from east of Treherne. Westward Glenboro also has a fine country to draw from, but a portion of this trade will be cut off by the probable extension of the road westward at an early date. South of the town there is a prosperous settlement of Icelanders, numbering about 700 people. These people are well spoken of by all the merchants, for their steady and

industrious habits. S. Livingston, general merchant, was one of the first to have goods arrive on the site of the present town, having been previously in business at Treherne. He finds business prosperous, and this season has been obliged to enlarge his premises, by the addition of a building 33 feet deep, in which he has placed his dry goods department.

F. Frederickson, general merchant, also commenced business in the fall of 1886, and has had a prosperous trade. Mr. Frederickson is one of our esteemed Icelandic citizens. He arrived in Manitoba in 1875, and has enjoyed a prosperous career since. He is a member of the firm of Johannason, Frederickson & Walkley, lumbermen, Selkirk, Man. Mitchell & Axford also do a general store business, and commenced with the town. They also handle grain. They have added 30 feet to their store this summer, which shows that trade has been prosperous with them. Maclean & Hill do a general store business, which has been established since the commencement of the town, also having the post office in their premises. Pelkey & Co. have lately commenced business as general merchants, having built a store and opened about Nov. 1st. E. J. Pelkey, late of Winnipeg, is the principal in the business, connected with C. D. Anderson, also of Winnipeg. R. S. Thompson deals in furniture, lumber and building material, sleighs, etc. He came in at the beginning of the town, and has been growing with the place since. This summer he added a large building for his furniture department. In the lumber line especially, trade has been good of late, the demand for the past season having been in excess of the supply. Campbell & Stevens also deal in lumber. Frank Burnett represents several insurance and loan companies and also deals in real estate. He reports land sales greater the past season than for the past five years previous. Land has increased rapidly in value, and sales have been made as high as \$10 per acre. All the good lands in the entire district from Treherne westward are being rapidly picked up by actual settlers, and sales are all to incoming settlers, and not for speculation. Associated with Mr. Burnett is J. B. Chambers, who represents the legal profession. McKenzie Bros. opened in the meat line a short time ago, and they have found business so good that they have now erected a new meat shop. In addition to the local trade, this firm proposes buying live stock for shipment, and also handling dressed meats, poultry, etc., in wholesale quantities for shipment. R. W. Brown, harness and saddler, commenced business in May last, and finds business prosperous. Mawhinney & Butchart, hardware, etc., have just moved into a new building, finding their former premises too small for the growing trade. There are three hotels in the place. The Leland House is kept by Sandie Cowan, and is always crowded with guests. Mr. Cowan is now having an addition to his house erected, size 40x30, which will greatly increase his space. He is also adding two commercial sample rooms. Stephen McLean is also building a new hotel, size 40x75 feet, which he has about ready for occupation and which will add greatly to the hotel accommodation of the place. The Glenboro house is kept by Jas. Bower, and this house is also being en-

larged by an addition, size 30x60 feet. Large sample rooms for travellers will also be arranged for in the new portion. In addition to the places of business named, there are: A jewelry store, kept by Winchell, a shoeshop by John Wheeler, grocery store, lately established by Noble & Johnson, of Winnipeg, bakery, by Thornborough & Woolard, butcher shop by W. T. Smith, several implement agencies, hives, drug store, etc. About the only line of business which is not represented, and which would pay, is a tailoring establishment. General merchandise lines are as fully represented as the present resources of the district would warrant. In the grain line there are two elevators, both erected last summer, one by the Ogilvie Co. and one by H. Crowe & Co., of Winnipeg. There are four or five grain buyers on the market. The residents consider the place a good point for the establishment of a flour mill, as it is the principal wheat market on the line. About a half a million bushels of wheat were marketed here last year, but this amount will not be increased this year, as the crop is not quite so heavy, though the acreage is larger. A great deal of summer breaking and fall plowing has been done in the district this year, and a good crop next year will greatly increase the quantity of grain raised in the district.

