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INCORPORATED BY ROYAL CHARTER.

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Reserve Fund.....£265,000 "

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A. G. WALLIS—Secretary.

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R. E. Grinlley, General Manager. E. Stanger, Inspector.

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**The Western Canada Loan & Savings Co**

CAPITAL, - - - \$1,500,000.00.  
RESERVE FUND, - - - \$850,000.00.

HEAD OFFICES: Toronto, - - WALTER S. LEE, Managing Director  
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Moneys advanced upon Farm and City Properties, MORTGAGES, MUNICIPAL DEBENTURES & SCHOOL DEBENTURES purchased. Scrip held for use of Clients. Clients title deeds are not sent out of the Province but are lodged in the Company's vaults at Winnipeg, where they may be examined at all times. Agents at all principal points throughout the Province.

For further information write to the Manager of the Winnipeg Branch.

Our new lines of **Brooches, Barpins, Eardrops, and Scarf Pins** in Rolled Plate and Gold Front are now complete. See our new Styles of Black Goods.

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HEAD OFFICE, - QUEBEC.

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E. K. WEBB, Cashier.

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Ottawa. Quebec. Smith's Falls. Toronto.  
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Carberry Branch, J. P. ANDERSON, Manager.  
Moosomin Branch, A. E. CHRISTIE, Manager.  
Lethbridge Branch, F. R. GOODWIN, Manager.  
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Collections made at all points on most favorable terms. Current rate of interest allowed on deposits.

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(Members Toronto Stock Exchange)

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Importers of all Grades of Staple Stationery.

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BOXMAKERS' REQUISITES.

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DIVIDEND NO. 32.

Notice is hereby given that a dividend of Four per cent and a bonus of one per cent, upon the capital stock has been declared for the current half year, and that the same will be payable at the Bank and its branches on and after

**Monday the 1st day of June next.**

The Transfer Books will be closed from the 18th to the 31st May, both days inclusive.

The annual general meeting of the shareholders will be held at the Bank on Wednesday, the 17th day of June next. The chair to be taken at noon.

By order of the Board.

D. R. WILKIE, Cashier.

Toronto, 23rd April, 1891.

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BANKERS AND BROKERS,

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Municipal, School and other  
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R. T. Rokeby, Manager.

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For the Collection of old and worthless accounts in any part of the world, and no charge if not collected. This Association has local offices in Canada and the United States. Head and General Office: 60½ Adelaide Street East, Toronto. O. E. Collins, General Manager, and H. B. Andrews, Secretary.

Address all communications to the Toronto, Ontario, Office. This is the only Association that settles accounts and advances money to the creditor if desired.

**JOHN DEVINE & SON,**

COLLECTORS, COMMISSION & GENERAL AGENTS,  
138 Cordova Street, VANCOUVER, B.C.

ESTABLISHED MAY, 1886. REFERENCES.

Correspondence and business solicited. Rents and debt collecting a specialty. P. O. Box 132.

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455 Main Street,

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**◀ WHOLESALE COMMISSION MERCHANTS. ▶**  
 ESTABLISHED 1882.

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ASK FOR THE CELEBRATED

**"Reindeer Brand" Condensed Milk.**

CONDENSED COFFEE AND MILK, CONDENSED COCOA AND MILK.

THE BEST IN THE MARKET. FOR SALE BY ALL WHOLESALE GROCCERS.

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STOVES AND TINWARE,

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**RAILROAD and MILL SUPPLIES,**

The Trade furnished with our Illustrated Catalogue on application.

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**DRIED FRUITS, Etc.**

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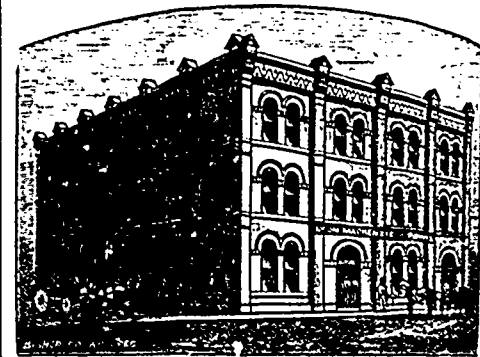
ALL THE NEWEST NOVELTIES

FROM THE

European and American Markets.

Represented in Manitoba, Northwest Territories and British Columbia, by  
 W. S. CRONE.

**Mackenzie, Powis & Co.,  
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**WINDOW GLASS,**

O.C. AND CRYSTAL SHEET,

SINGLE AND DOUBLE STRENGTH.

FULL ASSORTMENT OF SIZES.

Ornamental Glass—Plain Colored, 5 Colors;  
 Enamelled, different Patterns; Morocco,  
 Assorted Tints; Venetian, Assorted  
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ROUGH ROLLED PLATE FOR SKYLIGHTS

Samples and Prices on Application.

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Market Street East, - WINNIPEG.

**CARSCADEN, PECK & CO.**

—MANUFACTURERS OF—

**CLOTHING**

AND WHOLESALE DEALERS IN

**Men's Furnishings, Hats, Caps  
 Manufactured Fur Goods and  
 Contractors' Supplies**

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WINNIPEG, Man.

VANCOUVER, B.C.

Factory—MONTREAL.

# The Commercial

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

Ninth Year of Publication.  
ISSUED EVERY MONDAY

SUBSCRIPTION, \$2.00 PER ANNUM (in advance.)

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Office, 183 James St. East.

JAMES E. STERN,  
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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, MAY 18, 1891.

## Manitoba.

Dr. Wm. Young, of Morris, is dead.

S. Fairbairn is to build the new iron bridge at Minnedosa for \$3,100.

The business men of Carman are moving for the purpose of organizing a board of trade.

J. C. Saunders, late of Owen Sound, is opening out in the fruit and confectionery line at Manitou.

Wallig & Perulli, fruit and confectionery, Winnipeg, have opened out.

J. T. Vardon, fancy goods, etc., McGregor, is adding tinware to his business.

Taylor & Gimmett, butchers and green grocers, Rapid City, have formed a partnership.

Mallett & Co., jewelers, Brandon, have sold out to Conboy & Co. Headquarters now at Souris.

McCulloch & Herriott, of Souris, have shipped a carload of hogs to Burchell & Howey of Brandon.

The Minnedosa town assessor has completed his duties. The assessment is \$289,676, and the population 772.

The stock of general merchandise of A. D'Auteuil, Letellier, will be sold at a rate on the dollar, on the 19th of May.

G. A. and Wm. Basler have assumed the management of the Windsor hotel, at Rapid City, Cable having given up the house.

The C. P. R. land sales during the first quarter of this year show an increase of ninety per cent. over the sales for the corresponding period of last year.

The vacant Attorney Generalship of the Manitoba Government was filled last week, when Hon. Joseph Martin was succeeded by Clifford Sifton, member for Brandon North.

The heaviest animal purchased at Pilot Mound, this season was obtained by Baird Bros. & Chalmers from A. McQuarrie, north of the lake. The beast weighed 2,265 pounds.

J. H. Lyons, of Carberry, has let the contract of his new store to John McDougall, for \$7,300, it is to be brick, 80x25 feet and 27 feet high. Blair & Co., general merchants, of Winnipeg, will occupy the lower portion.

In accordance with a clause in the charter of the Winnipeg Water Works Company, the city has served the company with a notice of expropriation. Twelve months must expire before the expropriation proceedings, by means of arbitration, can take place.

Mr. Wrigley, late commissioner of the Hudson's Bay Company, with his family, left for England last week. A large number of friends were at the station to see them off. On the Friday previous Mr. Wrigley was invited to attend at Government house, where an address was presented, signed by many prominent citizens.

From the Rapid City Reporter we learn that Head & Bell cattle and horse dealers have dissolved partnership. Head has taken Robert Malden as partner. Bell will also continue in the cattle trade. J. D. McCallum, butcher, has rented his premises to H. B. Spence who in future will conduct the business. Grummett & Taylor have opened in the butchering business.

Richard A. McCurdy, president of the Mutual Life Insurance Company of New York, and R. A. Granaiss, vice-president, were in Winnipeg last week. The visitors were agreeably surprised with the progress and steady advancement of this country. During their visit here, T. C. Livingston, local manager, was promoted to the position of resident director for the western Canada General Agency.

Last week the ratepayers of St. Boniface voted on a by-law to grant \$35,000 to the Norwood Bridge company to assist that company in constructing a bridge across the Red River south of the Assiniboine. The polling resulted in a vote of 51 to 21 in favor of the by-law, but it is claimed this defeats the bonus by one vote, a three-fifths vote of the majority on the list being necessary to carry the scheme through.

Word was received by a Winnipeg party recently that Charlebois, the contractor, and the Great Northwest Central railway company had reached a basis of settlement in the dispute concerning the completed portion of the road. It only now remains to work out a few minor details, when the money, which has for some months been in the hands of a trustee, will be paid over to Charlebois. As soon as the dispute is settled, it is said, the company will prepare to operate the road as far as built and may also do some more construction work this year.

A correspondent at Marquette writes:—Seedling is mostly completed in this vicinity and the acreage will be about 25 per cent. over previous years. Within the last week everything has taken a rapid growth. Jas. Robertson has just completed a fine cheese factory, which he expects to have in operation in a few days. This will be the second cheese factory in operation in Woodlands municipality. Mr. Hainsworth

has built an implement warehouse, and has been appointed representative of H. S. Wesbrook.

The following from the Neepawa Register will show the demand which exists in Manitoba for farm hands:— "There were many disappointed in not getting the farm hands expected from the party of immigrants coming in charge of Rev. Mr. Hole. That gentleman met the party at Port Arthur. There were about 500 in all and they were on two trains. Mr. Hole got aboard the first train and selected 32 men to fill applications at Neepawa, Minnedosa and Birtle. He arranged with them to meet him the following morning which they readily consented to do. This done, he waited at Rat Portage for the second train which was two hours behind the first. It reached Winnipeg about midnight. Mr. Hole was on hand the next morning to get his party for his line together, but found to his dismay that no fewer than 16 of them had been induced to accept other offers, and it was with difficulty he kept the remainder from being snatched away from him before the train left the city. He had six for Neepawa, but as there was no one at the station to receive them, four of that number preferred to go on west.

## Alberta.

J. Kuhn & Son, of Balmoral, Man., will open a flour and feed store at Lethbridge.

P. L. McNamara, of Calgary, who recently passed his final examination as advocate for the territories, has decided to locate at Edmonton.

P. Desormeau, who arrived in Edmonton recently, from Montreal, has opened a tailoring business in connection with Larue & Picard's cloth business.

Seeding is well advanced, says the Edmonton Bulletin, of May 2. All or nearly all the wheat is sown. From 50 to 75 per cent. more land is being put in crop this year than last.

Beveridge Bros., near Calgary, have sold their sheep ranche and flocks to Hayes & McIntosh, butchers, Vancouver. There are included in the sale 2,600 head of sheep and corals, residence and lease of ranch, the price being \$17,000. The industry will be largely extended by the purchasers.

## Saskatchewan.

Harry McCall, baker, Prince Albert, has sold out.

R. J. Ballantine will open a baker shop at Prince Albert.

I McCall and R. T. Goodfellow are erecting a building, at Prince Albert, to be used by them as a bakery.

Mr. McArthur, who has a sheep ranch near Prince Albert, has shipped a car of sheep to Winnipeg. This shows the advantage of opening railway communication to that district.

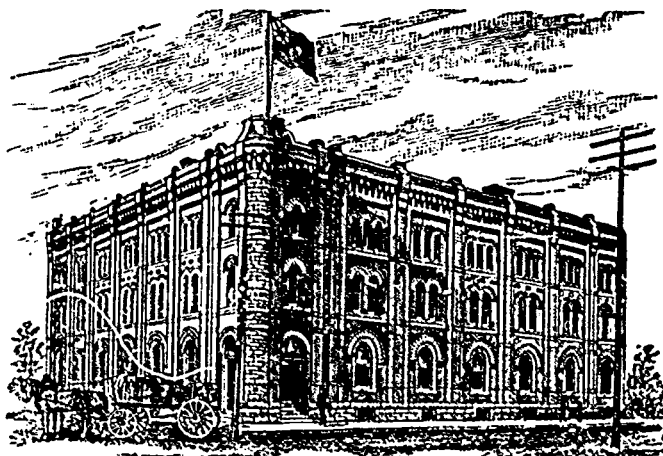
## North West Ontario.

E. Lemarbo, bakery, Fort William, has sold out.

J. E. Dubord, late of Winnipeg, will open a soda water works at Rat Portage.

The stock of A. Jean & Co., Keewatin, will be sold by auction in Winnipeg on May 19.

Green Bros. have closed business at Illecillewaet, and have bought the general stock of E. S. Wilson & Co., at Ainsworth, where they will carry on business in future; also continuing their store at Sproat.

GOODS SOLD TO THE  
TRADE ONLY.GOODS SOLD TO THE  
TRADE ONLY.

## G. F. & J. GALT,

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

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W. J. PARSONS.

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## THE PARSONS PRODUCE CO.,

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—WHOLESALE PACKERS AND JOBBERS OF—

### Fancy Dairy and Creamery Butter, Eggs, Apples, AND DRESSED POULTRY.

### GENERAL COMMISSION MERCHANTS.

175 Main Street, Cauchon Block,

Telephone 620.

Winnipeg, Man.

REFERENCES: Imperial Bank of Canada, Winnipeg, Man. and Parkhill Banking Co., Parkhill, Ont.

### Toronto Grocery Prices.

Sugars, Syrups and Molasses—Syrups are unchanged at 3½ to 4½c per lb for medium to very bright. Molasses quiet, but steady, with Porto Rico selling in bbls 49 to 45c; Barbadoes at 40 to 42c, and New Orleans at 48 to 60c. Sugar prices are: Granulated, 1 to 15 bbls, 7c; do, 15 bbls and over, 6½c; Paris lump, boxes, 7½c; extra ground, bbls, 8c; do, boxes or less than bbls, 8½c; powdered, bbls, 7½; do, less than bbls, 7½c; refined, dark to bright, 5 3-20 to 6c.

Teas and Coffees—More business was done in teas, a good deal of it being of a semi-speculative character. The enquiry has been chiefly for blacks at 15 to 18c, and medium Japans about 22c. The local stock of the latter variety on consignment is said to be pretty well cleared up—something that has not happened for years. Coffees are quiet, with a rather light demand, Rios, 22 to 23c; Jamaica, 22 to 23c; Java, 26 to 35c; Mocha, 29 to 35c; Porto Rico, 25 to 28c.

