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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 desks of the great majority of business men in the vast district designated above, and including northwest 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, APRIL 17, 1893.

Weather and Crops in Europe.

Seasonable spring-like weather has continued to favor farmers and vegetation generally in the past week, although the nights have been cold and frosty. English farmers complain of the low price of wheat, and to judge by what they are doing in parts of Cambridgeshire and Suffolk—where oats are taking the place of wheat, owing to the ruinously low return for the latter—the area under wheat will show a further diminution this year. From France, Germany, Belgium and Holland the crop reports leave little or nothing to desire, and from Italy, too, satisfactory accounts are received; in Spain farmers complain of the dry weather; while in the southern part of Tunis, where no rain had fallen for 45 days, the crops are utterly destroyed. According to the latest Hungarian official report the growing crops had suffered in some districts from the stormy and severe weather, but generally speaking wheat and rye promised satisfactory results. Barley and rapeseed, however, were said to have suffered severely in many districts. The Indian wheat has not been favored by the weather, this week's cables again reporting rain at Kurrahee and other places.—Beerbohm, March 24.

The Cattle Trade of Southern Manitoba.

The important trade in beef cattle that is springing into existence in Southern Manitoba shows that the people here have at length discovered, through necessity, what they might have been taught by intelligence years ago. In a country where food for animals is so plentiful and can be so easily provided, and where every buffalo skull that marks the prairie tells a story to the observing agriculturalist, it requires very little sagacity to see that cattle and their products should be the chief dependency of the people of the rural districts. Experience has developed the fact that all who have made the possession of a good herd their chief reliance

have prospered. It is most gratifying to see the number of excellent animals now produced in the country and especially in Rock Lake district, where the conditions are very favorable both as regards food and water. The time has gone past when men can afford to hesitate about the system of farming that it is prudent to follow, for in almost every case those who have been relying on the export of grain in order to increase their prosperity have been disappointed and are compelled by stern necessity to change their method or quit farming altogether. It will be observed that very few calves are sold to butchers and that every promising young animal is raised and that much attention is given to improvement of stock. A strong effort will be made to feed expressly for the English market, and heavy, well finished steers will soon be produced in considerable numbers on every farm.—Pilot Mound Sentinel

Dominion Finances.

For March the public revenue amounted to \$3,306,207, and the expenditure to \$1,520,175. The revenue for the previous eight months was \$24,528,392, and expenditure \$21,172,730, making for the nine months a total revenue of \$27,834,630, and expenditure \$22,692,906, and leaving a surplus of \$5,141,724. The surplus for the corresponding nine months of the previous fiscal year was \$3,349,477 a difference of \$1,792,247 in favor of the present year. Besides the foregoing expenditure there is an expenditure on capital account amounting to \$2,592,736. So that even if this sum, which is represented by assets in the way of valuable public works and aid to railways be deducted from \$5,141,724, there remains a surplus of revenue at the end of the third quarter of the current fiscal year of \$2,548,998 over and above expenditure of all kinds. The total net debt of Canada on March 30 was \$237,613,602, a reduction of \$1,786,667 during the month.

United States Grain Trade and Crops.

The past week has been all that could be desired for the winter wheat crop as a rule in the west, although many districts have been favored with moisture and warmth and satisfactory advancement in growth. The larger portion of the area is deficient in moisture, and disappointments have widened, so that an unexpected extent of area is being abandoned to other crops. This is more notable in Illinois and Kansas than elsewhere. In Ohio the crop is in good average promise; in Indiana there is considerable impairment, as also in Kentucky, with much uncertainty in Michigan. A rather surprising feature is the frequency of reference to liberal holdings of wheat in the interior. A reduction of 75,000,000 bushels in the winter portion of the wheat crop, if the spring crop should have a favorable outturn, would furnish an ample supply for the year, with the surplus on hand, to admit of an average volume of exportation.—Cincinnati Price Current April 7.

Steamships for Australia.

The government has made arrangements with G. B. Hunter, of the shipping firm of Swan & Hunter, of Wellsend, England, for the establishment of a line of steamers to run between the Pacific coast and Australia. Hunter is agent for the Australian steamship navigation syndicate, of Huddard, Parker & Co., whose steamers run between Australia and New Zealand, and the Fiji islands and other foreign points. Under the provisional arrangements effected with the Dominion government, which lasts for one year with the privilege of renewal monthly, a steamship service is to be established between Vancouver and Sydney, N. S. W., calling at Honolulu each way. The first vessel of the new Canadian and Australian line will sail from Sydney on the 10th of May. A subsidy of \$100,000 was voted by parliament several sessions ago, but this is the first offer

that any company has made to accept a subvention and undertake the establishment of the service.

Keeping Apples Perfectly.

A prominent apple grower at Portland, Me., confidently asserts that he has discovered by actual experience how to keep apples perfectly; and in proof of his claim he has on hand sound samples of no less than three distinct crops. His procedure is so simple that it is well worth experimenting on. Select sound winter fruit, wipe dry, wrap in tissue paper, pack in dry sand and place in a dry cellar. The result, it is claimed, will be the perfect preservation of the apples thus treated.

It would be well to refuse credit not only to individuals known to be dishonest, but also to those who have proved that they lack business capacity, and to all who are surely known to sell goods at less than cost.

C. H. Fildes, representing Greene, & Sons Co., of Montreal, arrived in Winnipeg last week. This well known firm will continue to push trade in the west, as heretofore, and is ready with the latest lines of samples for the fall trade.

William Cunningham, the well known cattle shipper, has just returned from a visit to Great Britain, says a Montreal telegram. Speaking of the prospects for the Canadian cattle trade during the coming season he says: Trade in Great Britain at present is very bad, but he thinks Canadian shippers will make some money early in the season if they buy their cattle right and get a fair rate of freight.

A trip through the Farmers' Binder Twine and Agricultural Manufacturing Company's works, says the Brantford, Ontario, Courier, reveals the fact that this great concern is now in full operation. The samples of twine that are being turned out are very creditable. Of the many splendid factories we have in our city there is none that surpasses in equipment, situation, sunshine and ventilation, the Farmers' Binder Twine Company.

T. H. White, Canadian Pacific Railway engineer, who last year was in charge of the "Soo" line construction, arrived in Winnipeg from Montreal recently, where he has been spending the winter. There is snow along the "Soo" extension, and grading will not commence until a month has passed. Work on the bridges will, however start at once, over 100 cars of timber from British Columbia being expected. There is considerable trestle work to be done near the Souris river, which will require a large staff of men to complete.

A dispatch has been received at Ottawa from the Colonial Office, London, conveying the announcement that the Spanish Government has decided that imports from Canada were hereafter to be admitted into all Spanish West Indian ports at the same customs rates as are applied to similar imports from the United States. Besides this the Government of Spain has issued an edict to the authorities of her West Indian colonies directing a return of duties in excess of this amount which have been collected upon Canadian goods since July.

A number of Montreal wholesale merchants and importers met Comptroller of Customs Wallace at the board of trade of that city to urge the adoption of some scheme to give a uniform appraisement of customs. The complaint of the trade was that the customs department did not charge uniform customs fees at different ports of entry, and that Montreal merchants paid higher custom dues than did outside parties. The comptroller replying, admitted that the grievance of the merchants was in many respects correct, adding that the government was now endeavoring to improve the working of the Customs Act, and that it should try to secure some uniformity of appraisements.

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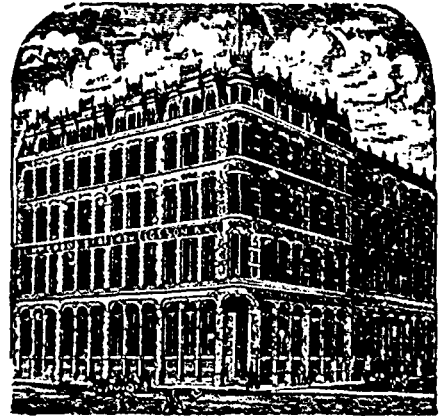
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The Commercial

WINNIPEG, APRIL 17, 1893.

TARIFF FEELING AMONG FARMERS.

It is generally supposed that the commercial union, unrestricted reciprocity had was introduced by the Liberal party as a means of catching the agricultural vote. It was believed that this alleged policy would be popular with the farmers of Ontario, who were anxious for a market in the States for their barley, eggs, etc., which were shut out by the McKimley bill. Many leading Liberals admitted that the commercial union policy was not practical, and they stepped out of the party accordingly. It was votes, however, and not a practical policy that the party wanted, hence the decision of the rulers to lead the party into the fight on that issue. That it proved a failure is well known from the result of the last election. The farmers did not take the gilded bait as expected, much to the disgust of the party leaders, who forced an obnoxious policy upon many unwilling supporters, simply because they believed it would be a "taking" card to play.

The temper of the Canadian farmer was evidently misunderstood at that time. Meetings of agriculturists held during the past winter throw some light on the situation. At several such meetings during the past few months, the farmers, in discussing trade and tariff matters, have shown a decided preference to look to Great Britain for extended and freer trade. Resolutions to this effect have come from gatherings both east and west. Manitoba farmers in convention gathered, have expressed their desire for freer trade with the United Kingdom. At the meeting of the Central Farmers' Institute, held at Toronto not long ago, one of the most marked features of the convention was the unanimous opinion which seemed to prevail in favor of free trade with Great Britain. All the speeches were in favor of a resolution to that effect, which was adopted unanimously. A little later, the Grand Association of the Patrons of Industry for Ontario met in Toronto and adopted a resolution similar to that passed by the Farmers' Institute.

These expressions of opinion coming recently from the farmers, will give some reason for the failure of the commercial union double to catch the agricultural vote. The farmers seem to hold the belief that the cultivation of trade with the mother country is the most desirable thing at present. Great Britain already offers us a free market, and by the reduction of our duties, upon British goods, the farmers would be benefited, both directly and indirectly. Directly by reducing the cost of British goods, and indirectly by encouraging trade with the mother country.

A policy in favor of a sweeping reduction of the duty upon imports of British goods, would find favor with the farmers of Canada at the moment. As regards the United States, the idea, as gleaned from the remarks made at the meetings of agriculturists, seems to be that when the republic begins to reduce its tariff upon imports of Canadian products, it will be

time enough for us to think of reciprocating. While the farmers are evidently not sufficiently pronounced free traders to declare for free trade on general principles, they at least take the liberal view that we should accord free trade to those countries which offer such terms to us.

REGULATING THE GRAIN TRADE.

Minnesota and North Dakota people have had strong agitations for legislative control of the grain trade. In the latter state proposals have gone so far as to urge the state to go into the grain business, erect lines of elevators and generally take a hand in the grain trade. In Minnesota the proposals have not been so radical in their nature as in Dakota. A bill, however, has been passed in Minnesota to regulate the country grain warehouses and elevators. The bill places all elevators and warehouses on railway lines under the supervision of the state board of railroad and warehouse commissioners. Such elevators and warehouses can only be operated under a license from the board of commissioners, and the latter will have power to investigate all complaints of unfair treatment or discrimination.

In all cases of dispute between the buyer and the seller as to grade, weights or dockage of grain, a sample is to be sent to the state inspector, whose decision on these points is to be final and conclusive to all parties at interest.

The seller is given the option of two competitive markets, by a provision that he may demand a receipt upon delivery of grain calling for a redelivery of a like quantity and quality of grain free of charge, less reasonable cost for storage at the local point; or a terminal order calling for same quantity and quality of grain upon demand at a designated terminal, less cost of storage and transportation; or delivery may be demanded to a state elevator at Duluth, if such are built.

Pooling as to prices and profits between elevators at local points is stringently prohibited.

WHEAT OUTLOOK.

There are two principal features of interest in wheat at present. The first is probably the crop situation. The winter wheat crop of Europe and America is a very important factor at the moment. The crop is now sufficiently well advanced over a considerable portion of the winter wheat area, to speak with some certainty as to the prospect. In the northern portion of the winter wheat country, the crop has so recently emerged from winter that it is difficult to say what the condition is. Several of the principal winter wheat states have published their first official crop reports, and, with the exception of Kansas, where the crop has suffered from drought, the crop outlook is generally fair. From Europe the crop reports are more or less irregular, but on the whole not unsatisfactory. Very great confidence cannot be placed in European and American crop conditions at this early date, but so far as can be learned, the crop outlook at present is neither extra good nor particularly bad. A few weeks hence the condition may be greatly altered.

The other feature which is attracting attention is the strength of the Chicago market, where prices have been kept up by a clique of speculative operators. Authorities have been predicting that these Chicago speculators have undertaken a hopeless task in endeavoring to hold wheat up under so many adverse circumstances. Statistically the outlook for the bulls is certainly very gloomy, and their only hope seems to be in the direction of crop damage reports, of which they have been making the most of late. Stocks of wheat everywhere are large, and the present outlook would indicate that the new American crop will come to market with a very large supply of old wheat in sight.

At Chicago during March cash wheat ranged from 72½ to 79¾ cents per bushel for No. 2 spring. Compared with previous years, the range of prices during March just past is as follows.—

March 1892.....	72½ to 79¾c.
" 1891.....	77½ to 91c.
" 1890.....	76½ to 80¾c.
" 1889.....	92½ to \$1.06½.
" 1888.....	71¾ to 79¾c.

GREAT WEALTH TO THE NORTH.