Though not on the line of the Southwestern railway, the village of Carman is most readily reached from this road. All trains on the road run out on the spur track, previously described, to the end of the spur at Barnsley, there a stage connects and runs to Carman, six miles south. The roadbed is graded to within a short distance of the village, this work having been done in 1882, but since the change in the route of the railway, nothing further has been done on this portion of the road. Carman has more the resemblance of an eastern village than a prairie town. The buildings are scattered and have an older appearance than most towns of Manitoba. The town is also located in a timber district, the banks of the Boyne river, which runs through the place, being well timbered, mostly with oak and elm. Carman is a natural location for a town, and business places were established here before there was any prospect of a railway. The first business enterprise here was a saw mill, established by a Mr. Clink, about nine years ago, the timber which the district afforded being the incentive. The mill is now dismantled. Shortly after Gratton & DeCosse opened a general store. This business is also a thing of the past. Glendenning about the same time established a saw and grist mill, near the place, which is still in the hands of the originator, and is operated at times. The next business enterprise was a general store, established about eight years ago by Mr. Roblin, now of Roblin & Atkinson, Winnipeg. This business is now carried on by Hemenway & Co. Mr. Hemenway was a partner in the business when carried on by Mr. Roblin. A good general trade is done by the firm. J. Bruce, general merchant, commenced business in 1885. He carries a large stock and does a brisk trade, handling large quantities of farm products, such as butter, eggs, poultry, pork, etc. T. B. Meikle commenced business in the hardware line in 1882, but has since worked into the

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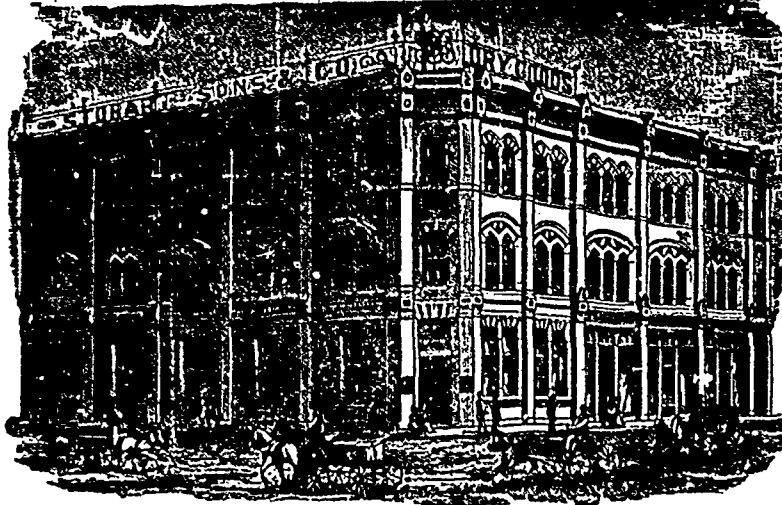
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TEAS,
EAST and WEST INDIA PRODUCE
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Importers British & Foreign Dry Goods

A Full Range of Canadian Staples
always in stock.

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PORTAGE AVENUE, WINNIPEG.

general store trade, and now handles all classes of goods. Geo. A. Jenkins began business a little over a year ago with a stock of groceries. Since then he has added boots and shoes and clothing, and is now putting in a stock of dry goods, which would indicate that trade is prospering with him. There are two temperance houses in the place, conducted by R. Squires and Angus Campbell. No liquors are sold in the village. R. Squires conducts the Farmers' Home House, and has been six years in the business. He also runs a stage line to connect with trains at Barnsley. There are also implement agencies, blacksmiths, etc. The country around Carman is well settled, especially to the south and east of the place, and a railway would be a great convenience. At present farmers are obliged to haul their grain to the end of the spur track at Barnsley, six miles north of Carman, and then return to Carman for their pay, and do their trading. There are no business places at Barnsley, but several grain buyers are located at the station, who buy the grain, and give the farmers orders upon the Carman merchants for their pay. Thus the grain trade is really done at Carman, though the grain is handled at the station, six miles distant. Carman had its boom in 1882, when the first section of the Manitoba South-western railway was under construction and the road was expected to pass through the place. Since then the place has not materially improved, nor is it likely to grow much whilst it remains subject to existing conditions.

Business East.

ONTARIO.