Rice and Spices—Rice, bags, 3½ to 4½c; do, off grades, 3½ to 3½c; do, Patna, 6½ to 6½c; do, Japan, 4½ to 5½c; Carolina, 8 to 8½c; sago, 5½ to 6c; tapioca, 6½ to 7c; pepper, black, 22 to 25c; do, white, 25 to 40c; allspice, 12 to 15c; nutmegs, 95c to \$1.20; cream tartar, 25 to 50c.

Dried fruit and nuts Currants continue

firm, and it is now difficult to buy any barrels under 6½ to 6½c. Currants—Bbls, new, 6½ to 6½c; ½ bbls, 6½ to 6½c; cases, 6½ to 6½c; Vostizza, new, cases, 7½ to 9½c. Raisins—Valencias, 6 to 6½c; do, selects, 7½ to 8c; do, layers, 8½ to 9c; sultanas, 15 to 18c; London layers, \$2.50 to \$2.75. Prunes—Cases, 8½ to 10½c; hogsheds and bags, 7½ to 8c. Figs—Natural bags, 1½ to 5c; Malaga mats, \$1 to \$1.25; Elemes, 10 to 20 lbs, 10 to 13c. Dates—Hallowee, 5½ to 6c; old4c. Nuts—Almonds, Tarragona, 15½ to 17c; Ivica, 14 to 15c; filberts, Sicily, 10½ to 11c; walnuts, Grenobles, 16 to 17c; Marbots, 12 to 13c; Bordeaux, 12 to 12½c.

Canned good—There was a good deal of talk to-day of damage by frost to the small fruits. From the Niagara peninsula word comes that the cherries and peaches were in bloom, but that the blossoms were completely destroyed by 10 degrees of frost Monday night. Tomatoes are firm at \$1.50. Fish—Salmon, 1's flat, \$1.60 to \$1.70; salmon 1's tall, \$1.35 to \$1.55; lobster, clover leaf, \$2.75; lobster, other 1's, \$2 to \$2.30; mackerel, \$1.40 to \$1.50; sardines, French, 1's, 9 to 11c; sardines, French ½'s, 14 to 22c; sardines, American 1's, 6 to 8c; sardines, American ½'s, 9c. Fruits and vegetables—Corn, 2's, \$1.10 to \$1.25; corn, cream, 3's, \$1.75 to \$1.80; peas, 2's, \$1.25 to \$1.35; strawberries, 2's, \$2.25 to \$2.40; tomatoes, 3's, \$1.45 to \$1.55; apples, 3's, \$1.10 to \$1.15; gallons,

## BOOTS and SHOES.

Having purchased the stock of Nixon & Co., of Winnipeg, comprising goods manufactured by  
**Thompson & Co. - Montreal.**

—AND—

**Seguín, Lalime & Co., St. Hyacinthe.**  
we will clear these lines out at 25% less than any other house in the trade.

SEND IN YOUR ORDERS: ✉

## G. H. MAHON & CO.,

WINNIPEG, - MAN.

\$3. to \$3.20; peaches, 2's, \$2.50 to \$2.75; peaches, 3's, \$3.50 to \$3.75; plums, 2's, \$1.60; 3's, \$2.60; pears, 2's, \$2.—*Empire, May S.*

### Leather Prices at Toronto.

Prices are: Sole, slauer, medium heavy, per pound, 21 to 26c; sole, Spanish, No. 1, per pound, 24 to 26c; sole, Spanish, No. 2, per pound, 22 to 24c; sole, Spanish, No. 3, per pound, 20 to 21c; calfskin, Canadian, light, 65 to 70c, calfskin, Canadian, medium, 70 to 75c, calfskin, Canadian, heavy, 65 to 70c; calfskin, French, \$1.05 to \$1.30; upper, light, medium, 35 to 37½c, splits, 20 to 27c; buff, 14 to 16c, pebble, 14 to 15c; harness leather, prime, 15 to 18 pounds, 25 to 27c; harness leather, light, 24 to 25c; oak harness, American, 45 to 50c; oak harness, English backs, 65 to 70c; oak bridle and skirting, English, 75 to 80c; Cordovan vamps, No. 1, \$5.50 to \$6; Cordovan vamps, No. 3, \$5 to \$5.50; Cordovan goloshes, \$11 to \$12; Cordovan sides, No. 1, 16c; Cordovan sides, No. 2, 13c; Cordovan sides, No. 3, 11 to 12c; oak cut soles, \$4.50 to \$8; hemlock taps, \$3 to \$3.75; cod oil, per gallon. 45 to 50c; Degras, per pound, 4½ to 5c; japonica, per pound, 6 to 6½c; oak extract, 4c; hemlock, extract, 3c; lampblack, 20 to 30c; sumac, per ton, \$65 to \$70; roundings, white oak, 20 to 25c, roundings, black, 18 to 20c.

### Bradstreet's.

Bradstreet's Record of Business Failures in the United States and Canada is a remarkable as well as instructive pamphlet. The amount of labor involved in securing the facts necessary to the preparation of such a record is prodigious. The statistics of credit ratings and business failures are gathered, we are told, from 3,800,000 square miles of territory in the United States and Canada, by more than 100,000 correspondents, and on direct application to the mercantile and industrial community. Bearing these facts in mind it is surely a wonderful triumph of careful investigation directed by trained business perception and analyzed with shrewd insight, that out of the 12,200 business failures in the United States and Canada, during 1890, the commercial world was practically forewarned as to 91.9 per cent. through the ratings of this firm. It is of interest, too, to observe in passing, that large as the total number of failures may seem to be, it amounts really to but 1-15 per cent. of the more than 1,063,000 names of individuals, firms, or corporations that were rated. This fact is, we



think, quite out of keeping with the popular impression as to the frequency of business failures. The amounts involved ranged from 7,632 with less than \$5,000 liabilities each to eighteen with \$1,000,000 liabilities and over. A most instructive table in the record is that in which the business failures and liabilities are classified as to causes. By far the most prolific cause of failures is lack of capital. To this cause is attributed no less than 55.8 per cent. of all the failures in Canada, last year, and 37.9 per cent. of those in the United States. The next chief cause is incompetence, which is credited with 19 per cent. of the failures in Canada, and 18.8 per cent. of those in the United States. The remaining cases are distributed pretty evenly amongst some eight or ten other causes, such as commercial disasters, inexperience, neglect of business, speculation, etc. Many will be surprised to learn that but one-half of one per cent. are ascribed to extravagance. In view of the general reliability of their ratings and the large degree of co-operation between the business community throughout the two nations and the Bradstreet Company, that company seems certainly to claim that the results reached "reflect the confidence of the people in the integrity of purpose and the character of the company's administration."—From *The Toronto Week*.

### Eastern Business Changes. ONTARIO.

Clayton & Co., shoes, Barrie, has assigned.  
C. N. Hurdman, hotel, Woodville, has sold out.  
F. J. Lindeman, hotel, West Lorne, has sold out.  
John Casey, general store, Eganville, has assigned.  
Amos Yager, shoemaker, Langton, has assigned.  
G. H. King, restaurant, Sudbury, has assigned.  
Alex. L. Gibson, miller, Wroxeter, has assigned.  
Wm. Sloan, physician, etc., moving to Toronto.  
F. Anderson, carriagemaker, Aultsville, has assigned.

A. C. Foster, groceries and shoes, Alliston, is selling out.

N. S. Lusty, sawmill, Rodney, burned out; no insurance.

McColl Bros., manufacturers oil, etc., Toronto, have dissolved.

Jos. Watson & Co., wholesale coffee and spices, Toronto, business advertised for sale under chattel mortgage.

J. A. Cockburn, butcher, Colborne, burned out; partially insured.

Drumbo Chemical Light Co., Drumbo, business to be wound up.

Tighe & Stringer, provisions, Chatham, warehouse burned; partially insured.

F. Michie, of the firm of Michie & Co., groceries and liquors, Toronto, is dead.

E. Girardot & Co., wine, etc., Sandwich, have dissolved, Ernest Girardot continues alone.

John McPherson & Co., manufacturers shoes Hamilton, have dissolved; W. J. McPherson retiring.

Elliott Bros., grocers, London, have sold out; C. H. Elliott goes into wholesale groceries with J. Marr, as Elliott, Marr & Co.

### QUEBEC.

J. G. Cote, general store, Grondines, has assigned.

Arthur Paradis, tailor, Montreal, has assigned.

Vary & Jourdenais, shoes, Montreal, have dissolved.

Uric Collette, general store, St. Bazile, has assigned.

J. R. Meeker, stock broker, Montreal has compromised.

A. Gabowry, builder, Montreal, meeting of creditors held.

E. M. Haldimand & Co., dry goods, Montreal, have assigned.

J. Martin, of the firm of J. Martin & Sons, plumbers, is dead.

J. M. Dorion, hay, etc., Staynerville, demand of assignment made.

A. J. Morison & Co., dry goods commission, Montreal, has assigned.

T. M. Bryson & Co., custom house brokers, Montreal, have dissolved.

Mrs. L. Gagnon, dry goods, etc., St. Hyacinthe, obtained an extension.

Mederice Lapointe, carriagemaker and blacksmith, St. Lignori, meeting of creditors called for 6th of May.

## JOHN McPHERSON & CO.

MANUFACTURERS

# FINE SHOES

HAMILTON, ONT.

## THREE STOCKS!!

FOR SALE BY TENDER.

One at Morden. Two at Winnipeg.

### GENERAL -- STORE, DRY GOODS STOCK, BOOT AND SHOE STOCK.

The Undersigned will receive tenders up to July 1st, for the Entire Stock and Fixtures at Morden, Man.

The stock is well assorted and includes  
**DRY GOODS, GROCERIES, BOOTS,  
SHOES, CROCKERY, ETC.**

At a rate on the dollar as per inventory, which can be seen at store as also the stock.

Terms, 1 cash, balance, 2, 4 and 6 months, secured, without interest, also our

**DRY GOODS STOCK AND FIXTURES**  
At 432 Main St., Winnipeg and our  
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At 470 Main St., Winnipeg.

All at same terms and conditions. We will transfer lease of each store to the purchaser. Separate tenders for the three stocks will be received. The places of business are the best in the country or city and give a first-class chance. All first class stocks and well bought.

Any tender not necessarily accepted. Further information can be obtained by applying to

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—MANUFACTURERS OF—



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**221 TENTS TO RENT.**  
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Furs, Hats, Robes,

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Manitoba Fall Trade, 1891



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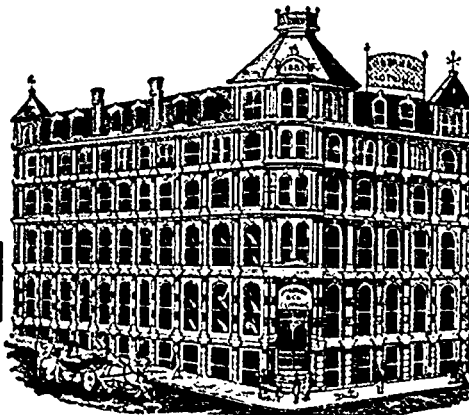
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Our Mr. MATTHEWS will shortly visit the Northwest and British Columbia with a FULL LINE OF SAMPLES OF THESE GOODS. Reserve your orders until you see his Samples.

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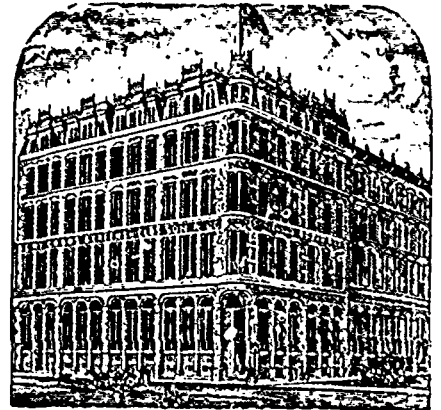
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**GRAIN and FEED.**

MILLS:

	DAILY CAPACITY		DAILY CAPACITY
ROYAL—Montreal	1800 Barrels	POINT DOUGLAS—Winnipeg	1000 Barrels
GLENORA " "	1200 " "	SEAFORTH—Seaforth, Ont.	300 " "
GODERICH—Goderich, Ont.	1000 " "		



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MILLS & McDUGALL,  
(LATE MILLS & HUTCHISON)  
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CANADIAN WOOLENS, IMPORTED WOOLENS  
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FINE

### BOOTS & SHOES

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## Robert Mitchell & Co.,

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Engineers', Plumbers', Gas & Steamfitters  
BRASS GOODS.

Montreal Brass Works

# The Commercial

WINNIPEG, MAY 18, 1891.

## THE SUGAR QUESTION.

The position of sugar in Canada at the present time is an interesting matter for thought. It presents some phases which will be interesting to ardent politicians of either party stripe, while to the independent free trader there is something amusingly interesting in the situation. THE COMMERCIAL has made the assertion that protection could not long hold out in Canada in the face of the adoption of a more liberal trade policy in the United States. The sugar situation proves this. The placing of raw sugar on the free list, by the United States, has already created a serious menace to protection in Canada. The price of sugar in the republic has been reduced to away below current values in Canada, where there is a duty on the raw product, as well as on the refined. The opponents of the party in power have not been slow to make use of the sugar question against the government. Sugar is a staple in every household, and the fact that several pounds more of the article can be obtained in the States than in Canada for \$1, is a matter which will weigh more with the average individual than bushels of arguments for or against protection. The average individual, and the housewife in particular, will not bother themselves about attempting to understand arguments, when they have a fact like this before them, that sugar is very much cheaper in the United States than in Canada. The situation is therefore a menace to the present party in power, and a powerful weight in favor of the party of commercial union.