The near approach of the opening of navigation calls attention to the question of Red river improvements. It is indeed regrettable that the slight impediments to navigation in the Red river, between Winnipeg and Selkirk, should stand in the way of the development of the great trade which it is possible to work up with the country to the north. Here to the north of us is Lake Winnipeg—a vast body of navigable water, with a coast line of about 2,000 miles, and great wealth along its shores and in its waters. The market for these products is at Winnipeg, but the Red river, by means of which the city may be reached from the lake, is not navigable at low water, on account of the rapids in the river between here and Selkirk. It is estimated that these impediments to navigation can be overcome by an expenditure of \$500,000 to \$900,000. With this accomplished, a large shipping business would certainly grow up on the lake, having its headquarters at Winnipeg.

Capt. Wm. Robinson, who is well acquainted with the lake country, has recently written of some of the resources of the region. A large quantity of lumber could be cut at convenient points on the lake, and the lumber could be laid down in Winnipeg by water at a low cost for freight. The supply of wood fuel tributary to the lake is very great, and we need the fuel for the city; among other articles are enumerated building stone, yellow ochre, gypsum, etc. The captain says there are eleven rivers emptying into the lake, not counting the Red and the Nelson rivers, the latter being the outlet to Hudson bay. All of these rivers are navigable at their mouths. The question of fuel is one of the most important items. Captain Robinson claims that wood could be laid down at Winnipeg by water from Lake Winnipeg at a cost of about \$2.50 per cord, if the Red river improvements were carried out. This would mean a great saving to the city in the cost of fuel. Lumber, lime, sandstone, etc., from the

lake by this route would also reduce the cost of building. It is well known that there are large deposits of iron ore at Lake Winnipeg, claimed to be of a high quality, and with navigation assured there would be a prospect of developing this source of wealth.

A good deal has been written about the value of the Assiniboine water power at Winnipeg. Captain Robinson claims that by the construction of a canal and dam on the Red river, to overcome the rapids, a water power far more valuable than the Assiniboine power would be developed, which could be utilized for running mills and factories. The water power would be one of great magnitude, sufficient to supply all the power required for a large manufacturing centre.

WHEAT AREA OF GREAT BRITAIN.

The *Corn Trade News* of Liverpool predicts that the wheat area of Great Britain, when reckoned up, may prove to be under two million acres. It is said that farmers are increasing the area of oats, in place of spring wheat, the price of the former being comparatively higher than wheat. At this rate, Manitoba will have half as much wheat area this year as the United Kingdom. In the fifties the wheat area of the United Kingdom reached over four million acres, but it has been steadily declining for many years. The wheat area in 1872 was 3,840,000 acres; in 1882 it had declined to 3,164,000 acres, and in 1892 to 2,299,000 acres, and still the reduction goes on, as indicated by the prediction of the *Corn Trade News*.

The cause of the decline in the wheat area may be found by reference to the comparative value of prices in British markets. In 1872 the average value of wheat was 57 shillings per quarter; in 1882, 45s 1d per quarter; and in 1892, 30s 3d per quarter. Oats and barley have also declined in price, but not in the same rate as wheat. Increased competition from abroad and the low freight rate from foreign ports, in comparison with what it used to be, has a good deal to do with the decline in prices. Wheat can be laid down in London from abroad at a less cost for freight by water than the freight charges by rail on English wheat to London from some parts of the country. Handicapped as he is in many ways, the British agriculturist finds it uphill work to compete, with such low freights in favor of foreign wheat.

HANDLING HIDES.

Many country butchers are very careless about their hides, and as a result the quality is impaired, and they do not receive full value for them. Hides should be salted at once, and not left lying around for a convenient season, for salting. If not promptly salted, the quality is liable to be damaged. Many hides are received in Winnipeg which show that they had been left too long before salting, and had started to spoil. Hides have actually been received in such bad condition that the receivers here have had them carted away to the nuisance ground, at the expense of the shipper of course.

All hides taken off after this date should be salted at once. To cure a hide properly it is first necessary to trim it by cutting off what

does not belong to the hide, such as horns, tail bones and sinews, then spread the hide on the floor and sprinkle salt evenly and freely over the flesh side. In this way, pile one hide on the other, flesh side up, head on head, tail on tail. Stretch out the flanks and legs so as to give the hides a chance to drain. It will take a week or more to cure hides thoroughly.

When hides have lain over a week in salt, they will then do to tie up and ship, after having shaken off the surplus salt. For a large heavy hide it will take about a pail of salt, and a less quantity for smaller hides or calf-skin in proportion to size. Green butcher hides shrink in salting from 10 to 15 per cent; consequently salted or cured are worth from 1 to 2 cents more than green.

To the Farmers of Manitoba and the Territories.

The following circular has been issued from the experimental farms:—

The heavy losses which have of late years fallen on many farmers in Manitoba and the Territories from depreciation in the value of their wheat from the presence of smut, should be a warning to every settler to adopt the preventive measures which have been thoroughly tested and shown to be efficient on the Dominion Experimental Farms at Brandon, Man., and Indian Head, Northwest Territory.

The "bunt," or "stinking" smut is the result of a fungous growth which is propagated by very minute spores, visible only with a magnifying glass of high power. These spores are scattered over the wheat by the breaking of the "smut balls" during the process of threshing, and they give to the grain a characteristic and offensive odour. If smutty wheat be sown untreated these spores will vegetate and develop minute threadlike growths, which find their way through the tissues of the young wheat plant, and multiply in the sap. Later in the season a proportion of the kernels in the head will be found to have their normal contents entirely consumed, to have become unnaturally swollen, and the interior filled with a black mass of smut spores. These altered and swollen kernels are commonly known as "smut balls." Full particulars of the life history of this species of smut will be found in Bulletin No. 3 of the Experimental Farm series, prepared by Jas. Fletcher, entomologist and botanist.

Dissolve one pound of bluestone (Copper Sulphate) in a pailful and a half of water (about three gallons) and sprinkle the solution on ten bushels of seed wheat, previously spread in a tight wagon box, or on a clean floor spread in a barn or house, keeping the grain constantly stirred while the solution is being applied, and mixing the whole thoroughly so that every kernel of the wheat may be wetted. In a very few hours the seed will be in good condition to sow with the drill. A good plan is to apply the treatment in the evening sow the grain the following morning. If the water be used warm and the lumps of bluestone be broken, the solution may be made in a few minutes. As the solution of bluestone lessens in some degree the germinating power of wheat, and more so when it remains long in contact with it, the safe plan is to treat the seed but a short time before sowing.

In the tests which have been carried on with this remedy for the past three years at the Experimental Farms at Brandon and Indian Head, the worst smutted samples procurable have been selected for sowing, and the results have shown, by comparing the crop from the treated with that from the untreated grain, that this remedy is thoroughly efficient. It is also easy of application, and its cost is trifling; usually about one cent per bushel of seed.

It has been often observed that a smutty crop will sometimes result when good clean

seed has been sown. This is believed to arise from smut spores in the soil coming in contact with the grain when germinating. As millions of these spores are spread in all directions by wind during the period of threshing and carried long distances, there are doubtless large numbers of them in the soil in all the wheat growing districts of the country. Hence it is much safer to treat all seed before sowing, whether it is perceptibly smutty or not, as the coating of bluestone on the treated grain will protect the seed from attack by spores in the soil.

Having thoroughly satisfied ourselves of the efficacy and reliability of this remedy, and of the importance of its general use, we would strongly recommend that all seed during the coming season be treated in accordance with the directions here given, believing that every settler who acts on this advice will realize an increased crop, which will bring a higher price, and he will also assist in raising the standard of quality of the wheat grown in Manitoba and the Northwest Territories to one of uniform excellence.

WM. SAUNDERS,
Director Experimental Farms, Ottawa.

S. A. BEDFORD,
Supt. Experimental Farm, Brandon, Man.

ANGUS MACKAY,
Supt. Experimental Farm, Indian Head, N. W. T.

Cotton, Wheat and Provisions.

The course of the markets for cotton, wheat and provisions has doubtless been disappointing to the holder of these articles during the last few months. As regards cotton it is well known that the crops of the two years previous to last year were far larger than the world could consume, and although last year's crop was a comparatively small one yet the accumulation from previous years was great, so that with a reduced consumption in Great Britain the world's visible supply is only a little less than it was a year ago, when it was the largest in the history of the trade at the corresponding time of the year. Middling cotton in New York a year ago was selling at 6 11-16, and in Liverpool at 3 9 16d, and there seems to be no justification in the statistics for its being much higher now, yet we are carrying about 1,260,000 bales in this country, which is more than 600,000 bales more than in 1890. It is evident that we could have exported at least 500,000 bales more than we have done, and that would have reduced the balance of trade against this country about \$22,500,000 and prevented the export of that amount of gold. Very much the same condition exists regarding wheat we have too much of it and the quantity in sight is depressing the price, so that we are approaching a new harvest with about 50,000,000 bushels more in sight than this country needs. If we could have exported this to Europe, which we could have done during the season at moderate concessions in price, we should have prevented the outgo of much gold and this country would be about \$35,000,000 richer in money and still have had enough wheat for all practical purpose.

There has been no excess in the supply of hogs this season, but on the contrary a material decrease, yet this has operated to put prices so high as to materially curtail the domestic consumption as well as the foreign outgo. This has promoted speculation and prices have been higher than the supply and demand justified, and although there has been a recent break in the market it is not clear that the reduced prices are fully justified. But it is clear that speculation has been as detrimental to legitimate trade in provisions as it has been in cotton and wheat.

This country always has an abundance of exportable produce, and if speculation would not carry its values to fictitious a height the balance of trade in our foreign commerce would nearly always be in our favor.—*Cincinnati Price Current*.

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WHEAT

SOLICITED.

Best possible facilities for Selling to Advantage

Thomas McLaughlin, 210 Board of Toronto, Ont.
Trade.

IMPORTANT!

Special Notice

Having opened Wareroom and Office at
150 Princess Street, Winnipeg,

Our customers may have sorting orders filled promptly from stock on hand. We solicit Letter Orders and promise

PROMPT ATTENTION.

Our Travellers will be here shortly with full lines of Samples, of New lines and designs, of all our specialties in Gloves, Mitts and Moccasins for season

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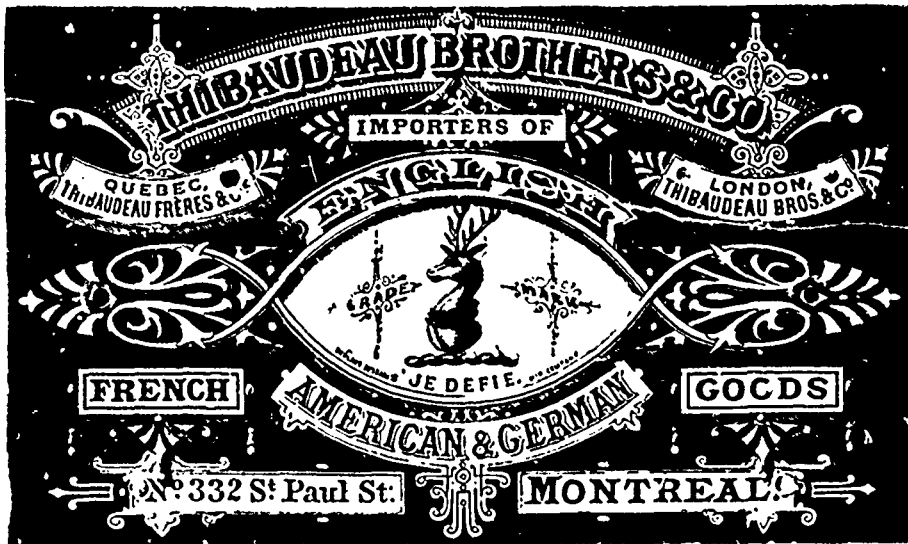
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Manufactured Solely under the Supervision of the
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Perfect Gem Vegetables and Fruits, California Evaporated Fruits, New Turkish Prunes, hhds, bbls and cases, English Malt Vinegar in quarter casks, West India Molasses, New Cheese



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MITTS, GLOVES AND MOCCASINS.

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HO! IMPROVED Compressed Mince Meat.

Put up in neat paper packages and packed (3) three doz. in a case. Price per gross net \$12. GUARANTEED STRICTLY PURE.

HORSE RADISH—Put up in 16 oz. bottles, 2 doz. in a case. Price per doz. \$3. Patronize home industry.

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SHIP US YOUR

Butter, Eggs and other Farm Produce,
And obtain Highest Prices
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We are giving this branch of our business special attention. Let us have your Orders for Cured Meats and Lard.

Orders, Consignments and Correspondence Solicited.

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PORK PACKERS, WINNIPEG.

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TORONTO, ONT.

Manitoba.

H. Steinkopf, general dealer, Morden, has assigned.

Thomas & Mowat are opening a general store at Elkhorn.

Wm. Lyons, hotel, Portage la Prairie, is giving up business.

James Waldil, blacksmith, is opening business at Belmont.

Wesley Jackson, general store, Melita, has moved to Reston.

Munroe & McCulloch have opened in clothing at Winnipeg.

J. H. Thompson & Co. are opening a general store at Minnedosa.

John Carswell, general store, Douglas, contemplates selling out.

F. A. Grieco, tins and stoves, Winnipeg, has sold out to Geo. Tom.

Wm. Johnson, hardware, Carman, has sold out to Robt. Hamilton.

John D. Selby, livery, Miami, has leased his premises to James Andrews.

The *Minnedosa Tribune* has completed its tenth year of publication.

Snider & Miller, dry goods and groceries, have opened out at Portage la Prairie.