Zephirin Potvin, grocer, Ottawa, has assigned.
J. L. Bemrose, builder, Toronto, has assigned.
Jas. A. Watterworth, grocer, Glencoe, has sold out.
T. B. Fairchild, hotelkeeper, Hamilton, has sold out.
W. T. Gibson, harness, etc., Arthur, has assigned.
R. Johnston, general storekeeper, Highgate, has sold out.

Robt. B. Smith, tailor, Perth, has assigned.
Samuel McLaughlin, grocer, etc., Napanee, has assigned.

Dugald Henderson, gents' furnishing, Hamilton, is selling out.

Thos. Culbert, general storekeeper, Merrickville, has assigned.

Thos. B. Hill, general storekeeper, Burke Falls, has assigned.

H. Alexander, hotelkeeper, Ottawa, has sold out to John Huckell.

Parline Bros., hardware, St. Thomas, has sold out this branch.

W. H. Carpenter, lumber dealer, Fort William, has assigned.

Samuel J. McCutcheon, painter, etc., Port Arthur, has assigned.

Anderson Bros., grocers and confectioners, Toronto, have assigned.

John Harris, (late Paul & Harris), *Evening Times*, London, bid in possession.

W. H. & C. R. Smith, hardware, selling off at auction and retiring from business.

John M. Garland, dry goods, Ottawa, has sold out his stock to Bryson, Graham & Co.

John Wilton & Son, books, etc., Strathroy, have dissolved; Isaac E. Wilton continues.

QUEBEC.

John D. Farrow, paints, etc., Montreal, is dead.

Miller & Higgins, livery, Montreal, have assigned.

Dolphis Rousseau, grocer, Montreal, has assigned.

J. H. Chagnon, grocer, etc., Sorel, has assigned.

Langhoff & Co., dyers, Montreal, have dissolved.

Mrs. D. Laurin, dry goods, Montreal, has assigned.

Mrs. P. Carrier, dealer in shoes, Levis, has assigned.

Delle J. Therien, milliner, etc., Montreal, has assigned.

The New York Suspender Co., Montreal, have dissolved.

U. T. A. Donahue, general storekeeper, Roberval, has assigned.

G. Robillard, general storekeeper, St. Elphege, has compromised.

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BUTTER AND EGGS, CHEESE
Potatoes in Car Lots.
BALED HAY,

SACKS.
FOR GRAIN AND FLOUR.

COARSE - LIVERPOOL SALT - DAIRY

J. McIver & Co., general storekeepers, Valleyfield, have assigned.

Jean Leroux, general storekeeper, Cedars, has held a meeting of creditors.

Laurent Chandonnet, general storekeeper, St. Pierre les Becquets, has assigned.

Grant, Cothingham & Gutteridge, Non-Chemical Laundry, Montreal, have dissolved.

St. Jean & Co., livery, Montreal, Miss M. A. Elliott has ceased doing business under this style.

T. Dudovoir & Co., grocers, Montreal, Mrs. T. Dudovoir has ceased doing business under this style.

NOVA SCOTIA.

J. J. Edwards, sailmaker, Annapolis, is dead.

J. D. Barry, carriages, Halifax, has given up business.

Stanley E. Hue, dry goods, Kentville, has assigned.

F. H. Parker, general storekeeper, Aylesford, has assigned.

G. E. Davis, hotelkeeper, Amherst, advertises business for sale.

McNeil & Burke, general storekeepers, D'Escousse, have dissolved.

Chas. L. Silver, boots and shoes, Lunenburg, succeeded by Andrew L. Silver.

A. L. Hardy, general storekeeper, Annandale, has removed to Malaga Mines.

L. W. Davis, clothing, Halifax, is away.

NEW BRUNSWICK.

Jas. Duffy, grocer, Portland, is dead.

Hardy & Bridges, livery, St. Stephen, has sold out.

Edward English, trader, Richibucto, has assigned.

Samuel Randall, lumber, Sheffield, has assigned.

R. & F. Sweezy, dealer in fish, Nappan, has dissolved.

Wm. Heathfield, boots and shoes, Portland, has assigned.