The fact of the matter, however, is, that the sugar situation does not count for much either for or against protection. In the United States it is the high tariff party which is endeavoring to gain popularity by giving the people cheap sugar. This has been done by abolishing the duty on raw, while there is still a measure of protection to home refiners by a duty upon refined sugar. Canada could easily follow suit and lop off the duty on raw sugar, without interfering with the present protective policy, for the refiners could still be protected by a duty upon the refined article. In Canada, however, there is the question of revenue which must be considered. The revenue derived from the raw sugar duties is an important item, and our financial situation does not admit of any reduction of the public revenue. We have piled up vast obligations within the past decade, for public works and other expenditures, interest upon which must be met. No doubt current expenditures could be greatly reduced, but this is a difficult matter for politicians to undertake, and in spite of declamations in favor of economy, public expenditure appears to be gradually increasing. At present it requires our full revenue to pilot the ship of state along, and hence any reduction is viewed with alarm. This is the situation in regard to sugar. The government will be obliged to make some move to cheapen sugar, to avoid the disadvantage of

its opponents pointing to the low price of sugar in the States. On the other hand there is the question of how to make up for the loss of the sugar revenue. Cutting down public expenses is out of the question, as such a move does not come within the scope of political action. To make up the loss by piling up duties on other articles would create hostility in now quarters. The outcome will probably be a reduction in part, if not the total abolition of the tax on raw sugar, with a reduction in proportion upon refined. An attempt will probably be made to balance the revenue by a "re-adjustment" of the duty on some other articles, including probably liquors.

## MANITOBA CATTLE.

It was predicted by some, that owing to the large shipments of cattle from Manitoba last year, beef cattle would be scarce this spring. This has proved to be a mistake. Beef cattle have been abundant all the spring, and instead of a scarcity, there appears to be a surplus. Already shipments eastward have been resumed on an extensive scale, a number of train loads having gone forward within the past few weeks. Some of these are for direct export to Britain, while others will be placed on the Montreal market, and will probably also be taken for export.

The large shipments of cattle from Manitoba last season, was a surprise to many, but even then it was looked upon by some as a spasmodic movement, which would result in causing a shortage for local supplies. That this has not been the case, proves that stock-raising in Manitoba has made greater advancement than had been imagined. This province may now be considered as having regularly entered the market as a shipper of cattle, and hereafter there will no doubt be a steadily increasing export of beef animals from the country. This is very gratifying to those interested in the progress and prosperity of Manitoba. It shows that our agriculturists have made rapid advancement in the direction of mixed farming, and that they are not depending so exclusively upon grain crops as they were a few years ago. Manitoba, as a shipper of beef cattle, is bound to make a good record. The conditions for profitable stock-raising are exceedingly favorable, while the farmers are certain to find a diversifying of their operations more profitable than holding exclusively to growing wheat.

There is one point which requires to be urged upon farmers in connection with raising stock for export. This is quality. Careful attention should be given to the class of animals raised. It is very much more profitable to raise good cattle than scrubs. For the home market this is not so important, though it is still an advantage. But when it comes to export business, it is necessary that good animals, bred for choice beef, should be raised. It costs no more to handle good stock for export, while for such the price obtainable is proportionately more remunerative and the market more certain.

Notice is hereby given that J. G. Simpson, of Moose Jaw, Assa., dealer in lumber, etc., has made an assignment to H. Crowe, of Winnipeg.

## COMMUNICATION.

### The Agricultural Implement Manufacturers vs. the Farmers and Merchants.

To the Editor of the Commercial.

The experience of all those whose business compels them to observe everything that affects the financial conditions of this province and the northwest, has shown them during the last season or eight months, perhaps more clearly than during any other period, that the most disturbing element in the financial business of the country and one of the most serious hindrances to the progress of the agricultural and mercantile classes is the condition under which the agricultural implement business is at present carried on in this country.

In the first place the agricultural implement manufacturer is protected by a duty of 35 per cent., which, when all the circumstances are considered, is seen to be the most unjust and pernicious impost in the whole tariff system. There is no pretense that he is being protected against the "pauper labor" of Europe, as no European country manufactures agricultural implements to the extent of being possible competitors, the natural conditions not being favorable to such manufacture in most European countries. The Canadian implement maker's only possible rival is the manufacturer of the United States, who is himself manufacturing at high cost, owing to the prevalent inflation in his own country. We have thus a two-story tariff erected for the benefit of the Canadian manufacturer of these goods. To say that the difference in the cost of raw materials justifies a duty of 35 per cent. on the manufactured article is arrant nonsense. By means of this extravagant duty, the implement maker is enabled to charge prices absurdly disproportionate to the inherent value of his wares, as can be seen when his profits are brought into comparison with those of what may be called the legitimate commercial community.

In his financial arrangements with the farmers, who buy his implements, he is, if possible, even more fortunate still than in his "protected" privileges. It is a custom, strengthened by long usage, for the farmer to give a note or notes, for any balance left unpaid on farm machines at the time of sale. These notes contain the essence of all the trouble which is caused by this most unsettling business. The notes usually bear interest at 8 per cent. per annum from their date to maturity, after which they call for 12 per cent. They embody a lien on the article, in payment for which they are given and also an agreement by the maker that in the event of the manufacturer deeming it possible that any of the current notes might not be paid ultimately, he can declare them due and payable at any time. But the most important, and most dangerous provision of all, is the clause by which the maker surrenders his exemption privileges, thereby placing himself entirely at the mercy of the implement dealer. These very sweeping and iron-clad arrangements have the effect of placing the implement dealer in the position of a preferred creditor. The bearing of this on the legitimate merchant is quite easily understood. If a farmer who is a debtor of the machine people and of the merchant, has not enough to liquidate all his liabilities, the merchant must inevitably be the suf-



feror. The farmer knows that he has placed it in the power of his machine creditor to pay himself, even if it should be necessary to sacrifice the farm in order to do so. It is only natural to expect that the farmers will take the only available means to prevent such a calamity, viz. paying off the machine dealer. This uses up most or all of his cash and the result is of course that the merchant is not paid. Pressed by his creditors the latter is often forced into insolvency, in which event his book accounts owing to him by the farmers, are looked upon as an almost worthless item of his assets, the creditors usually considering it a very good estate in which these accounts realize 25 per cent. of their inventoried values. In a healthy condition of affairs, the accounts would realize even a larger proportion of their listed value than the stock itself. Now is there any reason why this state of things should be? Why should this agricultural implement dealer who sells the farmer an article in many instances quite unnecessary, and at a profit three, four, five and even ten times as great as that averagely realized by the merchant, be absolutely secured in the payment, whilst the merchant who sells the farmer what he eats, and what he clothes himself with, at a comparatively small margin of profit, is left to take the residue?

The conditions under which this trade is conducted, would certainly be injurious enough to the merchant and the farmer if the sales were limited strictly to the requirements of the country. But the great profits which the manufacturers make, combined with the absolute security of payment which their financial method ensures, tempts them very naturally into throwing a quantity of their wares into the country altogether out of proportion to its requirements. The methods, the persistency, the great imaginative resources and slipperiness of "machine agents," are prevailing. It is on the glibness, the fluency, and the sharpness of these interesting gentlemen that the manufacturer relies for making room for his products, even if nature is against him. All arts are brought to bear on the farmer. His pride is appealed to by the slighting reference to the antiquated or inefficient character of the machine which he probably already has, and which is to all intents and purposes quite as good as that he is being pressed to purchase. His anxiety is quieted by explanation of the exceedingly forbearing character of the agent's company and of the very long time they allow before demanding payment. No reference is made to the ruinous interest charges. The exemption forfeiture and other such matters are discretely avoided. The result of these negotiations usually is that the farmer saddles himself with a heavy and frequently unnecessary liability for a machine in which there is no intrinsic value for the large sum for which he has become responsible. His other creditors are put to an immense and unfair disadvantage and a legion of complications result directly and indirectly from this one transaction. He probably also lays the foundation of a series of financial entanglements from which he frequently never frees himself. So far as the discrimination between creditors is concerned, the remedy lies in the hands of the farmers themselves and the merchants. A farmer should sign no note involving a surrender of his exemption, nor bearing interest

before its maturity, nor at such rate as 12 per cent. afterwards. In fact a farmer would be better to at once raise a loan on his farm and buy the machine for cash. He would then know exactly what it was costing him, would be able to buy it for its lowest figure and would have a realizing sense of what the transaction meant, which we are afraid he seldom has under the present method of settlement.

The retail merchant should refuse to sell goods to a farmer who has signed one of the notes referred to, unless he is furnished also with good security. It may be said that no machinery would be sold unless the present conditions were complied with, but there is not anything in the objection. These manufacturers have their plant which must be employed and stocks which must be sold, just like other commercial people, and if they cannot sell them on the present unjustly discriminative terms, they will soon get down to the level of the rest of the mercantile community. Their profits are certainly large enough to permit of them taking the ordinary risks of trade.

But the most effective weapon in the hands of the implement monopoly is the absurd and outrageous tariff protection already alluded to. There is no other artificial drag on the progress of the province at all comparable to this single schedule of the tariff. This can be easily understood when we consider the enormous sums of money represented by the annual importations of agricultural implements into this province. This duty should be at once repealed or largely decreased, without even waiting for reciprocity negotiations or made the subject of an especial and immediate reciprocal arrangement.

Although I have not done with this subject. I have already occupied too much of your valuable space. I will close by recommending that each retail merchant in the country act as a missionary for the education in the meaning and effect of this monopoly, which draws hundreds of thousands of dollars annually and needlessly out of this province, and trusting to be again permitted the use of your valuable medium. I am, sincerely, yours.

MANITOBA MERCHANT.

### British Columbia Trade Letter

(SPECIAL CORRESPONDENCE.)

VANCOUVER, May 11.—Springtime has been unusually backward, and farmers and gardeners have been complaining, as for three weeks there has been little or no growth and seeding has been greatly retarded as a consequence. The unusual downfall of rain for so protracted a period at this season has had its effect all round, particularly in the building line. However, last week a change occurred and now beautiful warm weather prevails, and there are hopes of its continuance.

There is very considerable activity in real estate in all the cities, that is, in suburban properties. Some heavy deals were made last week in North Vancouver in connection with the mill property. A good deal of speculation is going on in farm property and values are increasing rapidly. This applies to both sides of the Fraser, from its mouth into Chilliwack and to sections of Vancouver Island. It would scarcely be credited that so many settlers are going in all over B. C., and especially in the Fraser valley and the Okanagan and it is safe to say that in many parts the population has doubled during the past year. The limit for

land has therefore sent up the price and farm lands are now regarded as the best investment that can be made in real estate. It is at the same time unfortunate that the farm lands limited as they are, should not be put more to their legitimate uses instead of being made a medium of speculation.

Shipping is very active and the volume of goods handled very large. The Empress of India left on Saturday for China with a cargo of 1400 tons; the S. S. Taichow arrived from the Orient with 1850 tons of freight during the week; the S. S. Eton, a huge freight carrier, is loading 1,700,000 feet of lumber for Australia; all the local fleet are busily engaged.

There are now five sailing vessels in the harbor loading lumber for foreign ports. Every thing points to a big business year in all lines.

There is very little change in the prices from last week's quotations. Flour and feed are still at the advanced prices; butter and cheese being in the same category. California butter is quoted at 30c and cheese at 13 and 13½. There is no change in potatoes, which sell from \$22 to \$30 per ton; turnips and carrots, \$10 to \$15 per ton. Sugar remains the same. Oregon eggs are quoted at 20 and 22c and fresh ranch eggs at from 28 to 30c. Business in all lines has been unusually brisk during the past week. Prices have been as follows:

Flour and Grain—Manitoba patents, \$7. Manitoba bakers, \$6.50; Oregon flour, \$6 to \$6.50. Oatmeal firm at 4, cornmeal \$3.75 to \$4. Rolled oats, \$1.25; oil cake, \$10 per ton; shorts, \$27 per ton; bran, \$25; wheat, \$36 to \$40; oats, \$40 to 43.

Sugar quoted by the British Columbia Sugar Refinery Company 7½ cents per lb. for granulated and 6½ cents for yellow.

Meats—Dry salt, 11½ cents; roll bacon, 12 cents; breakfast bacon, 13½ cents; back, 14; hams, 14½ cents; pickled pork bellies, 11 cents; mess pork, 22½ cents. Lard, in tubs, 12 cents; in pails, 12½ cents, in tins, 13 cents. Lard compound, 12 cents.

Fruits—Oranges, Navels, \$1.75 to \$5; Riverside seedlings, \$2.50 to \$3; Sicilian lemons \$7 to \$7.50 per box, Californian do, from \$1.50 to \$4.75. Bananas \$4.25 to \$4.50 per bunch.

The Brandon Board of Trade says the Town of that place is about to make a vigorous move to get out of the half dead and alive rat into which it seems to have fallen. The membership fee will be raised and a permanent secretary will be employed, rooms will be engaged and a general move forward will be made. It is to be hoped the citizens will take hold of the matter in dead earnest now and leave no stone unturned to infuse life into the institution. A good board of trade in a city like Brandon can accomplish much in the interests of business and we will look for much good to follow from this proposed movement.

The capital stock of the Imperial bank was increased by the sum of five hundred thousand dollars, at the general meeting of the shareholders, held the 20th day of June, 1889, the directors have made a pro rata allotment of the new capital stock to take effect on the 16th May, 1891, at the rate of one share for every three held by the shareholders at the close of business on that day, but no fraction of the share will be allotted. The books for the subscription of the New York stock will be opened at the head office of the bank in Toronto, on and after the 13th day of May, 1891.



REGISTERED TRADE MARK.

The Largest Factory of its kind in the Dominion.

**LION "L" BRAND.**  
**PURE VINEGARS.**

Manufactured Solely under the Supervision of the  
Inland Revenue Department.

**Mixed Pickles, Jams, Jellies & Preserves**

—PREPARED BY—

**MICHEL LEFEBVRE & CO.,**  
**MONTREAL.**

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**BOOT MANUFACTURERS.**

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HIDES TANNED FOR ROBES, ETC.

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DOORS AND SASH.

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PASSENGER DEPOT, WINNIPEG.

**Pure Highland Scotch Whiskies.**

THE FAMOUS

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**SCOTLAND.**

The Lagavulin Whisky is famous for its fine quality, being made from pure SCOTCH MALT ONLY, and has long been the favorite beverage of Sportsmen.

It contains no grain spirit, or other Whiskies one knows nothing of, and the most eminent Physicians of the day prescribe it where a stimulant is required.

ASK FOR THE LAGAVULIN.

**MACKIE'S**

**PURE OLD BLEND**  
**10 YEARS OLD.**

GOLD LABEL

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PHYSICIANS.

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Combined Authorized Capital - - \$3,000,000

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Full Government Deposit.

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—William Bell, Esq., Manufacturer, Guelph.  
—S. F. McKinnon, Wholesale Merchant, Director of the Traders Bank  
JOHN F. ELLIS, MANAGING DIRECTOR.