G. W. Robinson & Co., general store, Cartwright, have dissolved. A. Laughlin continues.

Draper & Co., tailors and gents' furnishings, Portage la Prairie, contemplate dissolving partnership and closing out furnishings department.

McMullan, late of D'Aoust & McMullan, Oak Lake, has entered into partnership with Hatch to carry on a general store business at Pipestone.

F. A. Fairchild & Co, Winnipeg, have filled the building on the corner of Princess and William streets, with a stock of carriages, their other premises being over crowded.

At a meeting of the council of the Winnipeg board of trade, F. W. Stobart, president, was appointed delegate of the Winnipeg board to the World's Fair mercantile congress.

A new merchant tailoring firm has opened business in Winnipeg. The members of the firm are J. W. Munroe and B. J. McCullough, both of whom were formerly with M. Clements, merchant tailor, Winnipeg.

Hart & McPherson will open up a new stationery business in Winnipeg about the 15th May. Hart has been with Ferguson & Co., Winnipeg, and McPherson is representative for Collins & Sons, Glasgow.

J. G. Jopling, one of the proprietors of the X 10-U 8 restaurant, Winnipeg, as sold out his interest in the business to Charles Mumborg, head brewer of the Redwood brewery. Mumborg and Romanson will continue the business.

Many valuable special prizes are being offered for the Winnipeg Industrial Exhibition, which takes place in July. Several valuable prizes come from eastern wholesalers and manufacturing houses, and others are offered by local parties. The Exhibition gives every promise of success.

A fine lot of fat cattle were bought at Elkhorn recently by J. T. Gordon, of Pilot Mound. Mr. Gordon claims they are without exception as fine a lot as could be found in the country. They were fed by John McTurk, Chas. Freeman and Wm. Lindeay. A yoke of steers fed by McTurk will weigh about five thousand pounds.

The Canadian Pacific railway works at Winnipeg form an industry of large proportion— even larger than many citizens imagine. The works are frequently being enlarged to accommodate the work made necessary by the growing traffic and extending mileage of the company. The latest addition is a building 52 by 52 feet for cleaning and repairing boiler tubes.

Assinibola.

Magi & Co, general store, Wolsely, have sold out to John Handley.

A. G. Barton, general store, Balgonie, has assigned to D. Mowat of Regina.

Alberta.

Norris & Carey, wholesale and retail grocers, Edmonton, announce that they are retiring from business, and have begun a clearing sale of their goods.

Hill & Wallace, Lethbridge, are adding a tailoring department to their business. The building recently used as a tinshop in the rear of their present premises is being fitted up for a workshop, and D. J. Hill, lately of Toronto, will take charge of this department.

Grain and Milling.

The proposed bonus of \$5,000 for a grist mill at Elkhora, Man., by part of the municipality of Wallace was thrown out by the council.

There is good prospect, says the *Sentinel*, that the flour mill and oatmeal mill at Pilot Mound, burned last year, will be rebuilt this summer.

The Duluth board of trade has voted to sell its building, to accept the site one block up the hill from the present one, and to put up a new exchange building, to cost \$250,000.

The Ogilvie Milling Co, Winnipeg, has donated a special prize of \$125, to be offered for the best sample of red fife wheat, at the Winnipeg Industrial Exhibition, to be held in July.

The farmers of Kandiyohi county, Minnesota, at a recent public meeting, decided to decrease their acreage of wheat from one-fourth to one half the coming year, and go into more diversified farming.

A number of millwrights have arrived in Winnipeg from Minneapolis to work at the improvements in Ogilvie's mill. The mill closed down on April 8, and it will be completely overhauled and a lot of new machinery put in, which will greatly add to the value of the plant.

The Council of the municipality of Oak River, Man., desires to open up correspondence with a responsible person or persons who are desirous of erecting a flour mill in Manitoba, with a view of negotiating to have the same built at Hamiota. Write Joseph Andrews, treasurer, Hamiota, Manitoba.

We are pleased to learn, says the *Melita Enterprise*, that the mill at Luder, Man., is going ahead. J. H. Chaloner has received a telegram from the Clerk of Winchester Municipality stating that the agreement between the Council and the millers have been completed. The work will go ahead as soon as spring opens.

The firm of Crocker, Fisk & Co. has been forced temporarily to suspend, says the *Minneapolis Northwestern Miller*. The firm of Crocker, Fisk & Co. is one of the oldest milling concerns in Minneapolis. It owns a 1,500 barrel mill, equipped with modern machinery, one of the very finest and most modern plants on the Falls of St. Anthony.

J. G. King, of the Port Arthur elevator, has returned from a visit to Minneapolis and Duluth. Mr. King visited these cities to get pointers as to elevator machinery, and particularly to inspect some of the new patent wheat dryers, which he thinks of putting into the Port Arthur elevator for the purpose of drying damp wheat. This elevator has been of good service to Manitoba dealers, in handling out-of-condition wheat.

A serious accident occurred at the Ogilvie Company's Mill, Winnipeg, recently, by which two men lost their lives and two others were injured. The accident was caused by a cave in of earth while digging trenches for water pipes. Though in no way responsible for the accident, the work being done under contract, the Ogilvie Company has very generously donated

\$200 to the widow of one of the victims. The other unfortunate was a single man.

The *Northern Farmer* of Grand Forks, North Dakota, says:—There will be a larger area of wheat planted in the Northwest than ever before, as there was an extra amount of plowing done last fall. The land is in good shape. If the planting is not rushed too fast for good work, if the seed is the best, if several kinds of grains are sown as well as wheat, if potatoes are planted and all properly cared for, the result will make everybody proud of North Dakota and northern Minnesota.

The South Edmonton mill, Edmonton, Alb., says the *Bulletin*, is now making patent and strong baker's flour equal to the best. The color has a tinge of yellow owing to the large proportion of Ladoga wheat ground, but the bread rises better and tastes better than the best outside mills. The bolting cloth used at first had to be discarded and finer cloth put in, as the wheat is so hard, and the bran breaks up so fine that the very finest cloth is needed to take all the bran out.

Smut and its Remedy.

The annual loss from smut in grain crops is enormous says the *Northern Farmer*, of Grand Forks, Dakota, and is suffered in nearly or quite every state in the Union. In Missouri we lose millions of dollars annually from smut and other fungus disease, and yet go on planting as though enjoying immunity from disease. The Jansen or hot water process is recommended by the Michigan Agricultural Station Bulletin as a effective remedy. The work is simple and inexpensive. The wheat seeds, before planting, should be kept in hot water heated to 134 or 135 degrees F. for ten minutes. The water must be kept to this temperature during this soaking. Oats and corn require a higher temperature to kill the smut spores. The seeds should be dipped in water heated to 139 or 140 degrees F., and should be soaked ten minutes. This process does not require much labor, and yet is fruitful of great results. The smut spores are very seldom visible, but the hot water treatment surely kills them. A larger yield in the crop is almost sure to result from the Jansen treatment with hot water, and where grain smuts are prevalent it is inviting ruin not to treat the seeds in this way. Often ones own field is not affected, but the spores are blown to it from a neighbor's farm.

Condition of Range Stock.

There is no use denying the fact says the *Medicine Hat Times* that the past winter has been the worst the stockmen of this country have had to contend with for many years. It is a fact, too, that the loss of stock in some districts has been serious. The winter was a peculiar one, while the low temperatures were uniform throughout the whole country, the snowfall seems to have been just the reverse. In some sections at no time during the whole winter did it exceed one foot in depth, while in others it varied from two to four. Many of the storms too were purely local, so that when we hear of a twenty per cent loss of cattle or sheep (horses do not seem to have suffered any) we must remember that it applies only to a particular district. In some districts the loss did not reach 5 per cent, while in others it has been put as high as twenty and twenty-five. In the country immediately surrounding Medicine Hat the loss seems to have been very light while some forty miles to the south east in the foothills of the Cypress mountains, it is estimated that early twenty per cent of cattle died on the larger ranges. The Macleod, Calgary and other divisions of the ranching country appear to have had a very similar experience. On some of their ranges the loss has been practically nil, while on others it has been considerably above the average.

BRITISH COLUMBIA.

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

British Columbia Business Review.

April 9.

There has been no material change in the situation since last week, and prices may be set down as the same. There has been a rush of orders in some lines, among wholesale dealers, and trade has every prospect of becoming brisker.

The Legislative Assembly is expected to pro-rogue this week, and next week it is hoped to give a review of some of the more important measures affecting business interests of the province. It has perhaps been the most important session, in many respects, for some years.

For several years THE COMMERCIAL has confidently predicted the early establishment of an Australian line of steamers connecting with British Columbia. That prediction has been fulfilled at an earlier date than might reasonably have been expected under ordinary circumstances, considering the general depression in business, more especially in the Australian colonies. It is not to be expected that there will be any rapid development in freight traffic, owing to the long haul over the C. P. R. to reach the London markets and the transshipment of goods, the English market being the principal objective point at present, but if this line can succeed in diverting the large passenger traffic to and from Australia going by other routes it will pay well, and there is every reason to believe that that is possible. Already the following announcement from Ottawa has created a strong feeling of confidence, and real estate values in Vancouver are bullish as a consequence:—"Under the authority of Parliament, granted four or five years ago, the Minister of Trade and Commerce concluded a provisional arrangement with an Anglo-Australian shipping firm, Huddart Parker & Co., for a monthly steamship service between British Columbia and Sydney, New South Wales. The arrangements were negotiated on behalf of Huddart, Parker & Co. by G. V. Hunter, of Swan & Hunter, shipbuilders, Wallsend, England, who have built and launched several vessels for Australian firms. The agreement which the Government has sanctioned has been brought about in a somewhat peculiar manner. Last September Andrew Holland, one of the well-known Senate reporters, went to the Antipodes on a business trip. While travelling in a train between Melbourne and Sydney he entered into conversation with Mr. Huddart, and presently, Canadian matters being spoken of, Mr. Holland mentioned the fact that the Dominion Parliament had made statutory provision for a subsidy to a direct line of steamers between Canada and Australia, being impressed with the possibilities of extensive trade between the two countries. Mr. Huddart's firm at once made a formal offer to the Dominion Government to run a direct monthly service between Vancouver and Sydney. Due inquiries were made on the part of the Federal authorities, when it was ascertained that the firm was one of high standing at the Antipodes, running lines of fine steamers between different Australian ports, and between New Zealand, Sydney and the Fiji Islands.

Mr. Hunter's arrival in this city two or three days ago expedited matters, and to-day a provisional arrangement was practically completed. A monthly service will be performed by two first-class steamers of 3,300 tons capacity, capable of carrying 130 cabin passengers, and fitted up with all modern appliances. Vancouver will be the starting point at the Canadian end and Sydney the terminus; but on both outward and inward trips vessels will call at

the outer wharf, Victoria, and the Hawaii Islands. The arrangement is for one year on the terms authorized by Parliament, £25,000 per annum; subject to renewal for three years. The first steamer will leave Sydney for Canada on or before May 10, and Mr. Huddart will probably accompany her. In that case he will come direct to Ottawa, and if everything be satisfactory will finally close the bargain. Each trip will be made in 21 days, including one day's stop at Honolulu. Arrangements have also been made between the C. P. R. and the company to co-operate and build up as large a trade as possible."

B. C. Market Quotations.

FREIGHTS—In the lumber market freights continue weak with a downward tendency. The demand from west coast of South America is being filled at constantly decreasing rates. Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 32s 6d; direct port on west coast, South America, 30s; Sydney, 31s 3d; Melbourne, Adelaide or Port Pirie, 36s 3d; United Kingdom, calling at Cork for orders, 50s; Shanghai, 45s. The latter two are nominal and for Yokohama no quotation can be had.

SUGAR—The British Columbia Sugar Refining Co., Ltd., quotes as follows in their weekly price list: Powdered, icing and bar, 6½c per pound; Parislump, 6½c; granulated, 5½c; extra C, 5c; fancy yellow, 4½c; yellow, 4½c; golden C, 4½c. Above prices are for barrels or bags; half-barrels and 100 pound kegs, ½c more, boxes ¾c more. No order taken for less than 100 barrels or its equivalent.

They quote syrup as follows:—Finest golden, in 30-gallon barrels, 2½c; do, in 10-gallon kegs, 3s; do, in 5 gallon kegs, \$2.25 each, do, 1 gal tin tins, \$1.50 per case of 10; do, in ½-gallon tins, \$6 per case of 20.

Prices cover delivery in Vancouver, and at Victoria, New Westminster and Nanaimo, and are subject to a discount of 2½ per cent for cash in fourteen days. All prices subject to change without notice.

Brief Business Notes.

The Victoria Printing Co. has given up business.

P. Lassen, hotel, Vancouver, sold out to R. J. Valeen.

Thomas Morrisoo, miller, Victoria, effects advertised for sale.

Cameron & Milne have completed Lord Aberdeen's jam factory.

Jos. Paocnix, grocer, Victoria, effects advertised for sale by sheriff.

Meunier & Brown, saloon, Victoria, dissolved. Meunier continues.

Frank Safocade, Victoria, general store, advertises business for sale.

McKay & Ross, wall paper, etc., Vancouver, dissolved. McKay continues.

The Enderby flour mill is closed down on account of the dullness of trade.

S. Huff has purchased the livery stable business of Robert Heard, Westminster.

Wolffenden & Anandale, grocers, Westminster, dissolved. Anandale continues.

W. J. Unwin, late of the Dominion hotel, Kamloops, has leased the Grand Pacific.

Johnston & Douglas, Vancouver, have sold out the Boulder Saloon to W. D. Haywood.