J. T. Carpenter & Co., grocers, Portland, have assigned.

A native Japanese firm has established a tea factory at Nagasaki for the purpose of supplying teas suitable for the Canadian market.

British Columbia.

Boyd & Kennedy, Donald, have dissolved partnership.

The Lambly Bros. have opened their new hotel at Spallumcheen.

Fairall, late of Orillia, Ont., will establish a brewery at Russell Station.

The Enderby roller flour mill is rushed with orders, the flour from this mill being in demand.

Men are engaged on the foundation for the new mill being put up by the Vancouver Mill Company.

There is a movement on foot to establish a co-operative store at Victoria, upon the same plan as the one at Nanaimo.

During the month of October, 26 coal-laden vessels cleared from Nanaimo, their united cargoes amounting to 34,005 tons.

Kamloops wants a pork packing and a meat canning establishment. The *Sentinel* thinks these industries could be made to pay.

George Baker & Son have disposed of their butcher business at Nanaimo to Joseph Ferguson, a well known settler of Cedar district.

About 70 men were paid off at the Moodyville saw mill lately. The night shifts will be discontinued for the present, as the rush has subsided.

Robinson's mill, near Donald, has been shut down for the last two weeks and all hands are now in the bush taking out logs for next season's cut. Robinson intends to take out a great many more logs this season than ever before, and is in much better shape to do it.

Work for the season has been suspended on the canal uniting Upper Columbia Lake with the Kootenay River. Sinclair & Co, the contractors, have shipped out all their men. Early in spring, work will be resumed.

J. Leamy has secured the contract for grading the whole of the Southern railway line from New Westminster to the boundary, and he intends to push on the work with every possible expedition. A commencement will be made at once.

Westminster *Columbian*: A ruddy fire of anthracite coal was blazing in Capt. Peel's store this afternoon. The coal was sent as a sample of the anthracite found in the mine on Queen Charlotte Islands. To all appearance the anthracite is as good as the Pennsylvania product, and it contains about the same percentage of carbon—90 per cent. The owners of the mine have a large number of men at work developing the seam and it is expected this fine anthracite will soon be on the market.

The sale of the Nelson townsite at Kootenay Lake, by order of the provincial Government, was very successful. Nearly all the lots, except a few which were kept over to offer to absent miners, were sold in less than an hour. It is said to be difficult now to obtain a lot in Nelson except at a great advance. Buildings are going up, notwithstanding the lateness of the season, but a saw mill is much wanted. The demand for lots in Nelson is one indication of the confidence felt in the progress of the vast mineral district of which it is the centre, and which promises to show remarkable results next summer.

The Federal authorities have asked for a postponement of the hearing of the appeal to the privy council now pending between the Dominion Government and the British Columbia authorities as to the ownership of the minerals in the railway belt, until after Christmas, in order that Attorney-General Webster, who has been retained by the Federal authorities in London, may conclude his arguments in the Parnell-Times case. The British Columbia Government have cabled to their London agents refusing to consent to such a postponement, on the ground that it would be extremely prejudicial to the public interests.

Commercial Notes.

All the capital for the proposed sugar refinery at Quebec has been subscribed, and vigorous preparations are being made to start the enterprise at an early date.

The Norfolk Knitting Mills at Port Dover, Ont., owned by Jonathan Ellis, which were destroyed by fire about a year ago, have been rebuilt in a very substantial manner and are now in full operation.

Australia now takes the lead among the wool-producing countries of the world. A recent report to the State Department at Washington shows that on the first of April last Australia contained 96,462,038 sheep. This is a gain of nearly 20,000,000 since 1885. The number of sheep in the United States in 1887 was estimated at 44,750,966, in European Russia in 1892 at 47,508,966, and in the Argentine Republic in 1895 at 75,000,000.