**WM. SCOTT, Provincial Manager, Winnipeg**

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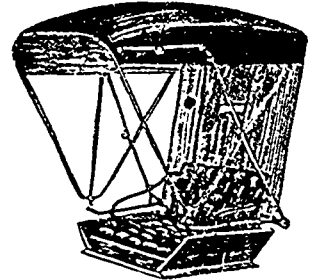
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Pocket and Office Dairies  
Leather Goods Binders Materials  
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**WINNIPEG MONEY MARKET.**

Matters are now moving very steadily in a monetary sense. The grain movement is practically over, and there is little call for funds from this source. Investments on grain security are gradually being released as the stuff moves out. Mercantile collections are slow, but this is not news. Discount rates are steady at 7 to 8 per cent. Mortgage loans are usually held pretty firm at 8 per cent. and only specially favorable conditions will bring a loan at 7 per cent.

**WINNIPEG WHOLESALE TRADE.**

There has been very little of a new nature in wholesale trade. Business showed improvement in some branches, as farmers are getting through with seeding, and are coming to market. In the city there was a general increase in receipts of farm products, due to the cause noted, principally. This was most marked in the case of butter, which has been very scarce for many weeks. Prices for this product may now be expected to tend steadily, if not rapidly downward for some time, until a much lower basis of prices has been reached than has ruled for the past few months. Building operations are fairly brisk, and the demand for building material is in proportion.

**DRIED FRUITS.**

Prices are quotable as follows: California London layer raisins, \$3.50 per box; quarter boxes, \$1; Valencia raisins, \$2.10 to \$2.25; Valencia layers, \$2.75; currants, 7½c; figs, cooking, in bags, 6½c; in boxes, 7c; choice do., 13c; do in 10 lb. boxes, 14 to 15c; fancy Elme figs in layers, 16 to 17c; dried apples, 11½c; evaporated apples, 16c; Golden dates, 7½c per pound; choice new golden dates, 10c per pound; California evaporated fruit - Apricots, 22 to 24c; peeled peaches, 35c; pitted plums; 22c; raspberries, 35c; prunes, 8½c to 12½c, the higher figure being for choice of fine varieties. Malaga raisins - London layers, \$3.50; black baskets, \$4.50; Tahitis, \$5.

**FISH.**

Fresh caught whitefish are in the market at 6½c and refrigerator kept stock held at 6c. B. C. salmon arriving frequently, and quoted at 14c. Lake Superior trout, 8c.

**GROCERIES.**

Business is moving quietly and prices steady as follows: Sugars - Yellow, 6 to 6½c; granulated, 7½c. Coffees, green, Rios, from 24 to 25c; Java, 27 to 29c; Old Gov., 29 to 32c; Mochas, 33 to 35c. Teas - Japan, 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c; T. & B. tobacco, 56c per pound; lilly, 7s, 52c; diamond solace, 12s, 48c; P. of W., butts, 47c; P. of W., caddies, 47½c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d thick Solace, 6s, 48c; Brunetto Solace, 12s, 48c. McAlpine Tobacco Co's plug tobacco: Old Crow, 46c; Woodcock, 52c; Beaver, 63c; Jubilee, 60c; Anchor, 59c; cut tobacco: Silver Ash, 65c; Cut Cavendish, 70c; Senator, 80c; Standard Kentucky, light, 85c; do., dark, 80c. Special brands of cigars are quoted: Reliance, \$5; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1,000. Mauricio, \$42.50; Soudan Whips, \$10; Turkish Caps, \$35; Commercial Traveller, \$25. Special selects, \$55; Selects,

\$15; Columbia, \$45; Canucks, \$40; Derby, \$36; Sports, \$30. Mixed pickles, in kegs, are quoted: Three gallons, \$2.25 to \$2.50; do., 5 gallons, \$3 to \$3.50; do., 10 gallon kegs, \$6 to \$6.50.

**GREEN FRUITS.**

Strawberries are now plentiful, at reasonable prices for the season, but will no doubt gradually go lower. Changeable weather has been bad for the banana trade, and it has been difficult to keep up stocks of nice fruit. California oranges continue to arrive in car lots. Apples are practically out of the market. California seedling oranges \$3.25 to \$4 per box; do., Navels, \$5.25 to \$5.50; do., St. Michael, \$5.75 to \$6; do., Mediterranean sweets, \$4.75 to \$5; do. Messina blood, ¼ boxes, \$3.75 to \$4; lemons, Messina, \$6.50 to \$7; strawberries, \$6 per 2¼ quart case. Bananas are quoted \$3 to \$3.50 per bunch. Pineapples, \$3.50 doz. m. Comb honey, 23c a lb; maple sugar, 12 to 13c per lb; maple syrup \$1 to \$1.25 per gallon, as to quality.

**LEATHER, LEATHER GOODS AND FINDINGS.**

In this branch there has been a good trade in harness goods, and a fair call for leather. Quotation here are: Spanish sole 26 to 30c; slaughter sole, 30 to 32c; Canadian calf, 75c to \$1; France calf, \$1.25 to \$1.50; French kip, \$1 to \$1.10; B. Z. kip, 85c; Bourdon kip, 70c; slaughter kip, 55 to 65c; No. 1 wax upper, 40 to 45c; grain upper, 50c; harness leather, 26 to 30c for plump stock. English oak butts, 60c; buffe, 17 to 21c a foot; cordovan, 17 to 21c; pebble, 21c; colored linings, 12c; shoe uppers, from \$1.25 to \$2.75.

**NUTS.**

Taragona Almonds, per lb. 20c; Grenoble Walnuts, per lb 19c; Sicily Filberts, per lb 15c; Peanuts, White Virginias, green, per lb 15c; Peanuts, do roasted, per lb 17c; Pecans, large, polished, per lb 20c; Coconuts, per hundred, \$10.00.

**PAINTS, OILS AND GLASS.**

Business fairly good. Quotations are: Turpentine, in barrels, 72c per gallon; linseed oil in barrels, raw 78c; boiled, 80c; benzine and gasoline, 50c; pure oxide paints, in barrels, 90c per gallon; coal tar \$8 per barrel; Portland cement, \$4.75 per barrel; Michigan plaster, \$3.25 to \$3.50 a barrel; putty, in bladders, 3½c a pound, bulk, in bbls., 3c; whitening, in barrels, \$1.40 a cwt. White leads - Decorator's pure, \$7.00; Charter Oak, \$6.50; Birmingham Star, \$5.25; Elephant, genuine white lead, \$7.25; Elephant No. 1, do, \$6.40; Bull's Head, do, \$6.00; Royal Crown, do, \$5.00; Crown pure white lead, \$7.25; Royal Charter, \$6.75; Railroad, \$6.25; Red Star, \$5.50; calomine, in cases of 20 five-pound packages, \$6 per 100 pounds; Alabastine, \$7.25 per case of 20 packages. Window Glass, first break, \$2.

**WHOLESALE PRODUCE MARKETS.**

**WINNIPEG.**

**WHEAT**

Markets were somewhat irregular during the week, but generally with a higher tendency. Monday was a weak day, due partially to the official United States crop report, showing a good condition of the winter wheat crop. Cables were also easy, Liverpool being ½d lower, and London 3d lower. The visible supply

statement showed a decrease of 126,000 bushels. On Tuesday there was a sharp spurt in prices at Chicago, under speculative stimulus and better cables. Cables from London reported good demand for cargoes and noted 61 advance, closing strong. The quantity of wheat and flour on ocean passage decreased 640,000 bushels, making a total of 38,560,000 bushels against 27,250,000 bushels a year ago, and 15,760,050 bushels two years ago. Chicago continued strong on Monday, under a brisk demand for cash wheat and cables ½ to 1d higher. On Thursday there was a decline, after a strong opening, but the markets recovered on Friday. On the latter day crop news was less favorable, reports of drought coming from Kansas and some other sections. Bradstreet's report, dated at New York, May 14 says: Wheat prices have been lower and higher and exports have slackened (1,941,336 bushels for the week) mainly from the Pacific Coast, where shipments are not likely to be free again until after the new crop comes in. Wheat crops are excellent throughout the country, but for years past have uniformly lost in condition from 2 to 8 per cent. The prospect, therefore, is for a harvest of not more than 500,000,000 bushels, although some have estimated the probable output at from 520,000,000 to 550,000,000 bushels. Grain crop reports continue of a promising nature and at some instances orders have been extended by western jobbers, owing to the favorable outlook for the farmer and the country store keeper. Large wheat yields are indicated on the Pacific coast.

In Manitoba farmers are well through with spring work, and will market their surplus wheat. At some points there was a little doing in deliveries from first hands. Wheat in store is moving out freely since navigation opened on the lakes. There is nothing doing in the local exchange to give a reliable index to values.

**FLOUR.**

The decline expected in flour did not materialize, and prices held during the week at the figures quoted a week ago. The situation is now if anything firmer. Quotations per 100 lbs to the local trade are: Patents, \$2.90; strong bakers', \$2.70; Imperial, \$2.25; second bakers', \$2.10; XXXX, \$1.75; superfine, \$1.30.

**MILLSTUERS.**

Prices held at the decline reported a week ago and quoted at \$12 for bran and \$14 for shorts.

**MEALS, OIL CAKE, ETC.**

Quotations are: Oil cake, in bags, \$21 a ton; oil cake meal in lots, sacked, \$25 to \$27; in bulk \$25; Oatmeal, standard \$3.15; granulated, \$3.25 per 100 pounds; rolled oats, \$3.25 per sack of 50 pounds; cornmeal is held at \$2 to \$2.25 per 100 lbs. Pot barley, \$3.00 per 100 lbs. Pearl barley, \$3.25; fine, do., in 50 lb. sacks, \$3 per sack.

**GROUND FEED.**

There has been a decline of \$2 per ton for the best quality of ground feed, which is now quoted at \$25 per ton. There is the usual spring tendency to quietness in feed and mill-stuffs.

**OATS.**

There was some increase in the offerings locally. Prices were steady, and the quotations to farmers for loads offered on the market, ranged from 45 to 48c per 34 pounds. Dealers were selling in job lots at about 50c. Only a local business is doing.

**HARLEY.**

Essier at 40 to 45c per bushel, for local use.

## BUTTER.

Quite a sharp decline has occurred in butter, and the feeling is now unsettled and weak. Receipts of new butter have commenced to come to hand more freely, and the downward tendency in prices which was sure to follow, has already set in. Prices were 2 to 4c lower at the close of the week, than a week ago. From 21 to 23c was obtained for choice new, but for the next week it would not be safe to quote over 26c for choice new, and prices may go below this figure within the week. Country merchants will therefore have to exercise caution in taking butter, to avoid loss. One favorable feature is, that new butter comes on a bare market, the late scarcity having cleaned out everything in the shape of packed butter fit for use.

## EGGS.

Small lots are selling steadily at about 13c, and large lots taken at 12 to 12½c. Packers have been buying freely, and keep the market well cleaned up. Some Dakota eggs have reached this market.

## CURED MEATS.

There has been some unsettlement in prices, by offerings of hams and smoked bacon below quotations, but this is probably to clear out balance of a stock. We repeat last quotations as follows: Dry salt bacon, 9c; smoked ham, long clear, 10½c; spiced rolls, 10½ to 11c; breakfast bacon, 12 to 12½c; smoked hams, 13c; mess pork, \$17 per barrel. Sausage are quoted: Fresh pork sausage, 10c per pound; Bologna, do., 9c per pound; German, do., 9c per pound.

## LARD.

Pure lard held at \$2.20 for 20 pound pails; compound, \$1.90.

## POULTRY AND GAME.

Chickens are still scarce and sell readily at 60 to 80c per pair; turkeys, 7c per pound.

## HIDES.

Receipts light. No. 1 cows are quoted here at 4½c, inspected, and No. 1 steers at 5c per pound; calfskins, 4 to 5½c per pound, the highest price for best quality for local tanning; sheep pelts are worth from 50c to \$1 each, but only one skin among many is worth the top price; 60 to 80c is about the average for lots.

## VEGETABLES.

Potatoes are lower and sell on market at 25 to 35c; turnips, 25 to 30c per bushel; parsnips, 2 to 2½c per pound; carrots, about \$1 per bushel; beets, 40 to 50c per bushel; cabbage, 75c to \$1 per dozen, as to quality; Spanish onions, \$1.19 to \$1.50 per crate of 30 pounds nett; Egyptian onions, new, 5c lb; sweet potatoes, \$7.25 to \$7.50 a barrel; common onions, \$6 per 100 pounds; lettuce, 40c per dozen bunches; green onions, 20 to 25c per dozen bunches; asparagus, \$1.50 per dozen; radishes, 50c per dozen; rhubarb, \$2.00 per 50 pound box; cucumbers, \$2 per dozen.

## DRESSED MEATS.

Veal is more plentiful and easier in price, from 8 to 10c is now the figure; mutton was very scarce, and quoted at 14 to 18c per pound, but prices will likely be lower as soon as fresh receipts come to hand; beef is easier at 6 to 7c per pound for good to choicest city dressed; country dressed, 5 to 6c; pork, 7 to 7½c, with city dressed held at 8c.

## WOOL.

A few lots are coming in, and we quote 10 to 12c per pound as to quality. Most buyers declare they will not pay over 10c for ordinary unwashed.

## HAY.

Hay, like other farm stuff, was more plentiful on the market, as farmers are getting through with their spring work. Loose worth about \$7 to \$8 per ton. Baled, \$8 to \$19 per ton.

## Hudson Bay Railway.

The following petition which fully explains itself, from the board of trade of Prince Albert, was presented by Mr. MacDowall, in the House of Commons.

The petition of the Prince Albert board of trade humbly represents as follows:

That the district of Saskatchewan, of which the town of Prince Albert is the capital and the distributing centre, contains nearly 107,060 square miles, a territory abounding in rich prairies, well wooded and watered, representing a climate similar to that of Manitoba and natural features eminently suited for the growth of cereals, for the raising of horned cattle, sheep, and horses, and for the support in a word of all the industries which constitute mixed farming.

That the finest samples of hard wheat ever exhibited in the east have been the growth of the Prince Albert district, and that two-rowed barley, the variety which is alone marketable in Great Britain for malting purposes, reaches the highest perfection and is successfully grown throughout this region.

That as a matter of fact the latter valuable cereal is almost indigenous to the country and where cultivated produces "valuable crops," as they are called, and is so native to the soil that it is difficult to eradicate it where it has been once grown.