Steamer W. Hunter has commenced making regular trips, twice weekly, to points on Slocan Lake.

Manahan & Co., butchers and meat dealers, Westminster, have sold out to F. Broad and W. Murray.

The five-day service on the San Francisco, Puget Sound and British Columbia route has been resumed.

J. Mahrer, proprietor of the Nanaimo opera house, is about to sell his property to a syndicate of local capitalists.

The Fraser Valley Meat Co. will open business in the shop at Westminster recently occupied by the B. C. C. Co.

The British barquo Wythop, from San Francisco, is under charter to load lumber at the Hastings Mill for Sydney.

The Norwegian barquo Sigurd, 1,530 tons, has come from San Francisco to load lumber for Sydney at the Hastings Mill.

The Yorkshire Guarantee and Savings Company are going to open a branch in Victoria with W. R. Robertson as manager.

The British ship Drumorrig, 1,919 tons, is now on the berth at Liverpool, loading a general cargo for Vancouver direct.

The firm of Douglas & Davidson, harness makers and saddlers, Westminster, has assumed the name and style of D. Douglas.

A party of 50 settlers and land prospectors leave Vancouver shortly for Nechaco Valley under the guidance of Stanley Smith.

The Union Steamship Company is joining with the owners of the Boscowitz and will put a steamer on the Port Simpson route.

J. D. B. McDonald, of the Cosmopolitan hotel, Westminster, has taken control of the restaurant in connection with the hotel.

Alex. Henderson, of the Nanaimo Marble Works, has made a valuable discovery on Texada Island. The discovery is an immense body of marble, which is said to be superior to imported Italian.

The Van Winkle Hydraulic Mining Company will begin hydraulicizing at Lytton as soon as the snow disappears. R. G. Tatlow has been re-elected president.

A new wholesale fish concern, to be known as the Old Pioneer Fishing and Trading Company, has been formed here. W. H. Vianen and C. F. Pretty are at the head of it.

J. A. Thompson, manager of the Hudson's Bay Company's store at Calgary, has been transferred to Vancouver, to take the place of C. W. Robson, who has resigned.

The SS. Empress of Japan, due Wednesday, has about 1,500 tons of freight, 900 tons for the Coast and 600 for overland points. She has 70 saloon passengers and over 400 Chinese.

The British barquo Assel, 795 tons, at Moodyville, Valparaiso, has on board 44,334 feet rough, and 180,331 feet t and g flooring, making a total of 624,665 feet, valued at \$7,000.

The Chilean ship Hindostan, 1,543 tons, at Vancouver for Valparaiso. She has on board 1,160,184 feet of rough lumber, 2,024 feet of t and g flooring, and 98,370 laths. The value of the cargo is about \$11,250.

Col. Percy Eickinson has left for New York to report the result of negotiations and arrangements in connection with the Burrard Inlet & Fraser Valley railway to President Oakes, of the Northern Pacific railway.

The Hotel Wilson, Nanaimo, is shortly to be put up for sale. A receiver, H. Stanton, has been appointed, and the business, including lease of the building, furniture and fixtures, is now offered for sale by public tender.

A by-law to guarantee interest of 5 per cent for 25 years on \$400,000 of Vancouver tramway debentures is ready for the people. The city has the privilege of buying the road within a certain period. The tramway company guarantees to extend the track and lighting system, and constantly increase the value of the road.

The customs returns for the port of Westminster for March were as follows:—

Imports dutiable.....	\$7,515 00
Imports free	2,025 00
Total	\$9,540 00
Duty collected	\$2,992 84
Other revenues	171 26
Total	\$3,164 10
Exports	\$2,656 00

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222	Queen Pen, fine point.....	700
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242	Beaver Pen, turned up point.....	600
252	Commercial Pen, medium point.....	600
262	Electric Pen, fine point.....	600
272	Public Pen, fine point.....	450
302	Falcon Pen, medium point.....	400
402	Lorne Pen, extra broad point.....	650
502	Windsor Pen, medium point.....	600

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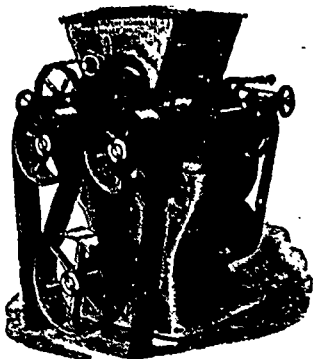
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WINNIPEG.

WINNIPEG MARKETS.

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

SATURDAY AFTERNOON, April 15.

Instead of becoming more spring like, this week has been colder—in fact we had a setback right into winter again. A terrific storm, extending over a vast area of territory, swept the country on Wednesday, extending in all directions, and as far south as the state of Missouri. In the south it took the form of cyclones, dealing death and destruction to many. In Manitoba it came as a snow storm, accompanied by high winds, making the wildest blizzard of the past winter. Following the storm the weather has been very cold, more like February or early March than April. The storm delayed railway traffic, and business generally, and the spring season, already late, has been further put back. Although it is the middle of April, no reports of seeding have come in yet, and with favorable weather it will take some time before the land will be in order for seeding, especially on heavy soil. A very late opening of navigation is now beyond a doubt. It is thought that Lake Superior will not be open at Port Arthur before near the end of May. Altogether the cold weather has been a great drag upon business, and some dealers are expecting a lighter trade in spring goods as a consequence.

GRAIN AND PRODUCE.

GENERAL WHEAT SITUATION—Chicago has continued to be the principal centre of interest in wheat. The manipulation going on in that market has kept the situation exciting there and led to a wide range in speculative values in the May option. On Monday the Chicago market advanced sharply, owing evidently to some alarm among shorts in May wheat. Cables were irregular. The visible supply statement showed a decrease of 361,000 bushels. Total wheat stocks in the United States and Canada, included in the visible supply statement, now amount to 77,293,000 bushels as compared with 41,177,000 bushels a year ago. Wheat and flour on ocean passage showed an increase of 1,160,000 bushels, India shipments showing an increase of 160,000 bushels. On Tuesday United States markets were stronger, still led by Chicago, where a sharp gain was made in prices, particularly in the May option, which latter closed 3½c higher, on speculative manipulation, strengthened by the United States Government crop report, published that morning, showing a rather unfavorable condition of winter wheat. The government report makes the condition of growing wheat 77.4, against 81.2 at corresponding date last year. The present condition, taking the same acreage as last year, would imply a shortage of 42,000,000 bus., or a crop of about 317,000,000 bus., against 339,000,000 bus. harvested last year. However, based on the condition at corresponding time a year ago—that is 81.2—the present condition would indicate a shortage of only about 14,000,000 bushels. This crop report is the first one made since the reorganization of the statistical department, under new management; and as the report is prepared on a different plan from previous ones, it is not accepted as conclusive. In fact the Washington report differs very materially from some of the official state crop reports, which causes doubt as to the approximate reliability of either. On Wednesday there was a panicky feeling at Chicago among "short" operators in May wheat, and that option had a range of 6c, but closing prices were about the same as Tuesday. Cables were lower. The excitement at Chicago

was due to speculative manipulation, there being nothing new in the situation to produce nervousness. On Thursday there was a big break in the May option at Chicago, prices declining about 6½. Other United States markets, which had been less agitated than Chicago previously, were fairly steady, and closed only fractionally lower. On Friday, May wheat was neglected and lower at Chicago, but there was more buying in the July option, in which prices were maintained, and other United States markets were fairly steady. Cables were lower.

LOCAL WHEAT—There is nothing doing in wheat locally. Country buyers are all off the markets. There is lots of wheat in country elevators, but very little is moving forward. Stocks in store at Lake Superior ports (Fort William and Port Arthur) on April 8 were 3,236,129 bushels, being an increase of 52,880 bushels for the week. A year ago stocks were 2,163,325 bushels, being an increase of 81,529 for that week.

FLOUR—Locally there is no change, prices still holding at the old figures. Heavy stocks of Manitoba flour are reported to be in store at Lake Superior, to be moved eastward when navigation opens. The Lake of the Woods mill has completed improvements and is running again. The overhauling of the Ogilvie Co.'s mill is going on, and the mill will be closed for a few weeks, while work is being pushed as fast as possible. Prices are as follows to the local trade, in small lots: Patents, \$1 95; strong bakers' \$1 75; XXXX 75 to 95c; superfine 60 to 70c. Brands of some mills sell at 5 to 10c under these prices, even in small lots.

MILLSUTS—Bran and shorts hold firm and stocks are scarce. Bran quoted at \$12, and shorts at \$14 per ton.

OATS—Quoted at 23 to 25c on track here, for local trade. No farmers' deliveries to speak of. Oats on track here, are, of course, subject to the local freight rate from country points. Cars on track country points quoted at 18 to 20c per bushel, 34 lbs.

BARLEY—Some local demand for feed and seed at 24 to 27c per bushel of 48 pounds, or about 19 to 21c on track country points.

GROUND FEED—Clear oat and barley feed brings \$14 to 15 per ton, as to quantity and

MEALS, ETC.—Rolled and granulated oatmeal held at \$1.90 to 2.10 per sack, according to brand, and standard meal 5 to 10c lower, these being prices to retail traders. Cornmeal \$1.65 to 1.70 per 100 lbs. Split peas \$2.60 to 2.65 per 100 lbs. Beans, \$2.00 to 2.25 per bushel. Pot barley, \$2.50 per 100lbs. Pearl barley, \$4.00.

CURED MEATS—It is reported that eastern packers have been offering a little lower in this market, smoked hams, it is said, being offered at 13½c. We quote: Dry salt long clear, bacon, 11 to 11½c; smoked long clear, 12½ to 12½c; spiced rolls 11 to 12c; breakfast bacon 14½ to 14½c; moked hams, 13½ to 14c; boneless ham, 13½ to 13½c; mess pork, \$21 to 22 per barrel. Sausage quoted: Pork sausage, 9c; bologna sausage, 9c; German sausage, 9c; ham, chicken and tongue sausage, 9c per half lb. packet.

LARD—Pure held at \$2.70, in 20-pound pails, per pail; compound, \$2.50 per pail. It is said that pure lard has been sold as low as \$2 60.

Dressed Meats—Dealers do not find trade very active yet, but it is improving. Beef is unchanged at 6 to 6½c as to quality, for city dressed. Mutton is quiet. A little fresh has been offered, and there is some frozen stock in cold storage on hand yet, held at 11c per lb. Pork quiet at 6½ to 7c. Veal rather scarce for good and held at 8 to 9c per pound.

EGGS—Prices have held steadier this week, the storm having reduced supplies and prevented the expected decline in prices. Deal are paying 12½c for receipts from the country, and selling out in small lots, by the case, at 13 to 14c per dozen.

BUTTER—Choice butter is firm, receipts of w being light. City retail dealers are pay-

ing as high as 25c to farmer customers for choice new rolls. Dairy tubs held at 18 to 20c for good to choice, the top price for selected packages.

CHEESE—Selling at 10½ to 11c, and quiet.

VEGETABLES—Winnipeg street market prices are: Potatoes 25 to 30c per bushel; turnips 25 to 30c bushel; cabbage 60 to \$1 dozen; Onions 2½ to 3c per lb. Carrots 50 to 60c a bushel; beets, 50 to 60c bushel; parsnips, 1½ to 2c lb.

Poultry—Considerable frozen stock held yet, in cold storage, at 13 to 15c for chickens, 12 to 13c for ducks, 11 to 12½c for geese and 14 to 15c for turkeys.

HIDES—Some winter frozen stock is still coming in. Winnipeg prices are: Country green hides bring 3 to 3½c, uninspected as they run and are easy at this price. We quote: No. 1 cows, 3½c; No. 2, 2½c; No. 3, 2c; No. 1 heavy steers, 5c; No. 2 steers, 4c; No. 3, 3c lb. Real veal 8 to 13-lb skins, 4 to 5c per pound. Kips about same as hides. Sheepskins worth 75c to \$1 for full wool skins, the top price for very large. Tallow, 4½ to 5c rendered; 2 to 3c rough.

Duluth Wheat Market.

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

Monday—Cash 64½c; May 67½.
Tuesday—Cash, 65½c; May 68½c.
Wednesday—Cash, 65½c; 68½.
Thursday—Cash 67½c; May 68½c.
Friday—Cash 64½; 68.
Saturday—Cash 63½; May 67c.

A week ago cash wheat closed at 65c, and May delivery at 68½c. A year ago cash wheat closed at 79½c, and May at 80½c.

Winnipeg Wheat Inspection.

Below is shown the number of cars of wheat inspected at Winnipeg for five weeks:

Grade.	March 11.	March 19.	March 25.	April 1	April 8
Extra Manitoba					
hard	0	1	3	0	0
No. 1 hard	20	15	18	7	10
No. 2 hard	94	75	49	33	29
No. 3 hard	14	13	6	12	8
No. 1 Northern..	10	3	0	6	0
No. 2 Northern..	5	2	1	1	0
No. 3 Northern..	0	0	0	0	0
No. 1 White lyle.	0	2	5	0	0
No. 2 White lyle	0	0	2	2	0
No. 1 Spring...	1	0	0	0	0
No. 1 Frosted...	4	3	4	3	1
No. 2 Frosted...	8	3	1	4	2
No. 3 Frosted...	0	0	0	1	1
Rejected	27	34	33	15	15
No Grade	18	26	21	18	13
Feed Wheat	2	1	0	0	0
Total	203	17	149	8	84
Same week last year	310	224	172	429	205

A French Experiment.