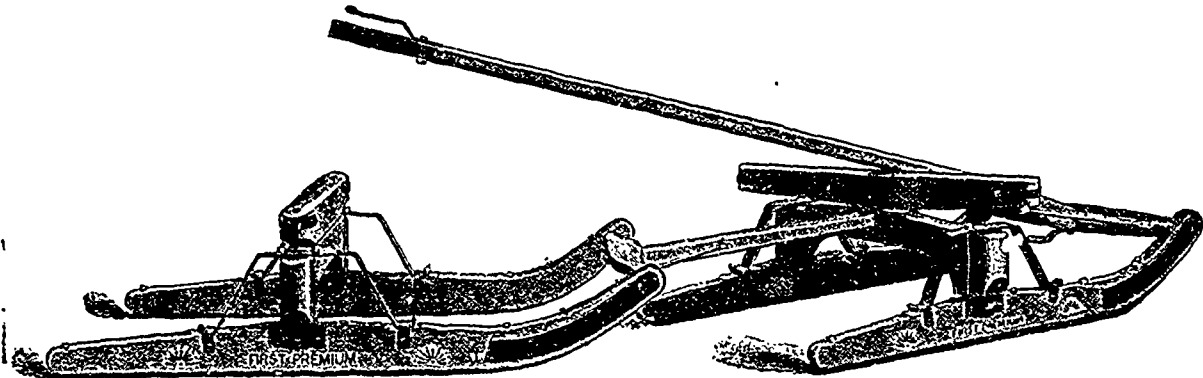
F. A. FAIRCHILD & CO.

—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.

Increase in Immigration in 1888.

During the nine months ended September 30, 1888, 432,802 immigrants arrived in the United States, against 411,282 in the corresponding period of 1887. Of this number 143,275 came from Great Britain, against 144,131 in the same time in 1887. From Germany 85,098 immigrants arrived, against 88,700 in 1887. From Sweden and Norway 57,801 immigrants arrived, and from Italy 41,293 came, against 58,417 and 38,052 in 1887.

Messrs. TUCKETT & SON are often asked to sell their "Myrtle Navy" tobacco to retail dealers. They never in any case do so, and for the best of reasons. The wholesale trade of the country have a distributing machinery which handles the "Myrtle Navy" without any addition to its permanent expenses. If the manufacturers were to undertake that work, as they would by selling to the retail trade, it would require an independent machinery, the whole cost of which would have to be borne by the proceeds of the tobacco sales, and of course it would fall upon the consumer. Selling to the wholesale trade alone, is, therefore, for the consumer's benefit and is a convenience to the retail trade, because every traveller who calls in the grocery line—can take orders for "Myrtle Navy."

Northern Pacific & Manitoba Railway.

at 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 thirty 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 special 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. JERMAIN, 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.

Pemona, Grand Forks, Heleha, Butte and all Prominent Montana points.

—THE—

POPULAR TRANS-CONTINENTAL

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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 and Saturday	Miles from Portage	STATIONS.	PASS Monday and Fridays
LEAVE 13 00		Portage la Prairie ...	ARRIVE 14 50
A11 25	85	..... Gladstone	13 25D
D14 45	01	..... Neepawa	13 05A
15 45		..... Minnedosa	11 55
A16 35	79	..... Rapid City	11 15D
D16 45		..... Rapid City	11 05A
17 50	94	..... Rapid City	9 45
18 30	115	..... Sisseton Lake	9 20
119 30	138	..... Birtle	18 20
21 40	155	..... Bensen	6 20
23 00	168	..... Russell	5 00
25 15	180	..... Langenburg	4 45
ARRIVE			LEAVE

No. 4, Mondays and Thursdays. No. 1, Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.

Trains for Bismarck 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 16th.

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 Lower 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."

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



Owens and operates 5,670 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

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

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

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

6-GRAND-6 EXCURSIONS

—TO—

Toronto, Montreal and all Points in Canada.

VIA THE

Albert Lea Route

Minneapolis & St. Louis Railway.

ON NOV. 12TH, 20TH, 27TH, DEC. 3RD, 11TH AND 17TH

Round trip rate \$10.00 from Dakota and Manitoba points situated on the Northern Pacific and St. Paul, Minneapolis & Manitoba Railways.

Your particular attention is called to the fact that this is the ONLY LINE, whereby Omnibus transfers can be avoided in Chicago. For maps time tables or other information, all upon the nearest ticket agents of the above named lines, or write to

E. A. WHITAKER, Gen. Ticket and Pass. Agent, MINNEAPOLIS, Minn.