That notwithstanding the foregoing facts, the experience of the most skillful agriculturists of the district clearly shows that it is impossible to prosecute these great industries successfully if the present long and costly lines of transport to the eastern markets are to be solely adhered to.

That this fact with regard to barley is the experience of Manitoba as well and the wide spread opinion of the people with regard to the profitable cultivation of it in that province.

That the prospects for agriculture in Saskatchewan are much more dubious and uncertain than in Manitoba since our district by existing lines of transport is much further from the European markets than it, and therefore requires still more imperatively the development of a shorter route to Great Britain.

That the territories to the south and west of Saskatchewan and the province of British Columbia are even more deeply interested than ourselves in the question of transport, and in a word that the success of agriculture in all the territories depends not upon the multiplication of lines paralleled to the Canadian Pacific railway but upon the shortening of the route from the interior to tide-water.

That the northwest territories are not progressing and are not being peopled under existing transport conditions, so rapidly as was expected, the farmer upon whose shoulder depends all other interest of the northwest being heavily handicapped by the long haul and high rates of freight.

That since it is evident that the markets of the United States are formally closed against us it becomes a paramount duty to look for other outlets for the products of the northwest agriculture, especially, in the direction of Great Britain, who is the world's customer for food.

That in order to secure this market and at

the same time enable our farmers to live it is absolutely necessary to open up the short route to Great Britain by way of Hudson Bay, a route which nature has provided for this country.

That without this outlet we are convinced, from our own long experience as business men in this country that the Northwest cannot be developed and peopled for many years unless indeed, through political union with the United States, to which owing to many grave and serious considerations we are totally averse.

Your petitioners humbly represent that the Winnipeg and Hudson Bay railway has recently been subsidized by the province of Manitoba to the extent of \$1,500,000 and that it is the general opinion and desire of the people of the Northwest that at the present session of the Dominion Parliament such further aid should be extended to that road as will enable its promoters to proceed with its construction, and to complete the line at an early date.

That it is of the greatest importance to Saskatchewan and to the territories to the west of it that a connection should be granted between Prince Albert and the main line from Winnipeg to Hudson Bay, a connection whose construction shall be concurrent with that of the latter, and be made part of the policy of its promoters, and obligation upon them as a branch essential to Saskatchewan and the west, or as an alternative that aid be voted for the extension to Churchill to the existing line from Regina to Prince Albert.

That furthermore, setting aside all other considerations, this region is entitled to consideration in any Parliamentary adjustments with the Winnipeg & Hudson Bay railway and to connect with that road in as much as a great portion of it will be within the Territories and will doubtless constitute a charge hereafter upon their resources, whilst without the branch which your petitioners now pray for the said railway would confer no commensurate benefit upon the western district.

Your petitioners humbly represent that the W. & H. B. R. Co., on its route to Port Nelson or Churchill, must pass at some point within 300 miles of Prince Albert; that the intervening distance, containing a good portion of arable and stock raising areas, abounds in timber and fish, and possesses minerals of economic value; that the winter climate is similar to our own, a fact well known to many persons here who have spent their lives in the region, and that, therefore, a branch from Prince Albert will develop a productive country and create a way-traffic which will go far to make it self-supporting.

Wherefore, your petitioners humbly pray that your honorable house will take the grave necessity of our case into consideration, and that in your justice and wisdom you will see fit, when granting the expected and needful aid to the W. and H. B. railway, to annex to its charter the conditions which your petitioners desire, viz:

The concurrent construction of a branch from this point to connect with and be completed simultaneously with the main line from Winnipeg or that such aid as we have already referred to be granted for the extension to Hudson Bay by the existing line to Prince Albert.

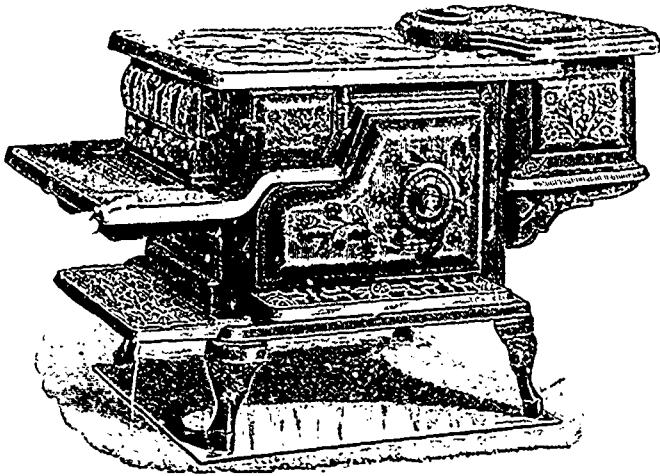
THOS. O. DAVIS, President.

A. S. STEWART, Secretary.

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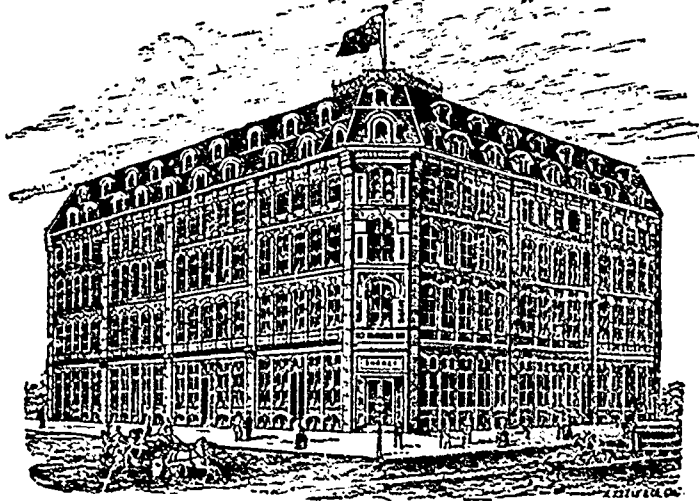
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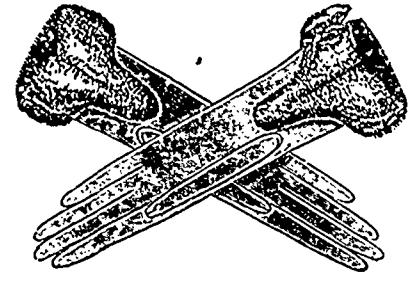
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**Chicago Board of Trade Prices.**

Wheat declined another cent per bushel on Monday, May 11, closing at the bottom. This applies to May and June options. July opened at 92c, which was the same as Saturday's close, and sold as high as \$1.00, closing a little better than Saturday. Closing prices were: -

	May	June	July	Sept
Wheat	\$1.02	\$1.01	99 1/2	---
Corn	62 1/2	58 1/2	58 1/2	---
Oats	50	49 1/2	45 1/2	---
Pork	11.50	---	11.75	12.00
Lard	6.42 1/2	---	6.62 1/2	6.87 1/2
Short Ribs	5.90	---	6.10	6.40

There was something of a bulge in wheat on Tuesday, prices gaining 1/2 to 3c. May gained fully 3 to 3 1/2c, under speculative stimulus, and stronger cables. Closing prices were: -

	May	June	July	Sept
Wheat	\$1.05 1/2	1.02 1/2	\$1.00 1/2	---
Corn	61 1/2	60 1/2	59 1/2	---
Oats	51	50	46 1/2	---
Pork	11.50	---	11.62 1/2	11.87 1/2
Lard	6.12 1/2	---	6.62 1/2	6.85
Short Ribs	5.95	---	6.10	6.40

Wheat continued upward on Wednesday. July opened higher at \$1.01 and ranged from \$1.00 1/2 to \$1.03 1/2. The good demand for cash wheat and stronger cables were the main features. Closing prices were: -

	May	June	July	Sept
Wheat	\$1.00 1/2	\$1.06 1/2	\$1.02 1/2	---
Corn	61	60 1/2	59 1/2	---
Oats	52	51 1/2	47 1/2	---
Pork	11.37 1/2	---	11.60	11.85
Lard	6.15	---	6.62 1/2	6.87 1/2
Short Ribs	5.90	---	6.07 1/2	6.37 1/2

Wheat started out strong on Thursday on reports of exports at New York and strong cables. Prices broke later on realizing sales.

	May	June	July	Sept
Wheat	\$1.05	---	\$1.01 1/2	96
Corn	62	---	58 1/2	57 1/2
Oats	51 1/2	---	46 1/2	35 1/2
Pork	11.05	---	11.30	11.55
Lard	6.35	---	6.52 1/2	6.75
Short Ribs	5.85	---	5.97 1/2	6.25

Wheat opened 1c higher with news of dry weather and insects doing damage to the crops. Closing prices were: -

	May	June	July	Sept
Wheat	\$1.03 1/2	---	\$1.02 1/2	97 1/2
Corn	62 1/2	---	58 1/2	57 1/2
Oats	52	---	47 1/2	36 1/2
Pork	11.25	---	11.45	11.70
Lard	6.45	---	6.60	6.82 1/2
Short Ribs	5.95	---	6.07 1/2	6.32 1/2

**Minneapolis Market.**

Following were closing wheat quotations on Thursday, April 30: -

	May	June	July	On track
No 1 hard	1.09	---	---	1.09 1/2
No 1 northern	1.06 1/2	1.07 1/2	1.07 1/2	1.06 1/2
No 2 northern	1.01	---	---	1.01.5

Flour--Fresh interest was kindled in the flour market by the recent rise in prices and buyers again are much interested to get flour at the same price it was offered at a few days ago. When wheat was sold at about \$1, the figures were made, but at \$1.05 flour costs some 3c more and the offal is cheaper, so that the flour really cost the manufacturers some 40c a barrel more though few millers raised their asking prices so much yet. Sales are larger and rather better prices are obtained. Quoted at \$5.30 to \$5.60 for first patents; \$5.10 to \$5.25 for second patents; \$4.25 to \$5.00 for fancy and export bakers; \$2.00 to \$2.50 for low grades, in bags, including red dog.

Bran and shorts Quoted at \$11.00 to \$11.50 for bran, \$14.00 to \$15.00 for shorts and \$15.50 to \$16.50 for middlings.

Oats--Quoted at 48 1/2 to 50 1/2c by sample. Barley Quoted at 60 to 70c for poor to fine samples of No. 3.

Feed Millers held at \$25.50 to \$26, less than car lots \$26.50 to \$27.50 with corn meal at \$25 to \$26.

Butter--Weak. Creamery, 20 to 24c; dairies, 13 to 22c, as to quality; rolls, 12 to 16c.

Eggs--Slow and weaker. Sales at 13 to 13 1/2c including cases.

Potatoes Rose, 60 to 65 bushel; Burbanks, 70 to 75c. New California potatoes, \$1.25 to \$1.50 Sweet potatoes, \$3.50 to \$4.50 barrel

New vegetables Asparagus, 40 to 50c dozen; cabbage, \$2.75 to \$3.25 crate; radishes, 25 to 30c dozen; cucumbers, 90 to \$1.10 dozen; cauliflower, \$2.50 to \$3; pieplant, 1 to 2c lb. Market Record, May 14.

**Duluth Wheat Market.**

On Saturday, May 16, No. 1 hard wheat at Duluth closed as follows: May, \$1.10 1/2; June, \$1.11; July, \$1.11 1/2. A week ago May closed at \$1.05 1/2; June at \$1.06 1/2, and July at \$1.07.

**Minneapolis Closing Price Wheat.**

At Minneapolis on Saturday, May 16, No. 1 northern wheat closed as follows: May option, \$1.06 1/2 per bushel; June, \$1.07; July, \$1.07 1/2. A week ago May closed at \$1.02 1/2, June at \$1.03 and July at \$1.03 1/2.

**Montreal Stock Market**

Reported by Osler, Hammond & Nantou, May, 16, 1891: -

Banks.	Sellers.	Buyer.
Bank of Montreal	210	216 1/2
Ontario	115	112
Molson's	169	155
Toronto	215	210
Merchants	146	143 1/2
Union	---	---
Commerc.	127 1/2	126
Miscellaneous.		
Montreal Tel.	104 1/2	103
Rich. & Ont. Nav.	54 1/2	57 1/2
City Pass. Ry.	193	185
Montreal Gas	232 1/2	231 1/2
Canada N. W. Land Co.	70	73
C. P. R. (Montreal)	70 1/2	76 1/2
C. P. R. (London)	---	74 1/2
Money--Time	7	---
Money--On Call	4 1/2	---
Sterling 60 Days, N. Y. Posted Rate	484 1/2	---
" Demand	489 1/2	---
" 60 Days Montreal Rate Between Banks	9	8 1/2
" Demand Montreal Rate Between Banks	9.5	9.13-16
New York Exchange Montreal Rate Between Banks	1.16	1.32

**Editors' Table.**

An excellent publication is the *Northwest Magazine*, published and edited by E. V. Smalley, at St. Paul, Minnesota. It is handsome in appearance, its illustrations and typographical appearance being of a high order. In point of information about the great west, it is the most valuable journal published on either side of the boundary.

The last few number of that excellent publication, the *Northwestern Miller*, of Minneapolis, contain a couple of dozen handsomely execut-

ed portraits of millers who will go on the millers excursion across the Atlantic.

*Money and Trade* is the name of a new publication which has reached the table, from Toronto. It is to be published daily, at the subscription rate of \$4, yearly by mail. Thos. Galbraith is the editor. It is the first daily publication of the kind in Canada, and if it keeps up to the standard of the initial numbers, it will be a valuable paper for business men.

**Hudson Bay Railway.**

Following is the substance of a telegram which came from Ottawa last week, to the *Winnipeg Free Press*.

"Hugh Sutherland and Stewart Fupper have been here for the last ten days negotiating with Mackenzie, representing Ross, Mann & Holt, for a settlement of the disputes in reference to the Hudson Bay railway. A settlement and withdrawal of all legal proceedings on both sides has been arrived at, and hereafter Mr. Sutherland will have their co-operation and support. It is also understood that a similar settlement has been made with the Cumberland Steel Company, of England.

Sutherland and Mackenzie and the Manitoba and territorial members waited upon Sir John Macdowall at the council chamber and announced the result of the negotiations, which were heartily approved by the Premier, who promised that he would bring down a bill ratifying the subsidy of \$80,000 a year for twenty years, for which already an order in council has been passed. Mr. Sutherland leaves for England in a few days with a view of completing financial arrangements."