The *Journal d'Agriculture Pratique* gives the result of an experiment which has been made by M. Leon Noirot, farmer at Vauxhaubs (Cote d'Or), for the treatment of rust in wheat, which is said to have been completely successful. The size of the field in which the trials took place was half an acre, the soil being clayey. The wheat (white wheat of the country) was sown on November 8, 1891. On May 23, 1892, half of the field was treated with 4½ pounds of sulphate of copper and 6½ pounds of sulphate of soda, dissolved in two gallons of water, and the solution was applied by means of a sprayer. The second half of the field was left untouched. The part dressed produced a crop at the rate of 36 bushels to the acre, and the half not dressed only 22 bushels, the former also being a ton per cent heavier sample. The dressed half gave a perfectly white straw, while the other was rusted and black. Samples of the grain have been sent to Paris for the general show, as well as some of the straw from each part of the crop, so that the public will be enabled to see the result of M. Noirot's experiment.

Chicago Board of Trade Prices.

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

On Monday wheat was active, nervous and higher, except for July option. May opened $\frac{1}{2}$ higher and advanced 2 to $2\frac{1}{2}$, fluctuated moderately and closed $1\frac{1}{2}$ to 2c higher than Saturday. July wheat opened $\frac{1}{2}$ lower, advanced $\frac{1}{2}$ to $\frac{3}{4}$ c, then declined about 1c and closed $\frac{1}{2}$ to 1c lower than Saturday. Oats declined slightly. Pork closed 45 cents lower than Saturday. Closing prices were:—

	March	May	July
Wheat.....	81 $\frac{1}{2}$	83 $\frac{1}{2}$	76 $\frac{1}{2}$
Corn.....	40 $\frac{1}{2}$	41 $\frac{1}{2}$	42 $\frac{1}{2}$
Oats.....	—	29 $\frac{1}{2}$	30 $\frac{1}{2}$
Pork.....	—	16 55	16 72 $\frac{1}{2}$
Lard.....	—	9 82 $\frac{1}{2}$	9 90
Short Ribs.....	—	9 40	9 43 $\frac{1}{2}$

On Tuesday wheat continued active and unsettled. May wheat started 1 to $1\frac{1}{2}$ c higher and advanced 2c more, then declined about 3c, again advanced and closed 3 to $3\frac{1}{2}$ c higher. July opened $1\frac{1}{2}$ to $1\frac{1}{4}$ c higher, declined $1\frac{1}{2}$ c, advanced $\frac{3}{4}$ c and closed $\frac{1}{2}$ c higher. Closing prices were:—

	April	May	July
Wheat	84 $\frac{1}{2}$	86 $\frac{1}{2}$	76 $\frac{1}{2}$
Corn	40	40 $\frac{1}{2}$	42
Oats.....	—	28 $\frac{1}{2}$	29 $\frac{1}{2}$
Pork.....	—	16 20	16 35
Lard.....	—	9 70	9 75
Short Ribs.....	—	9 20	9 22 $\frac{1}{2}$

Wheat was very nervous and unsettled on Wednesday. May shorts showing considerable alarm. There was a wide range in prices, the May option selling at 84c, 85c, 89c and 90c within a brief time. The close was a fraction lower than Tuesday. July had a range of about 1c and closed a fraction higher. At one time shorts were thoroughly alarmed and the excitement approached a panic feeling. Closing prices were:—

	April	May	July
Wheat.....	84 $\frac{1}{2}$	85 $\frac{1}{2}$	76 $\frac{1}{2}$
Corn.....	40 $\frac{1}{2}$	41 $\frac{1}{2}$	42 $\frac{1}{2}$
Oats.....	—	28 $\frac{1}{2}$	29 $\frac{1}{2}$
Pork.....	—	16 57 $\frac{1}{2}$	16 72 $\frac{1}{2}$
Lard.....	—	10 02 $\frac{1}{2}$	10 10
Short Ribs.....	—	9 45	9 45

On Thursday the feature was the big slump in May wheat, which declined 6c, under speculative manipulation. July wheat declined only $\frac{1}{2}$ c. Everything seemed weak except hog stuffs. Closing prices were:—

	April	May	July
Wheat.....	—	80 $\frac{1}{2}$	75 $\frac{1}{2}$ -76
Corn.....	—	40 $\frac{1}{2}$ -40 $\frac{3}{4}$	42-42 $\frac{1}{2}$
Oats.....	—	2 $\frac{1}{2}$	27 $\frac{1}{2}$
Pork.....	—	16 55	17 22 $\frac{1}{2}$
Lard.....	—	10 02 $\frac{1}{2}$	10 10
Short Ribs.....	—	9 60	9 60

On Friday May wheat was neglected and declined 1c. July was firmer, under speculative buying supposed to be by shorts in that option. Closing prices were:—

	April	May	July
Wheat.....	—	79	76 $\frac{1}{2}$
Corn.....	—	40 $\frac{1}{2}$ -41	42 $\frac{1}{2}$
Oats.....	—	28 $\frac{1}{2}$ -29 $\frac{1}{2}$	29 $\frac{1}{2}$
Pork.....	—	17 22 $\frac{1}{2}$	17 42 $\frac{1}{2}$
Lard.....	—	10 12 $\frac{1}{2}$	10 22 $\frac{1}{2}$
Ribs.....	—	9 67 $\frac{1}{2}$	9 70

On Saturday May wheat opened at 78 $\frac{1}{2}$ c and closed at 78 $\frac{1}{2}$ c, for regular No. 2. Pork closed at \$17.00.

The China Cotton Trade.

The shipment of Canadian made cotton goods to China dates practically from the year 1897, but may be said to have followed immediately upon the completion of the Canadian Pacific Railway in 1886. From that date also United States exporters of cotton to China began to use the Canadian route as being more direct and cheaper, and at the present time the greater portion of United States cotton that is sent to China goes over the Canadian route. These shipments vary a good deal from year to year, and depend more on prices and the condition on trade in the United States and Canada than of

the market in China, which is capable of absorbing almost unlimited quantities.

At present there is only one large cotton mill in China run on the English system, and that is a monopoly under authority of the Government.

The United States Consul at Fuchau (Foochow) gives some interesting particulars of this industry in China, in his last report, from which it appears that, according to dates and figures, the imports for 1891 of American cottons were the largest on record. They were in 1890, 1,201,791 pieces of sheeting and 597,903 pieces of drills, and in 1891, 2,008,455 pieces of sheetings and 861,591 pieces of drills. The tables show a still greater increase in the importation of Indian cotton yarn, the total of that article for all China being, 1,133,000 piculs (1 picul = 133 $\frac{1}{2}$ pounds avoirdupois), valued at 20,900,000 Harkwan taels, or \$25,080,000 in Canadian money. This sum exceeds the aggregate value of the year's importations of gray and white sheetings, T cloths and dills. There has been a marvelous increase in the import of this article. In 1882 the demand for cotton was only 185,000 piculs. Last year the one province of Quang-Tung, in which Canton is situated, received 482,000 piculs. At this port the increase in these goods was as follows:—

Indian yarn; in 1890, 339 piculs; in 1891, 2,917 piculs; English yarn in 1890, 49 piculs; in 1891, 390 piculs. The Indian yarn is known as 16's, and comes in bales containing 400 lbs net weight, and is delivered here at \$47.45. At this price there seems to be no room for competition by American yarns.

This enormous increase of import in yarn is largely due to the fact that a great impetus has lately been given to the manufacture of a coarse cloth by natives in many parts of the Empire. In this province the viceroy, Pien, has greatly encouraged certain capitalists who were manufacturing looms for native use, and putting forth great efforts to introduce them in the homes of the people, as well as starting what they call cotton factories.

The Viceroy made a report to the Emperor in regard to this new industry, and received instructions to release it from the burdensome likin tax which cripples every industry of China.

In the course of his report the consul says:— "I have visited and inspected some of these so-called Government mills. I found the largest to be carried on in a large, ordinary Chinese house on the ground floor. The plant consisted of 18 looms. These are made of wood, and are heavy and rough in workmanship. I found the operatives to be young men under 20, old men over 50, and women of all ages. They earn from \$4 to \$6 per month, which is very good wages for native labor in this country. The cloth, as you will see, is rather coarse, but closely woven, and is such as is used very generally by the coolie class. It is 13 inches wide, and each piece measures a little over seven English yards, and can be had for 33 or 40 cents in the currency of the country, which equal about 28 and 30 cents in American money, or from 4 to 4 $\frac{1}{2}$ cents a yard.

"Very many of these looms are being made by a company of the gentry, who lease or sell them to private parties for use in their own homes. They can be purchased for about \$4 in Mexican or \$2.00 in American money. The shuttle is thrown by hand, and the treadle by the feet. They could be improved very easily so as to double the quantity of cloth produced; but the great object in China is to furnish employment to as many persons as possible, and not to cheapen products. A mill having steam power and running scores of looms would not be allowed introduction in this city or province. They do not want and will not have any labor-saving machines. As an evidence of this, I may state that in all the city of Fuchau, with its million of inhabitants, there is not a single pump or windlass in use for getting water from their wells, but all water is drawn up by a small pail at the end of a rope, just as was done in the days of Abraham, and if a pump was forced upon them it would not be used.

"I am continually in receipt of circulars and letters from manufacturers of simple and useful things at home, asking if there is any market for such articles in this country, and I am sorry that I am forced to reply there is not. Although nearly all the people use flint and steel in kindling fires, some matches of German and Japanese manufacture are being sold, but not one person in a thousand will resort to their use."—*Journal of Fabrics.*

Water Power on the Pembina.

It is quite possible that water power sufficient to drive a grist and oatmeal mill could be developed at LaRiviere, where the railway crosses the Pembina river. Although there is no great natural fall, such as is generally considered necessary, there are advantages not possessed by rivers in Manitoba. The bottom of the Pembina is of such a nature that piles could be driven for the construction of a dam. The hills of each side of the river are composed of shale, a very suitable substance for use in filling when the object is to hold back water. Owing to the chain of large lakes, along the course of the Pembina, immense bodies of water remain warm beneath the ice in winter so that the winter temperature of the stream is higher than that of any other river in the province. The lakes also hold back the spring freshets and allow the water to escape gradually and without danger to dams or bridges. A dam eight or ten feet high, with proper flood gates, could be constructed at a small cost, and one or two mills might be run almost the year round. The cost of fuel and of the attendance required at a steam mill would be saved, and there would be little danger from fire. Since the destruction of the Pilot Mound mills by fire took place last fall, an excellent opening has existed for the construction of a flour and oatmeal mill at some suitable point, and expecting for the advantage afforded at LaRiviere, by the crossing of the railway, an equally good position for the establishment of mills exists at the foot of Rock or Swan lakes, either of which expansions would make an excellent mill pond.—*Pilot Mound Sentinel.*

The Iron Moulders' Union has decided to give up the struggle against a ten per cent reduction and return to work individually on the best terms possible. The moulders have been on strike for fifteen months and although the International union withdrew its support a couple of weeks ago they decided to hold out and try to arrange with the foundry men to run union shops and discharge non union men. This scheme failed.

The British Board of Trade returns show that emigration from British ports to the Dominion of Canada has just doubled in the quarter of this year as compared with the previous year. The increase by nationalities was 40 per cent British and 300 per cent foreign. Emigration returns show that the movement of emigrants of British origin to the States is stationary, while the movement to Australia has fallen off one half in the period named as compared with last year's figures.

A deputation of cattle exporters waited upon the minister of agriculture, and asked that the Dominion Government should endeavor to have the embargo on Canadian cattle removed. Mr. Angus said that an arrangement had already been made to have an expert veterinary surgeon secured to watch the Canadian cattle slaughtered. The Canadian government had already exhausted every effort on entreaty and of the suggestion, and the best he could promise was that the first few cargoes of live cattle would be slaughtered on landing. If found free of disease the schedule or embargo would be taken off.

SMALL FRUITS.

Write for catalogue of Plants. I guarantee all Plants to reach Destination in good condition, and will forward post paid.

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Foreign and Home Grown
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Trade Lists and Quotations on Application.

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Red Alsike and White Clovers
Alfalfa or Lucerne, Timothy, Millet,
Hungarian, Bromus Inermis,
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Special attention to requirements of Manitoba,
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Correspondence invited.

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PUBLIC NOTICE.

NOTICE is hereby given that the
Council of the Municipality of
Oak River desire to open up a cor-
respondence with a responsible person
or persons who are desirous of erect-
ing a Flour Mill in Manitoba with a
view of negotiating to have the same
built at Hamiota.

Jos. Andrews, W. J. Cowan,
Sec-Treas. Reeve.

Hamiota, April 4th, 1893.

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Fur Trade Notes.

The New York *Fur Trade Review* says:—"The London March sales are regarded in the trade as satisfactory, generally, except on the articles of special interest in this market, namely, muskrats, skunk, mink, raccoon and opossum; the results do not leave much margin. The season here opens with something like a boom, and higher prices generally. The most remarkable feature is the speculative tendency manifested in all quarters, and in every branch of the trade. All anticipate a busy season."