**Bank of Montreal.**

A telegram from Montreal on Saturday says: "The annual statement of the Bank of Montreal issued on May 15, proved very disappointing to the shareholders. The regular dividend paid this year amounted to \$1,200,000 while the earning were only \$800,000, leaving \$400,000 to be drawn from the rest account. The statement caused a sensation in business circles and stock dropped three per cent. In consequence nothing else is talked of in the streets."

The stocks of maple sugar says the *Montreal Gazette* of May 8, have been well cleaned up, but there is a considerable quantity yet to come up from the Quebec district. The stocks of maple syrup are large and dealers are trying hard to close out consignments. One lot of 2,000 pound was sold to-day at 4c. We quote sugars 6 1/2 to 7c and syrup 4c to 4 1/2c.

In the British House of Commons on May 14, Postmaster General Raikes said that the first Chinese mails by the Canadian Pacific arrived in London yesterday, having taken 36 days from Hong Kong and 26 days from Yokohama. The last arrival of Chinese mails by the Suez took 43 days from Hong Kong and 45 days from Yokohama.

J. Whelan, of the Manor House, Vancouver, has gone to Victoria to superintend the erection of a new hotel there on the Douglas estate on Fort and Government streets. A short time ago says the *Vancouver News*, he was offered the management of the Clarence, but he was subsequently offered the management of this new hotel, and as this will have about a hundred rooms, he has accepted the latter offer.



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On May 12 the Bank of England practically charged 5 per cent. to all comers and threatened to charge 5½ should the pressure continue, the object being, if possible, to avoid the raising of the official rate. Gold is certain to come from the continent because exchanges are moving so strongly in favor of London.

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### The Fur Islands.

John Bull and Jonathan have a quarrel just now over the right of killing the fur seal in the Behring, or properly speaking, the Bering Sea. Few people, in this country at least, have a correct notion of the matter in dispute. As for the animal itself, most of us confound it with the common seal or sea dog (*Phoca vitulina*), which is found in the North Atlantic, and performs daily in the Zoological Gardens. Even Mr. Tenniel, says the *Globe*, in his recent cartoon on the point at issue between Lord Salisbury and Mr. Blaine, has evidently mistaken the rare and valuable fur seal for its ordinary spotted congener. It may, therefore, be interesting to clear up our ideas on the subject.

The common or hair seal is not a fur bearing animal in the strict sense of the word. It is killed for its blubber, and the skins are made into cheap tobacco pouches for the sailors and others, but they are worth very little. The noble fur seal *Callorhinus ursinus* is the highest type of its kind, and differs as much from the hair seal as two animals of the same tribe can well do. The sea-dog has a sleek hairy body, a head not unlike a fox terrier; the fur seal is much larger, entirely covered with thick fur sprinkled with long hairs, and has a head resembling that of a Newfoundland dog. The head is small in proportion to its neck, which is nearly as great as the rest of its body. Both seals have big gentle eyes, but those of the fur seal are much finer and far more intelligent. A bull of the fur seal on reaching maturity, at the age of six or seven years, is from six to eight feet long and weighs 500 pounds or so. The color of its fur varies from grey to brown. The cow or female is a good deal smaller than the bull, but more shapely and lithe. The pup or pups, for they occasionally have twins, is quite black, with one or two white spots at birth; but the fur is coarse and of no value. It is from the under coat or true fur of these animals that sealskin cloaks and vests are made.

The fur seal was formerly found in the Antarctic Ocean, Terra del Fuego, and up both coasts of South America. They have been recklessly slaughtered by seal hunters from Europe—British among the number—and all but exterminated everywhere except in the North Pacific. A small preserve of them remains on the coast of the Argentine Republic, but their last refuge and breeding place is the Behring Sea, and in particular the Pribyloff Islands. This little archipelago, which has recently become famous, was first discovered June, 1786, by Gehmanu Pribyloff, a ship's mate engaged in the fur trade. He was told of its whereabouts by an Aleut of Oonalashka, and spent three years in finding it. The summer fogs and shifting currents baffled him, till at length, by sheer accident, he ran his sloop aground on one of the group in thick weather, and, seeing the shore swarming with seals, knew that he had found the place of his quest, and took possession of it in the name of Russia. The islands were desert at that time, but have since been planted by the Russian fur companies with colonies of Aleuts, to hunt and kill the seals. In 1867, when Alaska was purchased by the United States, the Pribyloff group became American, and were subsequently leased to the Alaska Commercial Company as a hunting-ground. There are other fur-bearing animals on the islands—sea otters, blue and white foxes, and so on; but the fur

seal is the great source of revenue. The company agreed to pay the United States Government an annual rent of \$55,000, and a royalty of \$252.00 a year on the one hundred thousand seal skins they were allowed by law to take. This income repaid the Government for the purchase money of Alaska, and also enabled the fur company to make a handsome profit. It is a thousand pities that our own statesmen were so blind as to let this opportunity slip of buying Alaska themselves, and thus preventing future troubles with the States.

The Pribyloff Islands lie in the middle of Behring Sea, and are a mere group of volcanic rocks, with long sloping beaches of sand or boulders, and flats covered with luxuriant grasses, variegated mosses and lichens. The largest, St. Paul and St. George, are only ten to thirteen miles long and six broad. Nevertheless, the fur seal prefers their coasts to every other in the North Pacific for littering purposes. One advantage is that the islands are isolated, and far away from the natives of the mainland or the Aleutian Islands. According to Mr. Henry W. Elliott of the Smithsonian Institution, who made an exhaustive study of the fur seal on these islands, and has published an instructive monograph on the subject, the chief attraction of the place to the animal is the moist cool summer climate with its almost continual fog, and the firm sandy nature of the beach, which, though wet with rain, soon dries, and does not work into a puddle. Hence it is that the cows come here to bear their young under the jealous ward of the bulls when the summer is fairly in, that is to say, in the month of May or June.

The bulls are the first to land, and a struggle begins among them for the best places on the shore. The stronger and more courageous appropriate the positions next the water, and hold them against all comers. Mr. Elliott remembers having seen a bull at Gorbach who had fought from forty to fifty desperate battles to maintain his ground, which was taken close to the water-line. At the end of the season he was still there, "covered with scars and frightfully gashed, raw, festering and bloody, one eye gouged out, but lording it bravely over a harem of fifteen or twenty females," all huddled round him. The less heroic or laggard bulls have to take "a back seat," but they all get accommodated in time. The females coyly come ashore, or "haul up" as it is termed, and struggle begins among the "see-catchie" or bulls as to their distribution. The front "see-catchie" have the first choice of selecting the females whom they wish to protect, but it often happens that, after having selected one or two, their attention is diverted to others yet in the water, and those behind them succeed in depriving them of those they already had. In this way the females gradually pass up to the rear until the several homes are made up. It is the business of the bull to watch over his particular group of cows and their calves, and a jealous guardian he makes. The cows suckle their young, but do not hesitate to leave them, and return to the water for food. Each knows the call of her own calf among the thousand cries around her, and will allow no other cow to suckle it but herself. Beyond this, however, she manifests no interest in her offspring. You may brain it before her eyes, and she takes no notice. It is the bull who is the protector of the establishment, and although

the fur seal is never offensive, he is a brave defender of his rights. Mr. Elliott tried all he could to drive an old "see catchie" from his family, but without avail. He went so far as to pepper him with "mustard shot" from a gun, and though the cows tried to run away the bull dragged them back again under his head, drew himself up, glared defiantly at his persecutor, roared and chuckled, spitting in his rage, and making short lunges, but never leaving his post. Strange to say, however, if a calf leaves the bounds, of the "paternal" domain the bull shows as little interest in its fate as the cow does.

The young "bachelor" seals, or "Hullschickie," from one to six years of age, are not allowed to form part of these family gatherings. They herd together on separate beaches as a rule; but sometimes are allowed to squat behind the others. In such a case a lane or alley is left open for them to pass and repass through the harems on their way to and from the water; but woe betide the unlucky youngster who forgets himself, and dares to dally on the way. The jealous guardians either kill him outright or maim him for life. These gay bachelors lead a sportive career, gambolling in the water or basking in the sunshine among the long grasses. But their hey-day of joy is apt to be cut short, because they yield the finest fur, and it is from them that the 100,000 sealskins are yearly taken. The Aleut hunters rise at day-break, and, getting between them and the water, drive the simple creatures before them like a flock of sheep to the slaughtering ground in the village. As they are somewhat awkward on land, the drivers allow them a rest from time to time. Later in the day all the able bodied men in the village, divided into gangs, and armed with clubs, obey a given signal, and brain all but those who are too young, or not in good condition. The victims are then skinned, and the pelts salted, packed, and shipped, chiefly to London. The furrier dresses the skin by removing the long hairs, and dyes the fur to the fashionable shade of yellow or black.

A hint in conclusion. There are five million seals in the Pribyloff group at the breeding time; the beaches are literally covered with them for miles, and the regulation number killed is such that the supply cannot be diminished. Why then should the example of the American Government not be imitated? The Falkland and Kerguelen Islands are particularly well fitted for seal farming, and were once a breeding place quite as prolific as the Pribyloff group, and would be still, but for the ravages of irresponsible exterminators. Mr. Elliott wisely, we think, suggests that the British Government should restore the animal to these its old haunts, and promises that in forty or fifty years it will swarm there again, if protected meanwhile. With proper regulations the supply of fur need never fall away. The plan is well worthy of our attention.—*British Manufacturer.*

THE Canadian Pacific railway earnings for March, 1891, were as follows: Gross earnings, \$1,510,039; working expenses, \$1,012,992; net profit, \$497,040. In March, 1890, the net profits were \$392,770. For the three months ending March 31st, 1891, the figures are as follows: Gross earnings, \$4,213,754; working expenses, \$3,050,168; net profit, \$1,163,586. For the three months ending March 31st, 1890, the net profits were \$767,132. The earnings and expenses of the New Brunswick railways are included in both years.

## The Implement Deal.

Following is the official statement issued by the parties interested in the formation of a new agricultural implement company to be composed largely of the shareholders of the Massey Manufacturing Company, of Toronto; A. Harris, Son & Company, (Limited), of Brantford, and Massey & Company, (Limited), of Winnipeg, "the object in view being a reduction of expenses, saving in management, consolidation of patents, improved methods of manufacture, and if possible cheaper goods for the consumer."

"The unsatisfactory and critical state of the implement trade of Canada has for some months past been a topic of discussion in commercial and financial circles, and has seriously engaged the attention of those specially interested. In no other country in the world have farmers been supplied with better or cheaper agricultural implements than in Canada. During the past few years there has been from forty to fifty firms engaged in the manufacture of mowing machines, and from twenty-five to thirty concerns making self binders in Ontario, a greater number than has existed in the whole of the United States, where the business has also drifted into an unsatisfactory state. This has led to great over-production and was naturally accompanied by the keenest competition and forced sales, often on ridiculously long terms of credit. The creditors of some of the manufacturing concerns have become alarmed, particularly the financial institutions which were furnishing them large sums of money and a refusal on their part to make further advances has resulted in the downfall of several old and well-established makers. This has resulted in a great loss of capital, much distress among employees, and in many cases has injuriously affected municipalities, where the various factories have been located. These failures have been so numerous that it has led those remaining in the business to seriously consider the causes that have led to them, and if possible to arrange affairs to avoid further and similar difficulties.

To those posted in the implement business, the weaknesses and causes are apparent, and how best to overcome existing evils and still be able to give the consumer the best goods for the least money has occupied our individual attention for some time. That hitherto the Canadian farmer has had the best machines in point of finish, workmanship and durability has been amply proven by the rapid manner in which we have been able to build up a large and increasing foreign trade in the face of the long established business of both English and American manufacturers, and by our unparalleled success at the great International field trials in foreign countries, in which all the principal makers of the world competed. This foreign trade has greatly aided us in maintaining our present position in the home trade, without producing and selling goods of inferior quality, a measure resorted to by some makers, but one of very doubtful expediency,

After much careful consideration it was decided to effectually ameliorate the condition of the harvesting machinery business, four points were essential: 1. Ample capital to conduct the business. 2. The most modern and perfect facilities for large production. 3. The lessening of the expense between manufacturer and

consumer. 4. Shortening the present long terms of credit. At the present time the Massey companies of Toronto and Winnipeg, and the Harris Company of Brantford, do by far the greater part of the harvesting machinery trade in Canada. Each of these has a separate management, a separate and distinct organization, and separate and distinct lines of warehouses, and a separate and distinct staff of agents, extending from the Atlantic to the Pacific. Throughout every province in the Dominion, in every city, in every county, in every township, in every village and hamlet you will find the agents of the Massey and Harris companies run parallel with each other, and in all great grain growing countries they each have managers and agents. It is evident, therefore, that if these businesses could be brought under one management, both for production and distribution, it would result advantageously to all concerned, and especially to their customers.

With this end in view the formation of a new company to be known as "Massey-Harris Company (limited)" has been decided upon which will be composed largely of the shareholders of the three companies, viz.: The Massey Manufacturing Company, of Toronto, A. Harris, Son & Co., (limited), of Brantford, and Massey & Co., (limited), of Winnipeg. The new company will take over the entire business of the three companies in the course of the next few months, and will own all the franchises, patents, good will and experience of the old companies, together with the entire works and plants in Toronto and Brantford, and also their warehouses and agencies all over the world. The authorized capital of the new organization will be \$5,000,000, with headquarters in Toronto. The applicants for the charter, and the provisional directors will be as follows: H. A. Massey, Alan-on Harris, J. Kerr Osborne, Lyman M. Jones, W. E. H. Massey, J. N. Shenstone, C. D. Massey and T. J. McBride.

It is not intended that any material change shall take place in regard to the employment of labor either in Toronto or Brantford. The objects of the new company will be to manufacture the best implements that can be made, to sell them at the lowest possible price, and to push the sale of Canadian goods all over the world.

All patents held by the old companies will be owned by the new company. All the best methods will be adopted by the new company. All the combined experience of the former companies will be available to the new. Expenses will be saved in buying, in producing and in selling, and every customer will receive direct and substantial benefit. There will be no disposition to raise the price of goods, but it is anticipated that the savings effected will enable the company to make a fair living profit without any advance in present prices.

## Toronto Markets

Grain and flour—Flour dull and easy. Bran Weak, with sellers on track at \$15.50. Wheat was demoralized and sales were reported to have been made at all sorts of prices. Barley was dull and easier, oats were weak and unsettled, cars offered at 50c on track without buyers. No the street prices dropped 3c per bush below yesterday's sales. Car prices are: Flour (Toronto freights)—Manitoba patents, \$6.25 to \$6.40; Manitoba strong bakers', \$6 to \$6.10; Ontario patents, \$5.25 to \$5.75; straight roller,

\$4.80 to \$4.90; extra, \$4.50 to \$4.60; low grades, \$2.50 to \$4.50. Bran \$15 to \$15.50; middlings, \$17 to \$19. Wheat—No. 2 white, \$1.10 to \$1.11; No. 2 spring, \$1.04 to \$1.06; No. 2 red winter, \$1.10 to \$1.11; No. 2 hard, \$1.14 to \$1.15; No. 3 hard, \$1.07; No. 2 northern, \$1.08; No. 1 frosted, 94 to 95; No. 2 frosted, 83 to 84. Barley—No. 3, 53 to 54c. Oats—50 to 52c.

Produce—Dried apples continue scarce and firm at 8½ to 9c, but evaporated are plentiful and easy at 13 to 14c in small lots. Eggs—Receipts were fair, demand good, and prices were steady at 12 to 12½c. Quotations are: Beans, \$1.35 to \$1.65; potatoes, per bag, \$1.10 to \$1.15; do, on track, 95c to \$1.00; hops, 1890 crop, 8 to 10c; dried apples, 8½ to 9½c; evaporated, do, 12½ to 14c; eggs, fresh, 12 to 12½c; sheepskins, \$1.25 to \$1.50; calfskins, 6 to 8c; hides, green, No. 1, 5 to 5½c; do cured, 6c; wool, 18 to 19c; onions, per bbl, \$4.50 to \$5; maple syrup, per gal, 85 to 90c; maple sugar, 7½ to 9c.

Dairy produce—The demand for butter was very good, and prices were firmly maintained at 19 to 20c for the bulk of rolls sold. Tubs went at 17 to 18c when of good quality and late pack. Quotations are: Butter, large rolls, good to choice western, 18 to 21c; dairy, mediums, 14 to 16c; dairy tubs, 17 to 18c; common and store packed tubs, 5 to 10c; pound rolls, 20 to 25c. Cheese—New and late fall makes, 11½ to 12c; summer, 10 to 11c; skims, 8 to 9c.

Provisions—Demand continues active, and prices are firmly maintained. Quotations are: Mess pork, Canadian, \$15.50 to \$17; bacon, long clear, per lb, 8 to 9½c; lard, Canada, tubs and pails, 9½ to 10c; smoked meats—hams, per lb, 11 to 11½c; bellies, per lb, 14c; rolls, per lb, 8½ to 9c; backs, per lb, 10½c.—*Empire*, May 11th.

## Assiniboia.

Hallett, late with Buchanan & Co., merchants, of Saltcoats, is starting a grocery, flour and feed store at that place.

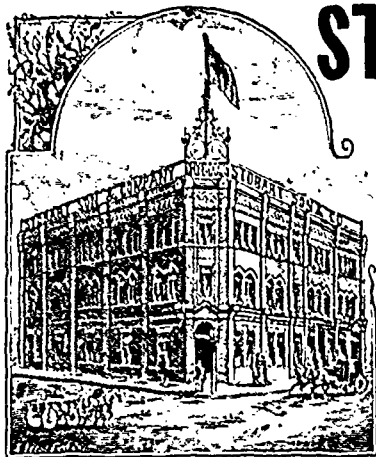
C. Dempsey has sold his ranche, cattle, horses, etc., at Medicine Hat, to Leach, who came over from Montana a short time ago with a small band of horses. Dempsey leaves for the coast shortly.

Immigration agent Stenshorn, says the Regina *Leader*, has been out with two delegates, who came here direct from Russia, on their own account and expense, to look up land for about 200 families. They have seen enough land to suit them and are highly pleased with it, and have left again for Russia, to return about the last of August. They are well to do people.

## Grain and Milling.

The wheat exports from Whitewood to date in round numbers foot up to 75,000 bu.; oats, 30,000.

The Qu'Appelle *Progress* notes that C. Polehmann, of Edenwald, has been looking over the flouring mill with a view of purchasing it. This mill, which is in the hands of the Bank of Ottawa, has been closed for some time, and the farmers are very anxious to have it operate again.



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GARDEN, FIELD AND FLOWER SEEDS  
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242	Beaver Pen, turned up point	85c.
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E. H. TAAFFE,

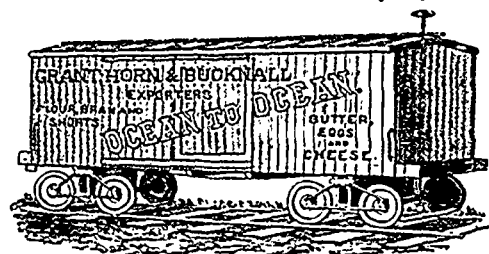
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PRODUCE

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### Annual Report C. P. R.

The annual report of the Canadian Pacific Railway Company, presented at the annual meeting at Montreal on May 13, by President Van Horne, was as follows:—The earnings per passenger per mile were 1.74 cents, and per ton of freight per mile 0.85 cents, as against 1.78 and 0.915 respectively for 1889.

As was anticipated in the last annual report, the earnings for the first half of the past year from grain traffic and general local traffic, passenger as well as freight, suffered in consequence of the light crops of 1889, nearly all of which were marketed before the close of that year.

The traffic interchanges with the Duluth, South Shore & Atlantic, and the Minneapolis, St. Paul & Sault Ste. Marie railways were likewise effected by the crop failing in the northwestern states. The crops of the past year were large in Manitoba and Assiniboia, and fairly good elsewhere; but the harvest in the northwestern provinces was long delayed by wet weather, and little grain was marketed until the middle of October. It was only in the last ten weeks of the year therefore that the new crop began to tell in the earnings of the railway.

During the greater part of the year, as was the case in the last half of 1889, freights of a leaner description than are usually sought had to be taken in order to keep up the earnings, and this unfavorably affected the ratio of working expenses to profit. The large amount of money realized by the farmers in the Northwest for their crops, and the considerable amount of grain yet in their hands and in store along the line, promises a good traffic until another crop is harvested; and only an average crop is required to insure handsome results for the present year, which has opened most auspiciously; the earnings of the first four months having increased \$1,278,930 and the profits for the same (estimating April) having increased about \$550,000 over the corresponding four months of the year covered by this report.

Your lines have continued to enjoy immunity from snow blockades or other interruptions of traffic.

The property of the company has been well maintained, and extensive improvements have been made on all of its lines.

A statement in detail of all its expenditures during the year for additions, improvements and equipment is appended to this report.

During the year large improvements were made in alignment and gradients between Carleton Place and Chalk River, and the maximum gradient between Montreal and Chalk River, (246 miles) is now reduced to 49 feet to the mile ascending westward, and 35 feet to the mile ascending eastward, the latter being in the direction of the heavier traffic, and on this important section of the line the capacity of the ordinary locomotives has been increased fully 150 tons each. It is intended to continue this reduction of gradients as far as Callander (covering the section of the main line acquired from the Canadian Central Railway company), as rapidly as the work can be conveniently done, this section having to bear the large traffic of the Sault Ste. Marie branch in addition to the main line.

One hundred and seventy-one miles of the main line and sixty-eight miles of the Ontario division were relaid with steel rails weighing

72 pounds per yard in place of the 57 and 60 pound rails originally used, and the lighter rails have been utilized in branch lines and sidings. Five hundred and seventeen miles of the company's lines are now laid with these heavy rails.

Among the many improvements may be mentioned the replacement of 213 timber bridges of various kinds by permanent masonry or iron work or solid embankments.

The provisions of sidings for mines, manufacturing establishments and other industries on the company's lines is alone a large item in the improvement account.

To provide for the rapidly increasing traffic large additions to the rolling stock must be made during the current year. The company's equipment is already taxed beyond its capacity.

It is the policy of your directors to continue the improvements in the order of their importance, and as rapidly as the work can be done with advantage. The money already expended in this way has brought such large returns both in economy of working and increased traffic that nothing should be permitted to delay the further improvements which are contemplated, and which will produce equally satisfactorily and profitable results.

The extension of the Ontario and Quebec system, from London, Ont., to Windsor and Detroit was opened for traffic in June and the results have been very satisfactory notwithstanding a scarcity of rolling stock.

During the past year the Souris branch was extended from Souris to Hartney, 16 1/4 miles, and the grading was completed to Melita, 26 1/2 miles beyond. A section of 27 miles of a lateral branch of the Souris line was completed from Glenboro westward 21 3/4 miles, and graded 5 7/8 miles beyond. Within a few weeks the first one hundred miles of the Souris branch system will be completed, and it is the intention of your directors, as authorized at the last annual meeting, to push the main line of the Souris branch forward to the coal fields in southeastern Assiniboia an additional distance of about seventy miles; it is also their intention to make a connection between the present terminus of the southwestern branch at Deloraine and the Souris branch at Melita twenty-three miles; this connection being necessary for convenience in working the railway and for the distribution of coal from the Souris fields throughout southern Manitoba. The extension of the Souris branch is urgently required for the relief of the many settlers in southwestern Manitoba and southeastern Assiniboia, who are out of reach of markets for their produce. It is also required for the protection of the company's interests in that quarter and for the development of an important section of its land grant. A grant of 6,100 acres per mile of railway has been secured from the Dominion Government in aid of these extensions, and the Province of Manitoba has granted further aid in money.

The Qu'Appelle, Long Lake & Saskatchewan railway, which was referred to in the last annual report as having been completed to a point 150 miles northwesterly from Regina, was extended during the year to Prince Albert on the North Saskatchewan river, an additional balance of 100 miles.

This line is held by your company under a lease for six years without rental, and your company has an option to purchase it by the end of that time.

The Calgary and Edmonton railway, which will be held by your company on the same terms, was completed during the year from Calgary northward 93 miles, and will be extended to Edmonton, a distance of 97 miles, during the present season. It will also be extended southward from Calgary to Fort Macleod, 110 miles, and about fifty miles of this section are expected to be completed before the end of this year.

There are already large settlements in the Prince Albert, Edmonton and Macleod districts, and the branch lines reaching them will at once develop a considerable traffic and make immediately available for settlement extensive areas of your lands.

The Columbia and Kootenay railway (leased to your company in perpetuity) connecting the navigable waters of the Columbia and Kootenay lakes, and making accessible the Kootenay mining district, is now practically completed, and an important traffic awaits its opening.

The work on the Mission branch was not pushed forward until late in the past year because of delay in the completion of the American lines approaching from the south with which it was intended to connect. The connection has now been made, and continuous railway communication is established between British Columbia and the Gulf of California by which all the important cities of the Pacific coast may be reached.

One other branch line remains to be made during the present year, the Temiscamingue railway, extending from Mattawa, on the Ottawa river, northward to lakes Temiscamingue and Kippawa (51 miles) and reaching the most important lumber country in Eastern Canada. This line is already in operation in short sections and a very large amount of traffic awaits its completion. Both the Dominion Government and the Government of Quebec have granted liberal aid in money towards its construction, and its control by your company is deemed of such importance by your directors that they will ask your authority for its acquisition and completion.

A satisfactory agreement was reached with the Dominion Government in September last concerning the exchange of traffic at St. John, N. B., with the Intercolonial railway—the government line—and since that time there has been a marked improvement in the traffic of the company's line between Montreal and the maritime provinces. On the 1st of July last the New Brunswick railway, over which connection is made with the city of St. John and with the Intercolonial railway, was leased to your company, in perpetuity, on terms that will make it a source of profit. It has been worked as a part of the Canadian Pacific system since September 1st. This railway, in addition to affording necessary connections, reaches the most important districts in New Brunswick, commands the entire traffic of the valley of the St. John river and reaches Fredricton, the capital of the province, and the seaports of St. Stephen and St. Andrews, as well as St. John. This line has all along been looked upon as necessary to the Canadian Pacific system, and with that view it has for several years been held for your company with the understanding that it would be taken over as soon as practicable.

The measures adopted at the adjourned meeting of the shareholders on the 12th June have

confirmed and made secure and permanent your control of the traffic of the Minneapolis, St. Paul & Sault Ste. Marie and Duluth, South Shore, and Atlantic railways, and on terms so favorable that no loss or expense to your company is to be feared. These lines are already in a self-supporting position, and special advantages both as regards through and local traffic must soon make them highly profitable in themselves, and as factors to your railway their importance can hardly be over-estimated.

The matters in arbitration between the government and the company respecting the section of the railway made by the government in British Columbia have not yet reached a decision. The arbitrators are now on the ground and it is hoped that a conclusion will soon be reached.

The building of the company's China and Japan steamships was delayed by numerous strikes in the ship yards, but at the date of this report one of the ships has completed its first trip from Hong Kong to Vancouver. The second is on its way from England to Hong Kong, and the third will soon be ready for service. The results of the first trip of the "Empress of India" have been most gratifying in every respect.

In October last a final settlement was reached with the government concerning the company's lands. All questions relating to the original grant and to the grants subsequently made to the various branch lines have been fully and satisfactorily disposed of, and the company is now in a position to select in favorable localities the remainder of its lands. Immigration and land sales were seriously affected during the present year by the crop failure of 1889 in the Northwest, but the present year has opened with a decided improvement in both.

The sales of Canadian Pacific lands last year were 76,941 acres for \$176,586, at an average price of \$3.76 per acre, as against 142,661 acres \$194,102 in 1889, at an average of \$3.46 per acre. The sales of Manitoba Southwestern railway lands for 1890 were 7,541 acres, for \$30,078, at an average price of \$4.78 per acre; as against 52,499 acres for \$236,792 at an average price of \$4.51 per acre. Of the lands previously recovered by the company by cancellation sales, 7,608 acres were re-sold during the year at a profit of \$11,465. The position of the Canadian Pacific land grant at December 31st was as follows:

	Acres
Original grant	25,000,000
Surrendered to government under agreement of March 30th, 1886	6,793,014
	18,206,986
The company has earned on account of its Souris branch land grant	610,002
	18,816,986
Sales to December 31st, 1890	3,606,011
Less cancelled in 1890	4,988
	3,601,023
Quantity of land unsold	15,215,963
The position of the Manitoba Southwestern land grant at the end of the year was as follows:	
	Acres.
Original grant	1,309,424
Grant for Carman extension	40,000
	1,349,424
Sales to Dec. 31, 1890	107,418
Less cancelled to Dec. 31, 1890	990
	106,428
Quantity of land unsold	1,232,996

The directors believe that the surplus earnings for the past year and hereafter will be at least sufficient to pay regular dividends at the rate of five per cent. per annum on the ordinary shares of the company without regard to the guaranteed dividend, which expires in August, 1893, but they recommended a continuance of the policy of supplementing the three per cent. guaranteed dividend with two per cent. from surplus earnings, making a total annual payments of five per cent. allowing the remainder to accumulate as a reserve.