McMillan & Co., of Minneapolis, in their last monthly circular say: "The large offerings at the London sales of all kinds of furs, except skunk, enabled the European buyers to supply their wants with winter caught furs, and they will be out of the market until another January sale. There being but few buyers is one of the reasons why the June and November London sales, which contain the spring and early collections of furs, always rule low. The cholera may occur in Europe this summer, which would be disastrous to the fur business. The northern furs are yet good on account of the continued cold weather, although most of the mink have grown pale or red in color. Spring caught furs, except the water animals, are poor in quality, being rubbed, shedding, woolly or faded. Skunk are the first to shed and red fox get rubbed quite early, and both of these kinds of furs will have become poorer before we issue our May circular. The water animals, beaver, otter and muskrat, are the best now of any time of the year, and continue good as long as the water keeps cold. Shedding furs can easily be detected by holding them up and looking through them towards the light."

The London correspondent of the *Fur Trade Review*, writing on March 11, says:—"Trade has not been at all brisk, but we attribute this very largely to the fact that buyers do not like the high prices which ruled in January, and they are waiting the result of the present sales on the off chance that prices may be somewhat easier. We are just now in the thick of the sales. Hudson's Bay Company and C. M. Lampton & Co. will commence their sales on Monday, but we have no wish to predict prices. So far the minor sales only have taken place, with the result that Australian opossum have fully maintained their price. Wombats, on account of the very large collection, say 150,000 skins, have had a severe drop, and good large No. 1 skins were sold yesterday at from 9s to 1s against 1s 6d to 1s 9d in November last. Most of these goods being bought for your market. Monkeys—A rather smaller collection than usual and prices ruled high, the extraordinary price of 5s being reached for some fine goods. Thibet crosses—On account of the excessive quantity and the very small demand, fully three-quarters of the collection remained unsold, and there is no doubt that these goods will have to come down in price very considerably before they will find buyers, this market at the present being quite flooded with them. Bastard Chinchillas—There were several parcels offered in the various sales this week, but there was absolutely no bidding for the goods; they therefore remain unsold. Wallaby—A few parcels of swamp, rock and kangaroo were offered and sold at very low prices indeed; in some cases it was very hard to get a bid; consequently a part of the collection remains unsold. Nutria is one of the best articles just now and continues to sell pretty freely, and our first impressions of this article for the season are well maintained. Beavers are still in good demand and sell very freely, and shippers who have any of these in the sales will certainly have no cause to regret it. Marten are still in steady demand and are fast coming into popular favor, and we have no doubt that next week some very good prices will be realized."

Senator Sanford has been appointed to represent the Hamilton Board of Trade at the World's commercial congress to be held in Chicago this summer.

COMMOTION IN BARB WIRE.

OPPOSITION IS DEVELOPED AND PRICES TAKE A TUMBLE.

The most exciting feature in the hardware trade in Manitoba at present is the situation in barb wire. It is well known that the manufacture and sale of barb wire in Canada, is controlled by an association, which includes all the manufacturers. Some time ago this association fixed the price for this season at 5 cents per pound, f.o.b. Winnipeg, 60 days, with 2 per cent discount. This is the price to the retail trade and jobbers are allowed a discount thereon. This price is considerably higher than last year, though it is said the raw material is lower now than then.

Miller, Morse & Co., a wholesale hardware house, refused to accept the terms of the association, and went quietly about preparing plans to obtain their supply of wire outside of the association. This was nothing less than the establishment of an independent factory for the manufacture of barb wire in Winnipeg. When it was discovered that this opposition had developed, various attempts were made, it is said, to induce the firm to become a party to the association agreement. This, however, was stoutly resisted, and the new factory was put in operation on an independent basis. A meeting of the association was next held at Montreal, when it was evidently resolved that Winnipeg's opposition must be summarily dealt with. The plan taken was to cut prices, and the association price was reduced to 4c, f.o.b. Winnipeg, terms 4 months, 3 per cent discount. Notwithstanding this big cut in prices, the new factory will be operated, and take what business is offered.

The important point to the consumer in this tilt, is the reduction in prices. Barb wire is now cheaper than it ever was before in Manitoba, and as it is about the only fencing material used in this country, the price of the commodity is a vital matter to Manitoba farmers. The quantity of barbed wire required in Manitoba is estimated at 150 cars each season, and the demand is increasing. The reduction in price will effect a saving of about \$200 per car, or a total saving of \$30,000. This shows what a little wholesome competition may accomplish. Whatever may be advanced by the parties of either side, in the barb wire contest, one thing is evident, that the reduction in the price is due to the action of Miller, Morse & Co. in the matter, and they will receive the thanks of the thousands of consumers all over the country.

Winnipeg has given the barb wire combine a lot of trouble. One of the first important industries established here was a barb wire factory. This factory had a very eventful career, owing first to the prolonged litigation brought upon it through claims of infringement of patents, and many were the schemes to shut off this independent Winnipeg concern. After many ups and downs, intrigues and schemes, the Winnipeg factory has been silenced, only to give place to new competition from another quarter. Combines and trusts of course do not want competition of any kind. Their first instinct is to strangle competition, and when one plan fails, another is tried. In the present instance the consumers of barb wire in Manitoba will reap the benefit of the reduced price.

Manitoba is now getting wire comparatively cheaper than Ontario, considering the higher freight rate here. In Ontario the association fixed the price at 4½ cents, with a special price of 4 cents at some points where imported wire was being brought in. Later, owing to some dissatisfaction, the price was reduced to 4 cents generally in Ontario, but 5 cents was to be ex-

acted from Manitoba, had it not been for the unexpected opposition which developed here. Now we are to get wire at the same price as Ontario, which means a less profit for the combine on the wire sold here, as compared with Ontario, on account of the higher freight rate to Manitoba.

Big Jump in Rubber Goods.

The *Boston Transcript* says:—"Prices on rubber goods have been advanced from 20 to 30 per cent by the gigantic trust that controls that industry. It is called the United States Rubber Company, and is incorporated under the laws of New Jersey. The principal rubber companies that are still under a separate management are the Boston Rubber Shoe Company, whose factories are at Malden, and the Woonsocket Rubber Company, the former concern having a capital and surplus of \$5,000,000, and the latter a capital of \$1,250,000 or thereabouts. The jobbers in any relation with the manufacturers have all along been bound by a strict contract, which every jobber has to sign before he can purchase any goods. This binds him not to sell goods any lower than the price list furnished him by the manufacturer, nor to furnish goods to any other jobber without the consent of the manufacturer. The trust has now out of the big retailers from their old privilege of buying at factory prices. Under the first head the average raise in the price of rubber goods is 30 per cent. Under the latter the three big rubber companies have pledged themselves to sell no goods to any retailer, no matter how big a customer he may be, so that the great firms who have been buying rubber boots and shoes in lots of one thousand and two thousand cases at a time from the manufacturers at the same prices paid by the jobbers, will now have to buy of the jobbers and pay the same price with the humble country retailer who buys six pairs of shoes a year. It is on sandals that the greatest advance has been made, amounting in some grades to 40 per cent. On boots the advance has been in most cases 20 per cent, and on the whole the increase will average up to 30 per cent."

Seldom at Home.

Stranger (on train)—"A man in your business can't get home very often, I presume."

Drummer—"Home? I should say not. Why, sir, I get home so seldom that I can't remember half the time where I live. Have to telegraph to the firm to send me my address."

Stranger—"You don't say?"

Drummer—"That's straight. Why, one time I was away so long that I forgot I'd ever been married, and I took such a fancy to a pretty woman I met in a strange town that I eloped with her."

Stranger—"My! my!"

Drummer—"Yes, it would have been a terrible thing, but when I called on the firm during my wedding tour, and introduced her, the old man told me she was my wife before."

A case of small pox was discovered on an incoming train at Winnipeg on Friday, and measures were taken to isolate the patient and quarantine those in the car. In consequence of the suppression of these facts, many alarmist and exaggerated reports have been circulated, calculated to injure the trade of the city.

An influential and large deputation under the auspices of the Commercial Mining company interviewed the Ontario cabinet recently and asked for help in the erection of a custom smelting furnace at Sudbury. The estimated cost of the furnace is about \$300,000, and they ask the government for one-half of this amount. The spokesman said any amount of English capital would be subscribed as soon as the Ontario Government took an interest in the enterprise.

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Etc., Etc.

Manitoba Fall Trade, 1893.

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Merino and Woolen Undewear
SCARFS, TIES, SHIRTS, COLLARS,
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AUTHORIZED CAPITAL. \$2,000,000.00.
HEAD OFFICE, YONGE ST., COR. COLBORNE, TORONTO.

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The Cost of Life Insurance is not governed by the size or age of a Company.

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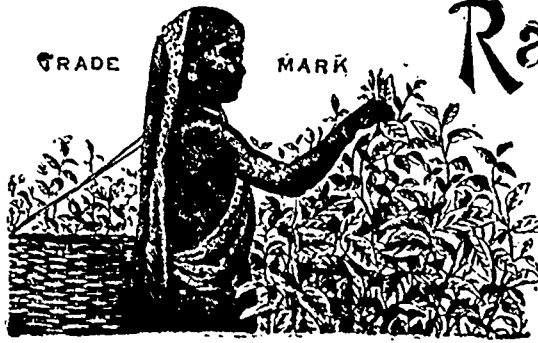
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THE LOCK POCKET PATENTED Attached to our Garments only.
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Letter Orders receive prompt personal attention.

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Toronto Markets.

Flour—Dull and weak. A few of the millers have backbone enough to ask stiffer prices, but the great majority of holders are anxious to sell at \$3 or less for straight roller and \$2.80 for extra.

Milled—Steady, with a fair local demand here and outside, but the shipping enquiry is light. Bran is worth \$13.50 to \$14 for Toronto freights. Shorts sold at \$16 Toronto freights.

Wheat—Irregular. Old cars of white offered at 65c outside and a round lot at 67c middle freights, but one holder reported a bid of 67c for 10,000 bush, a similar quantity offered at 63c east f.o.b. cars May, but could not find a buyer. Four or five cars white and red sold at 70c to arrive Toronto. Red offered at 65c outside for old cars. In spring 10,000 bush offered, f. o. b. cars May at 65c east without buyers. Good sold west at 62c. On call 82c was bid for No. 1 hard North Bay. For No. 2 hard 80c was bid to arrive, with sellers at 83c North Bay and 84c, grinding in transit; 81c was bid spot North Bay. No. 3 hard wanted at 76c North Bay. No. 1 frosted offered, grinding in transit Sarnia, at 68c; 66c was bid North Bay.

Barley—Feeding grades are in demand, and 37 to 37½ outside is readily obtainable. The higher grades are hard to sell. It is doubtful if over 43c could be obtained for No. 1, and No. 2 is offered freely at 40c, without bids.

Oats—Quiet at 32½ to 33½ here. Manitoba sold at 34c, North Bay. White offered on the C.P.R. west at 30c, and 29½c was bid; 30½c was bid buyers the month.

Grain and Flour—Car prices are: Flour (Toronto freights), Manitoba patents, \$4.30 to 4.60; Manitoba strong bakers', \$3.90 to 4.25; Ontario patents, \$3.25 to 3.60; straight roller, \$2.95 to 3.20; extra, \$2.90 to 3.00; low grades per bag, \$1.00 to 1.25. Bran—\$15 to 17. Shorts—\$16 to 18. Wheat—west and north points)—White, 65 to 66c; spring, 61 to 62c; red winter, 65 to 66c; goose, 50 to 61c; spring Midland, 63 to 64c; No 1 hard, North Bay, 82 to 82½; No 2 hard, 79 to 80c; No 3 hard, 74 to 75c; No 1 frosted, 65 to 66c; peas (outside) 56 to 57c. Barley (outside)—No 1, 44 to 45c; No 2, 40c; No 3 extra, 35 to 36c; No 3, 32 to 34c; two-rowed, 54 pounds, averaging about No 3 extra in color (outside), 35 to 40c. Rye (outside) 53 to 55c. Buckwheat (outside) 48 to 50c. Oats, 32½ to 33½.

Eggs were in fair supply and steady at 14c for case lots of fresh. The demand is active and very little accumulation of stock is reported.

Potatoes are steady at 85c for car lots here and 95c per bag for small lots out of store. Offerings are quite sufficient to fill the local demand, as dealers are buying only enough stock to supply immediate wants.

Produce—Beans, per bush—Out of store, \$1.35 to \$1.55. Dressed meats, per lb—Beef, feres, 5 to 6c; hinds, 7½ to 8c; veal, 8 to 9½; mutton, 6½c to 7½c; lamb, 9 to 10c. Dried apples—Jobbing at 5½c; evaporated, 9 to 10c. Eggs—Fresh, 14c. Hay—Timothy, on track, \$0.50 to \$1.0. Straw, \$5.50 to 6. Hides—Cured, 5½c to 6½; green, No. 1 cows, 4½c. Skins—Sheepskins, \$1 to \$1.35; calf, 5 to 7c. Hops—Canadian, 1892 crop, 16½ to 19c; yearlings, 14 to 16c. Honey—Extracted, 8 to 9½c; sections, 13 to 14c. Potatoes, per bag—Out of store, 95c; on track, 85c per bag. Poultry—Chickens, per pair, 50 to 60c; geese, per lb, 8 to 8½c; ducks, per pair, 60 to 75c; turkeys, 12 to 14c per lb.

Butter—The local demand continues brisk, and prices are firmly held for everything. Several lots of choice dairy tub were moved out to day at 21 to 22c, and very choice grades in large rolls brought 19 to 20c. Medium, or bakers' butter was scarce and in demand at 16 to 18c; creamery roll butter is selling rather slowly at 26½ to 27c.

Cheese—Quiet and easy; dealers ask 11 to 12c for job lots of choice full made cheese made

here. Nothing doing apparently in round lots.