In conclusion, the directors feel justified in pointing with some degree of pride to the fact that the first day of the present month was the time fixed by the original contract between the government and the company for the completion of the main line of the railway. That date not only found the main line already more than five years in operation, but found the company with 5,500 miles of railway in full, and profitably working, with tributary lines embracing 1,600 miles more: with its lines reaching almost every important place in the Dominion of Canada and with connections established to New York, Chicago, Boston, St. Paul, Minneapolis and Duluth, and, as if to mark this date more strongly, the first of the company's fleet of Pacific steamships had just arrived at Vancouver from China and Japan with a full passenger list and a full cargo.

(Signed),

WM. C. VANHORNE,  
President.

### British Columbia.

Hunt & Dover, jewelers and watch repairers, have opened at Nelson.

Walker & Beggs, tailors, New Westminster, have dissolved partnership.

Dr. McFarlane will take charge of F Teetzel's branch drug store at Nelson.

O'Rourke & Jarvis have opened at Vancouver in wholesale and retail liquors.

R. E. Lemon will add a stove and tinware department to his business at Nelson.

John McNab has been appointed, provisionally, to be inspector of fisheries, in the place of the late Thos. Mowat.

Fire in the premises of Campbell & Anderson, extensive hardware dealers, of New Westminster, did much damage; insured.

Jas. McDonald & Co., furniture, Revelstoke, have moved into the more commodious premises lately vacated by Wm. Kirkup & Co.

Construction work on the electric street railway at Westminster is being pushed, and the road will be in operation by midsummer.

The firm of Hall & Goepel, Victoria, has been dissolved; W. J. Goepel retires, and will in future reside at Nelson, and Richard Hall will continue the business.

A. B. Gray & Co., wholesale dry goods, etc., Victoria. Are discontinuing dry goods, and will carry liquors, insurance and commission.

A public meeting was held in the council chamber, at Nanaimo, for the purpose of making arrangements to promote the organization of an horticultural and agricultural society.

On or about June 1st, Mylius & Jackson will open a jewelry store at Victoria. P. L. Mylius comes from Halifax, N. S., and A. J. Jackson, the other member of the firm, is a Victorian.

Oliver P. St. St. John, for some years steam-

boat inspector at Toronto, will locate in Victoria, where he will establish himself in business as consulting engineer and agent for machinery.

Morris Moss, of Victoria, has shipped to San Francisco a consignment of seal skins, comprising the catches of several of the schooners from the coast. The shipment is valued at \$5,000.

The new Bank of British Columbia building, says the Vancouver News is rapidly advancing in height. The arches over the windows are now all up, and there is no doubt but that this will be the most handsome building in the city.

An agitation has been worked up at Vancouver for the early closing of stores. A public meeting held to discuss the question, was largely attended. Strong resolutions were passed in favor of the movement, and against those who sought to retard it.

A contract was let yesterday, says the New Westminster Ledger, by the Anglo British Columbia Packing Company to Archibald McCorvie, for the construction of the first two of the five new salmon canneries to be erected on the Fraser river by the company.

H. Galt, of the Vancouver branch of G. F. & J. Galt, has arrived home from a lengthy trip to Winnipeg, Toronto and eastern cities. He left later by the SS. Empress of India for China, in connection with the tea business of the firm. He will establish an office in China and will stay there several months if not altogether.

An important combination has been formed by the incorporation of the Puget Sound and British Columbia Stevedoring Company, with a capital of \$100,000, with headquarters at Port Townsend. General stevedore work will be done at all Puget Sound and British Columbia ports, and it is proposed to establish agencies at each of the great shipping centres to make contracts for loading and unloading ships as their charters are effected.

The Union Pacific's handsome steamer Victoriana is receiving the finishing touches, and her owners intend that her initial trip shall be made on the birthday of her in whose honor she, as well as the capital of British Columbia, is named. An excursion is to be given on her to Victoria on the Queen's birthday. She will be the finest steamer on the Pacific coast. She is larger than the R. R. Thompson, T. J. Potter or any of the popular steamers on the river or on the Puget Sound, and is a credit to Port land, where she was planned and constructed. She is owned by the Union Pacific Company, and is built for them to be run between Seattle, Port Townsend and Victoria.

Cunningham Bros., hardware dealers, of New Westminster, are having a fine brick block build for them in Victoria, on the corner of Government and Johnson streets. It will probably be the finest block in the city, and the situation is one of the best. It is their intention to make their victoria house an important part of their extensive business, while the Westminster store will be continued as in the past. The opening at Victoria will take place some time next August. They intend to give up plumbing in connection with their business at Westminster, but will go extensively into hot water and steam heating, and the manufacture of galvanized iron cornice at their Victoria headquarters.

**Lumber Cuttings.**

The sale of the Queen City planing mills of Victoria, B. C., owned by Johnson, Walker & Flett, to the Taylor Mill Company, of Seattle, has been announced, and the first installment of \$5000 has been paid. The price for land, buildings, machinery, business, etc., was \$35,000. The purchasers will take possession on the 18th inst.

John Duval has started a new industry at Vancouver, B. C., by the establishment of a wood turning and working manufactory.

Calgary Tribune:—W. E. Cundy, A. Graham and F. A. Graham, large lumber dealers of Minnesota, arrived in town yesterday. This morning they went north to the Red Deer to personally satisfy themselves regarding the country there. They are heavily interested in the Red Deer Lumber Company.

Gold Commissioner Tunstall has been instructed to call for tenders for building the Nelson and Toad Mountain wagon road.

TREAT your shoes tenderly. Have one pair sacred to rainy weather, for rubbers ruin fine leather. Avoid varnish and blacking of all kinds, and substitute vasoline. First, rub your shoes with a piece of old black silk, then apply the vasoline with a soft, black kid glove.

In the course of a few months the Trans-Continental railway, upon which the South Americans have been engaged for more than twenty years, is expected to be finished and opened for traffic. The rails on the last section, which crosses the Andes, are now in process of being laid, and by 1892 it will be possible to go by train from the Atlantic to the Pacific coast, in the southern half of the New World, as easily and as rapidly as travellers now make the journey across the northern portion of the American continent.

**HOWARD & McDONALD,**

GENERAL AGENTS.

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**STORAGE AND COMMISSION.**

BUSINESS TRANSACTED FOR NON-RESIDENTS.

Local References

Correspondence Solicited

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Eldorado Castor, the best Oil in the world for Farm Machinery.

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ALL PRODUCTS OF PETROLEUM IN STOCK.

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**SPONGES.**

A large Shipment from the Mediterranean just at hand. *Exceptional Values.*

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WHOLESALE DRUGGISTS,

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**W. & F. P. CURRIE & CO.,**  
**WHOLESALE GENERAL MERCHANTS**

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**SCOTCH GLAZED DRAIN PIPES,**

Chimney Tops,

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Fire Bricks,

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Portland Cement,

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A LARGE STOCK ALWAYS ON HAND.

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VIRDEN, - - - MAN.

The Cheapest Liquors in Stock. Permit orders promptly attended to. The most westerly wholesale liquor business in Manitoba

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**GRAIN, FLOUR, FEED, HAY, &c.**

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MANUFACTURERS AND DEALERS IN

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27 TENTS RENTED.

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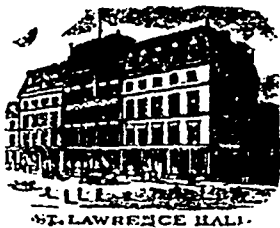
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### Freight Rate on Sugar.

The Montreal and Halifax sugar refiners, and the wholesale and retail grocers of British Columbia, who have handled the product of these refineries, are protesting against the increased freight rates on the transcontinental lines. Formerly, the rate on sugar from Montreal was \$1 per hundred and from Halifax, \$1.15. When the Vancouver refinery was started, the freight rates from Montreal and Halifax were increased to \$1.15 and \$1.35 respectively, which practically excluded the Eastern article and gave the British Columbia market to the Vancouver refinery. This freight rate became a sort of protective policy in the interest of the local refinery, and it is to be assumed will be endorsed by all good protectionists in Victoria. But the protectionist is always inconsistent, and so it is not surprising that they look upon the increased freight rates with disfavor. We do not know that the present tariff is excessive, or that the railway companies can carry sugar 3000 miles at less rate than they charge, at a profit; but as they carried it before at \$3 per ton less, it is assumed by those directly concerned that the increase was made for the benefit of the Vancouver refinery. The effect has been, practically, to drive the Eastern sugar out of the Victoria market, and if we can credit quotations of prices, it has also given a monopoly of the market along the line of railway to the fortunate Vancouver concern. The *Columbian*, on the authority of an experienced grocer, gives the prices of Vancouver granulated sugar at various points, as follows: Vancouver and Victoria, seven and a half cents, Westminster, seven and three-fifths cents; Calgary, seven and fifteen-sixteenths cents; Lethbridge, eight and one-sixteenth cents; Medicine Hat, seven and thirteen sixteenths cents; Regina, seven and five-eighths cents; Brandon, seven and three eighths cents; Winnipeg, seven and three sixteenths cents. The price at Winnipeg is thus less than it is at the point of shipment, which is, we suppose, one of the anomalies of the trade, or perhaps a curiosity of the transportation rates, plus competition. At Winnipeg, of course, the Eastern sugar is met. Victoria, B. C., *Times*.

### Winnipeg Trade Returns.

The following statement shows the value of goods exported, imported and entered at Winnipeg for consumption with duty collected there on during the month of April, compared with the same month, 1890

Description.	Value, 1890	Value, 1891
Exported .....	\$ 21,668 00	\$19,750 00
Imported - dutiable .....	182,264 00	138,458 00
Imported free .....	25,622 00	45,884 00
Total imported .....	207,886 00	\$184,342 00
Entered for consumption - dutiable .....	\$186,780 00	\$144,531 00
Entered for consumption free .....	21,106 00	43,811 00
Total for consumption .....	\$212,114 00	\$190,416 00
Duty collected .....	\$ 69,958 16	\$ 48,412 37

The transactions at the Dominion Government Savings Bank Winnipeg during April were as follows:

Deposits .....	\$ 4,433 50
Withdrawals .....	29,732 47
Withdrawals exceeded deposits by .....	\$ 25,298 97

The collections of inland revenue at the Winnipeg Office for April were as follows:

Spirits .....	\$ 9,943 02
Malt .....	1,532 43
Tobacco .....	9,440 00
Cigars .....	883 40
Petroleum Insp .....	94 20
Seizures .....	115 60
Total .....	\$21,543 05

### Nails Demoralized.

The nail market is very active and for a very good reason. With the agreement broken and the manufacturer trying to outdo another concession is the order of the day, and, of course, buyers are taking advantage of the fact. In the present state of affairs it is hard to fix a price, but \$2 10 to \$2 25 is given as a nominal basis, but is claimed, and there is reason for believing it, that round lots have been turned over at a concession from this. *Montreal Gazette*.

The annual report of the Department of Marine on steamboat inspection just issued shows that the number of vessels remaining in the register books of the Dominion on the 31st of last December, including old and new vessels, sailing vessels, steamers and barges was 6,991, measuring 1,024,974 tons registered tonnage, and that the number of steamers on the registry books on the same date was 1,464, with a gross tonnage of 206,855 tons. Assuming the average value to be \$30 per ton the value of registered tonnage of Canada on Dec. 31st last would be \$30,749,220.

There yet remain two months in which new subscribers may enter the great Dominion Illustrated prize competition and try for one of the 100 prizes, aggregating over \$3,000 in value which the publishers of that journal offer. The competition closes Jan. 31st, but new competitors may enter it any time provided their answers to the 35 questions are received at the office of the journal prior to the above mentioned date. The questions are published in monthly installments of six each, and the answers are to be found in the pages of the *Dominion Illustrated* for the six months ending June 30th. For sample copy and full particulars send 12 cents in stamps to the publishers, the Sabiston Litho & Pub Co., Montreal.

Some of the Duluth elevator companies have been getting into trouble. A committee was appointed by the legislature to investigate a charge of wheat stealing which was brought against them. Two reports have already been filed by this committee with the legislature and they have not finished yet. The way in which the stealing was accomplished is as follows: "By means of concealed 'pocket bins' a portion of each car of wheat weighed in has been abstracted. This accumulated wheat has been loaded secretly at night and labelled 'screenings,' and shipped away. Much of it has gone by boat to Buffalo, and the remainder has been shipped out by rail. The stealing has been going on for a number of years, according to one of the reports. This report says that in 1888, 1889, and 1890, some 651 cars have been loaded and shipped without inspection. This if the cars were all full, would mean 393,000 bushels. The committee has been authorized by the legislature to sift the matter to the bottom and some astonishing facts will no doubt be brought to light.



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17 30 Daily except Thur.	Atlantic Express for Portage la Prairie, Port Arthur, Sudbury, Sault Ste. Marie, North Bay, Toronto, London, Detroit, Niagara Falls, Ottawa, Montreal, Boston, Halifax, New York and all Eastern Points.	19 25 Daily except Wed.
10 45 Daily.	St. Paul Express for Morris, Regina, Grafton, Grand Forks, Fargo, Minneapolis, St. Paul, Duluth, Chicago, St. Louis, Detroit, Toronto, Montreal, etc.	13 50 Daily
10 45	Connects with Mixed for Morden, Nanton, Killarney, Deloraine and Intermediate Stations.	13 50
a 11 30	Morris, Morden, Manitou, Killarney and Deloraine.	17 15
a 11 50	Headingley, Carman, Trehearne, Holland and Glenboro.	13 15
b 7 50	Stony Mountain and Stonewall	12 35 b
b 18 00	Kildonan, Parkdale, Lower Fort Garry and West Selkirk.	10 35
c 7 00	Niverville, Otterburne, Dominion City and Emerson.	21 20

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