Hogs and Provisions—Packers took street and small rail lots of dressed hogs at \$7 to 7.25. Quotations are: Mess pork, Canadian, \$20 to \$20.60; short cut, \$21 to \$22; bacon, long clear, per lb, 10½c; lard, Canadian, tierces, 12½ to 13c; tubs and pails, 13 to 13½c; compound do, 10; to 11c. Smoked meats.—Hams, per lb, 13 to 13½c; bellies, 13½ to 14c; rolls, per lb, 10½ to 10¾c; backs, per lb, 12½c.

Cattle—Several picked lots of choice butchers' cattle sold at 4 to 4½ per lb, but these sales did not represent the general market by any means. Most of the cattle offered changed hands at 3½ to 3¾c per lb for choice loads and at 2½ to 3½c per lb for common to good stock. There was a great improvement in the cattle offered to-day, and for this reason, no doubt, prices were firmer, and in some cases higher than those paid at the first of the week. Ordinary stuff, however, sold slowly at about the same figures. Most of the choice cattle offered sold early in the day under a brisk demand, and it was thought that the market would be pretty well cleared out of all kinds of stock before the close, although at noon there were still a good many rough cattle still in the yards.

Sheep and lambs—Although the supply was light to day, it was quite large enough to fill the demand, which was rather dull. Prices were unchanged, but slightly easier. Sheep sold at \$4.50 to \$6.50 per head, and choice grain fed yearlings brought 5½ to 6c per lb. Spring lambs were dull at \$3 to \$5 apiece.

Hogs—With about 800 hogs on the market and very unfavorable weather it was natural to look for lower prices to-day, and dealers were not at all surprised when this proved to be the case. The best hogs brought \$5.90 per cwt, weighed off the car, or nearly 4c per lb lower Tuesday. Stores sold from \$5.50 to \$5.70 per cwt, and light, fat and roughs generally brought about \$5.50 per cwt.—*Empire*, April 8.

Montreal Dry Goods Trade.

The market for general dry goods remains about the same as last quoted, the cold weather having had a deterrent effect upon sorting orders, and many travellers now out are not paying their expenses. Of course, a change to warmer weather would soon bring in the orders, both from travellers and direct from customers. A few buyers from near-by points have been in the city during the week and made small purchases, at the same time wiping off old balances. Cotton goods continue firm, and in some lines of Huddersfield wools an advance has been established of 7½ to 10 per cent, all reports being upon this basis. The combine in the woolen mills referred to by us about three weeks ago will, no doubt, be shortly consummated, upon probably the same lines as those of the colored cotton combine. Remittances have shown a decided improvement. *Trade Bulletin*.

How Some Fires Originate.

A list of unusual and curiously caused fires has been compiled and the *Railway Review* mentions some of the number. It includes a factory fire which was traced to a railway truck, an over-heated axle having thrown a car from the track and set fire to a petroleum tank from which the flames spread to the building. An instance is given in which a bucket of greasy waste was ignited by the friction of a belt which sagged against it. In a harmless case of spontaneous ignition of oily waste, this material, with some wood chips, had been thrown into the fire box of an idle locomotive, shortly after which the workmen were surprised by the blowing off of steam by the engine. Another fire was due to oily waste in a manner which could not well be foreseen. Only heavy mineral oils were used, and a chaper was provided for the waste, but a cock chaffer crawled from the receptacle directly to a gas jet, when the

creanture was quickly consumed, and the oily cotton filaments adhering to its body spread the fire. Well known incendiaries are photography and other lenses which act as burning glasses, and bright light plates, which serve as concave mirrors. A plumber's exploit consisted in applying the flame test to a newly made joint in a gas pipe, then covering the pipe without noticing a small blue flame, which was discovered some six weeks afterward, when the leak had become somewhat enlarged. A nail glanced from a carpenter's hammer into the conveyor of raw material in a jute factory, rubbed against the drum and produced a spark which set fire to the place. A flood burned one factory by causing a pile of iron filings to oxidize so rapidly as to become intensely heated. A stream from the firemen's hose started a second fire in New York while putting out one in a small building, a neighboring shed containing quicklime having been penetrated by the water.

Feeding Wheat to Hogs.

A writer in the *National Stockman* says:—The pigs when this experiment was begun were four months old and had an average weight of 92½ pounds. They were first fed on corn for two weeks; during this period their average gain was one pound per day. They consumed 10 bushels of corn, which made the price for the corn 50½c per bushel. They were then fed one week, changing gradually from corn to wheat. During this period the gain was only three fourths of a pound per day. The weather being colder and they not liking to eat wheat at first is probably the reason that they did not gain as much as during the first period. They were next fed on soaked wheat, when they made an average gain per day of eleven-twelfths of a pound. At this rate the wheat brought 75½c per bushel, counting nothing for care, feeding, etc. They were fed again on corn until sold, gaining six sevenths of a pound per day. They were two days less than five months old, weighing 120½ pounds. Owing to the inclement weather and the pigs being fat the gain could not be made in feeding wheat that could be made on clover in warm weather.

Irrigation in Arizona.

The process of reclaiming the Arizona desert goes on apace. During recent years many irrigation projects have been put on a working basis, and districts varying from a few thousands to hundreds of thousands of acres are being rapidly brought into agricultural and horticultural use. The greatest project of this character yet undertaken was practically begun a few days ago, and plans for one still greater are announced. For the first contracts have been placed, involving an expenditure of more than \$2,000,000 for the construction of reservoirs and canals to utilize water from the Gila river in reclaiming 300,000 acres of land, which will be first-class fruit and vine land. The dam will be one of the largest in the country and seventy-two miles of canals are to be constructed. The second project contemplates the reclamation of 100,000 acres of now arid land with water taken from the Rio Verde, stored in the three immense reservoirs, and distributed by 150 miles of canals. The land and the canal routes have been surveyed and the \$2,500,000 necessary to undertake the work subscribed. Much of the land will make good orange-growing land.

Silver.

The silver market is inactive, with a slight downward tendency, reports of financial disturbance in Great Britain's eastern possessions exercising a disturbing influence on India exchange. The London quotation for bars declined from 37½ to 37¼d, with a corresponding fall here from 83½c to 83¼c per ounce. Silver bullion certificates were altogether neglected. Silver prices—London bars, April 7, 37¼d, New York bars, 83¼c.—*Bradstreet's*.

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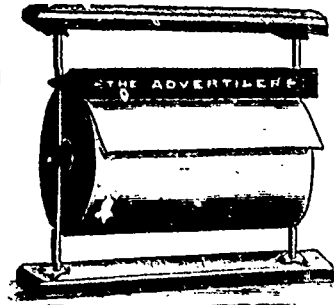
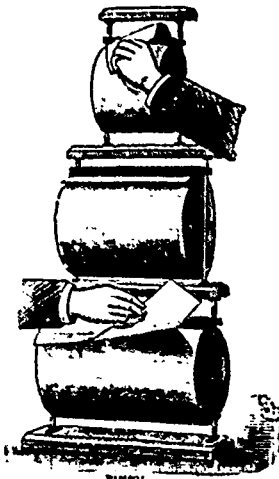
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Montreal Markets.

Flour—The flour market remains very quiet. Ontario straight rollers are offered at \$3.30 to \$3.40 in car lots on track here, but very few transactions are reported. Straight rollers have been delivered at \$3.45 to 3.55 as to quality. In strong bakers a fair business on local account is reported at \$4.00 to 4.10 for city brands, and at \$3.75 to 4.00 for good to choice Manitoba ground strong bakers, common grades selling at \$3.25 to 3.50. Advices from Quebec state that large stocks of flour are held there which were bought last February, when the market looked like taking a turn for the better. Most of these stocks are being carried for higher prices, so that Quebec is not likely to be a very large buyer until some of these supplies are worked off. Western millers are confidently looking for a material enhancement of values shortly, as a result of the recent advance in the price of wheat and the reported damage to the present crop.

Oatmeal—Car lots of rolled and granulated on track are quoted at \$4.10. In a jobbing way quoted:—Rolled and granulated, \$4.10 to 4.20; standard \$3.95 to 4.05. In bags, granulated and rolled, \$2.00 to 2.10, and standard \$1.95 to 2.05.

Mill feed—The market is quiet, with sales of car lots at \$16.50 to 17. In the west, sales have been made at the mills at \$13.50 to 14.00. Shorts are quoted at \$17.50 to 18 in this market and moultrie \$19 to 22 as to grade.

Wheat—Prices are more or less nominal on spot at 80 to 81c, and for export 79 to 80c. No. 1 frosted is quoted at 68 to 69c. No. 2 red and white Ontario winter wheat is quoted at 70c.

Oats—The market is quiet at 34c per 34 lbs., the last sale reported amounting to about 5,000 bushels being at that figure. Some holders, however, refuse to sell under 34½c. Oats are lower in the west, as there is more to come out than was at one time expected.

Barley—The market is dull on spot, brewers buying very sparingly. It seems that less barley is malted here than in former years, as a number of brewers buy their malt in the west instead of malting as they used to do. We quote malting grades 52 to 55c, and feed barley 40 to 42c.

Cured Meats—The market for hog products is unquestionably easier, and sales of Canada short cut mess pork have been given us at \$21.25 to 21.50, with small lots at \$22.00. Chicago regular mess pork could be laid down here at about \$20.25, and we quote \$20.50 to 21.00. In lard there have been further sales of about 2,000 pails of compound at \$2.10 per pail of 20 lbs, with sales of choice compound at \$2.20 to 2.25. Pure leaf lard has been sold at \$2.45 to 2.50 per pail. In smoked meats a very good demand has been experienced, and sales of round lots of 50 to 150 hams have transpired at 12½ to 13c as to size and quality, one lot being quoted at 12c.

Dressed Hogs—A few small lots of nearly fresh killed have been sold at \$3.25 to 3.50. In the west prices are quoted at \$7.50 f.o.b.

Hides—The attempt to advance prices to dealers, referred to by us last week has weakened, the highest price paid by dealers this week being 5½ for No. 1. Heavy steers are in demand, and have been sold to tanners at 7½ No. 1, and 6½ for No. 2; several sales of No. 1 hides have been made at 5½ to tanners. Calfskins have advanced another cent, 9 to 10c per lb having been paid. A few lamb-skins are coming in and selling at 10 to 15c each, and sheepskins sell at from 90c to \$1.25. We quote: Nos. 1, 2 and 3 hides to tanners 5½, 4½ and 3½, and to dealers 5 to 5½, 4 to 4½ and 3 to 3½ for Nos. 1, 2 and 3. Calfskins 9 to 10c; sheepskins, 90c to \$1.25, and lamb-skins 10c.

Butter—Sales of creamery have been made for the Newfoundland trade at 19½ to 20c, and one lot is said to have been sold as low as 19c. This confirms our statement made some time ago, to the effect that creamery would have to sell at dairy prices before it could be at all disposed of. Now creamery is beginning to show up in large quantities, sales of which have been made at 23c to 25c in small lots, and now eastern townships have sold at 21c to 22c.

Eggs—Owing to the heavier receipts from the west and the check to the demand, prices have sold down to 13c, being 2½ lower than at this time last week. Prices are down to 10c west of Toronto and 11c east of Toronto. Prices, however, will have to recede to a still lower basis before there will be any profit in packing eggs.—*Trade Bulletin*, April 7.

Toronto Grocery Market.

The daily advances in sugar were sufficient to keep the grocery market in a more than usual state of excitement during the past few days without the announcement that the Canadian starch manufacturers had arrived at an agreement to stop the unprofitable cutting in prices and to raise their quotations about a cent a pound. Sugars are up about ½c per lb. from the lowest point and the market is firm at the advance. There is an impression that starch may advance further, but there is no announcement to this effect. From reports which come from the British markets this week Canadian canned tomatoes and gallon apples have made a lasting impression on the conservative tastes of the mother country. The Lakeport Preserving Company, who made large sales there this year, have an offer for their entire output—no limit whatever being made—of these staples for 1893. Canned corn does not seem to be taking a hold there; it is with difficulty the small consignments sent over have been disposed of.

Sugars—Granulated, 5½ to 5½c; Paris lumps boxes, 5½c; extra ground, barrels, 6 to 6½c, powdered, barrels, 5½ to 5½c; refined, dark to bright, 4 to 4½c; raws, 3½ to 4.

Syrups—D, 1½ to 2½c; M, 2½ to 2½c; B, 2½ to 2½c; V.B., 2½ to 2½c; E.V.B., 2½ to 2½c; ex-sup, 2½ to 2½c; XX, 2½ to 3c; XXX and special, 3 to 3½c.

Molasses—West Indian, bbls, 26 to 38c; New Orleans, open kettle, 45 to 55c; centrifugal, 30 to 40c; inferior low grades, 25 to 28c.

Teas and Coffees—A consignment of Mocha coffee is on the way here, but the price will be considerably higher than the last shipment. Rio are firmly held at 21 to 22c. Port Rico, 23 to 25c, and Mocha, at 23 to 32c.

Dried Fruits and Nuts—Currants—Barrels, 5½c; half bbls 5½ to 6½c; cases, 6 to 7c; Vostizza, cases, 7½ to 9½; Patras, bbls, 6½c; cases, 6½ to 7½c. Raisins—Valencia, 4½ to 5½c; layers, 6½ to 7½c; Sultana 6 to 11c; loose Muscatel, \$2.25 to 2.40; London layers, \$1.80 to 2.40; black baskets, \$3.40 to 3.70; blue baskets, \$4.40 to \$4.60. Figs—Elesmes, 10 lbs and up, 9½ to 13c; white Malaga figs, 6½ to 7c in 25 lb boxes; natural do, in bags, 4 to 4½c; wats do, 4½c; 14-oz 9 to 9½c. Dates—Hallowee, 5½ to 6c; Prunes—Cases, 7½ to 9c. Nuts—Almonds, Tarragona, 15½ to 17c; Ivica, 14 to 15c; do, shelled Valencia, 29 to 35c; filberts, Sicily 9½ to 10c; walnuts, Grenoble, 14½ to 15c; Marbots, 12c.

Canned Goods—There has been a steady demand this week for the sorting up trade, but no sales of round lots are reported. Prices are unchanged at 85c to \$1 for corn, peas and tomatoes, according to quality, but the cheaper grades are in limited supply. Fish—Salmon, 1's flat, \$1.60 to 1.80; salmon, 1's tall, \$1.45 to 1.55; lobster, clover leaf, \$2.25 to 2.35; lobster, other 1's, \$1.75 to 2.25; mackerel, \$1.00 to \$1.25; finnan haddie \$1.40 to 1.50; sardines, French 1's, 40c; sardines, French ½'s, 17c; sardines, American ½'s, 6 to 8c; sardines, American 1's, 9c. Fruits and vegetables—Tomatoes, 3's, 85c to \$1; corn, 2's, 85c to \$1.05; peas, 2's, 90c to \$1; beans, 90 to 95c; pumpkins, 75 to 90c; strawberries and raspberries, 2's, \$1.85 to \$2; apples, gala, \$2.25 to \$2.40; 3's, 80c to \$1; peaches, 2's, \$2 to 2.75; 3's, \$3.25 to 3.75; plums, 2's, \$1.40 to 1.75; 3's, \$2.60 to \$2.85; pears, 2's, \$1.45 to 1.85; 3's, \$2.25 to 2.60.

Spices, Rice, etc.—Rice, bags, 4½ to 4c; do, off grades, 3½ to 3½c; do, Patna, 4½ to 5½c; do, Japan, 4½ to 5½c; sago, 4½ to 5c, tapioca, 4½ to 5c; pepper, black, 1½ to 12c; do, white 18 to 25c; ginger, Jamaica, 18 to 20c; cloves, 10 to 15c; allspice, 10 to 13c; nutmeg, 90c to \$1.10 cream tartar, 28 to 35c.

Peels—Quiet and unchanged. Lemon is going at 15 to 16c; orange at 17½ to 18c, and citron, 26 to 30c.—*Empire*, April 7.

The Ontario Iron and Steel Company is about to establish a blast furnace on Ashbridge's Bay marsh, Toronto, the city having agreed to give it fee simple of 150 acres and a bonus of \$75,000. The company will have a capital of \$1,000,000, and the works will cost \$500,000.

A New Departure in Melissa.

Acceding to the persistent demands of our many patrons, and recognizing the soundness of their argument, viz:—that in all but the large cities, it is almost impossible to get wraps properly made, we have made arrangements during the past few weeks, to supply to the trade of Canada, Melissa Rainproof Garments, for Ladies, Misses and Children, in all the novelties of the New York market. We have secured at great trouble and large expense one of the best designers and patter cutters in New York city, who will preside over this special department of our business, and aided by his imported and trained staff of assistants, will, at once, without any costly or annoying experiments, be able to turn out **Tailor Made Garments**, equal in finish, fit and design to any obtainable in New York, and superior to any of European manufacture.

Our entire output will be manufactured on the premises, under the personal supervision of our foreman. All our operators are men and are practical Cloak makers. None of our work is given out to women nor is outside labor of any kind employed, thus only can we secure one uniform finish.

In connection with our Ladies' Melissa Wrap Department, we are also inaugurating a Mantle Department, but owing to the late date at which we entertained this latter idea, we will for this season show only a comparatively small range, but sufficient to enable the discerning public to form an idea of what they may expect for next season.

One of the many advantages which merchants will secure by patronizing us, will be that *they can assort their sizes* from time to time, thus doing away with the necessity of having broken lines before the season is half over. They can also at all times, on short notice, get garments to fit outsized figures and figures of irregular proportions, by filling the measuring forms which we will furnish on application.

Our travellers will shortly be upon the road with a large range of patterns of Melissa, in many new and common sense styles of Wraps, both for Spring sorting and for Fall delivery, and at the same time will offer for the inspection of the trade a representative exhibit from our Mantle Department.

Designs, Patterns and every other information furnished on application.

Special attention given to letter orders.

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Canada and the Manchester Ship Canal.

Last year Canada showed her interest in the great English canal project which is commanding so much attention among men of commerce the whole world over by despatching an engineer to gather lessons for the canal works in progress within the Dominion. But Canada's concern with the great Manchester enterprise is by no means limited to its engineering characteristics. Last week Mr. John Dyke, the Canadian Government agent at Liverpool, was summoned to London to appear before the Select Committee of the House of Lords; and the evidence he, as an expert, was able to lay before the Earl of Cadogan and the other noble lords on the committee was of such moment, in view of the development of the Canadian export trade with Great Britain, that a representative of the *Canadian Gazette* sought out Mr. Dyke, and induced him to explain how the position of Canada will be affected when, at the opening of the next Canadian season, the heart of the chief manufacturing areas of England is brought to the seaboard.

A MARKET OF SEVEN MILLIONS.

"Well," said Mr. Dyke, after these preliminary objections had been disposed of, "you want to know why I believe Canada will be benefited more than any other country outside the United Kingdom by this canal. The reason is very simple. Manchester is the centre of the densest mass of consumers in the world, and by means of this canal you bring Canadian produce right up to the very doors of these consumers. Take the one commodity of butter. Of the twelve million sterling's worth of butter imported into the United Kingdom, probably at least five millions' worth comes from Denmark and Scandinavia to Manchester and vicinity. The result is that Manchester merchants virtually control the trade, and make the prices for butter and also margarine not only for Great Britain, but for the Continent."

"Nearly half the import, then, comes to Manchester and district?"

"Just so, from Scandinavia via Hull, and you can see why, if you consider that within cartage distance of the city of Manchester—that is, within a radius of twelve miles of the Manchester wharves of the canal—there are no fewer than two millions of people. That is to say that Canadian produce can be brought in transatlantic steamers right into the midst of this immense population; while, taking a further radius, you find Manchester the centre of seven millions of people—a greater population than is attached to any other seaport in the world. Holland and Belgium are considered the most densely-populated countries in Europe. They have 116 persons to the square mile. The United Kingdom has 310. But the density of population in the district Manchester serves is thirteen times as great as that of Holland and Belgium, and nineteen times as great as that of the rest of the United Kingdom."

COMPETING WITH NORTHERN EUROPE.

"Of course, this densely peopled area is not shut out from Canadian products now."

"No, but the railway freight charges from Liverpool to Manchester just suffice to shut out a good deal and check expansion. You will see this for yourself by this statement of the new railway charges from Liverpool to Manchester:—

Live cattle... 2s 6d per head.
Meat..... 8s per carcass of 800 lbs.
Bacon..... 10s per ton or about 2s 6d per box.
Cheese.... Equal to 3s to 3s 6d per box.
Eggs..... 10s per ton load, or about 1s 6d per case.

These figures do not include the cartage and commission charges which have to be met in Liverpool for transfer from the steamer to the railway, so that you may note how material the saving would be when the produce is carried direct from Canada to Manchester, and

there brought within carting distance of the consumer. And you can also see what this must mean when Canada has to compete with countries like Denmark and Scandinavia. Their products have all the risk of transit *via* Hull—the change from the North Sea steamer to the railway,—and if they desire to share the advantages of the Manchester Canal, their ships must make the enormous detour all round the north of Scotland or south of England. Canadian butter and other perishable commodities will, on the other hand, be placed in cooling chambers on the steamer at Montreal and be taken straight to the doors of the consumer. As matters now stand Canada cannot so successfully compete with northern Europe. When the canal is opened she will be in a much more favorable position."

THE CANADIAN CATTLE TRADE.

"What about Canadian cattle?"

"Well, the object of my giving evidence before the Select Committee was to assist the Corporation of Manchester to obtain powers to erect lairages and slaughter houses for Canadian cattle, and also landing places for them when they are allowed to be moved alive and permitted to go to Salford market, which is only two miles distant. It is hoped that this freedom will be granted again within the next few weeks. As the cattle freight is the most valuable, it is scarcely likely, unless the cattle are allowed to go to Manchester, that the steamers will land the cattle at Liverpool, pay Liverpool dues, and go on with the other cargo to Manchester, where they would have to pay dues again. Really, the destination of the cattle controls our chances of this new outlet for Canadian products. It is reckoned that the offer will be worth in Manchester from 8s to 10s per head more than in Liverpool, as it can be distributed immediately among the consumers. This, with 8s freight, would mean about 16s per head, and in the hot weather more, nearly 20s per head."

A SAVING OF TEN PER CENT.

"At what do you calculate the saving in freight? Of course, there will be the extra steamship freight up the canal to Manchester."

"That extra steamship freight would be very little, if anything at all. As to the net saving, you can see for yourself by taking the case of the hay trade. About 1,000 tons of Canadian hay have been landed at Liverpool weekly since the opening of the present year. Last week one contract was made for 1,000 tons of hay to be delivered in Manchester, *via* Liverpool. The freight from Liverpool to Manchester is 7s 4d per ton, and cartage 1s 6d, or, together, 8s 10d per ton on a commodity of the value of 80s to 85s, or over 10 per cent. This 10 per cent will be saved when the hay can go direct to Manchester in the Canadian vessel. The same percentage applies to other articles of Canadian export. Of the Canadian deals landed at Liverpool by the cattle steamers fully 70 per cent go to Manchester and district, or through Manchester to their destination. A standard of deals (165 feet) occupies about the same space as a ton of hay, and a ton of hay occupies about the same space as twenty barrels of apples, and the saving of freight would therefore be a material item in the imports for the Manchester markets."

"There is also an enormous demand in the Manchester district for other products in which Canada may compete with European and United States importers. Wood pulp comes almost wholly from Norway and Sweden. In 1891 the British imports were 156,461 tons, and in 1892, 190,933 tons, of the value of nearly a million sterling. A large proportion of this import from Europe is conveyed from Hull to Manchester and neighborhood by rail for the manufacture of paper, mill-boards, and other paper supplies used for packing Manchester goods to be sent to all parts of the world. Dimension timber is also used in large quantities for the manufacture of agricultural implements, while the cotton mills take immense quantities of spools and other woodenware which Canada may supply as well as, if not better than, other

countries. These are commodities of so small a value as not to permit of the expense of handling at Liverpool docks and railway."

RETURN CARGOES AND OTHER POINTS.

"What about return cargoes for the Canadian ships going up to Manchester?"

"That is an important point. It is calculated that the Canadian imports of European manufactured goods—such goods as Canada now imports, more especially wire, earthenware and glass—would be largely increased. Canada now imports nearly two million dollars' worth of such goods, and they come to a large extent from the continent. They could more easily and cheaply be imported from Warrington and other places on the canal. The Bridgewater canal, running through the Potteries and joining the canal, has been bought by the Manchester Ship Canal Company; thus you have water communication with another enormous inland area. Then chemicals to the value of nearly three millions of dollars are imported into Canada, and could be put on board at Runcorn and Saltport and other canal stations, and so save the expense of handling and carrying by barges to the steamer's side at Liverpool."

"You have no doubt about the possibility of navigating the canal with large ocean steamers?"

"None at all. Steamers of 5,000 tons have already been built by the Warren Line for the canal traffic. The only difficulty is the height of the canal bridges, and that is surmounted easily, as in the Warren steamers, by sliding masts to come under bridges of 75 feet in height. With these sliding masts any transatlantic steamer can navigate the canal with the greatest ease. The canal is 26 feet deep and 120 feet wide. The Amsterdam canal is only 8½ feet wide, while the great Suez canal is only 72 feet wide."

"Do you think this will injure the trade of Liverpool?"

"Well, it may do to a small extent, but all together new branches of trade will be opened up."—*Canadian Gazette*, London, England.

Toronto Hardware Market.

Rumor has it that the makers of barbed wire purpose paying freight to Manitoba as well as to Ontario and Quebec. It is thought that the preferred list on nails will be done away with. A meeting of manufacturers in Montreal to-day base iron was reduced to \$1.95; bases, galvanized iron, ingot tin and ingot copper are all in good demand. Quotations are as follows:

Antimony—Cookson's, per lb, 13½ to 14c; other makes, per lb, 13 to 13½c.

Tin—Lamb and flag, 56 and 58 lb ingots, per lb 23½c to 24½c; at aits, 100 lb ingots, 23½c, strip, 24½ to 25½c.

Copper—Ingot, 14 to 14½c; sheet, 16 to 18c.

Lead—Bar, 4½ to 5c; pig, 3½ to 3¾c; sheet, per roll, \$1.75 to \$5.25; shot, Can. dis. 12½ per cent.

Zinc—Sheet, 6½ to 6¾c; zinc, spelter, 4½c domestic; imported, 5½ to 5¾c; solder, hf and hf, 18 to 19c.

Brass—Sheet, 21 to 28.

Iron—Bar, ordinary, \$2.05 to 2.10; bar, refined, \$2.60; Swedes, 1 in. or over, \$1 to 4 2½. Lowmoor, 5½ to 6c; hoops, coopers, \$2.60 to 2.65; do, band, \$2.50 to 2.60; tank plates, \$2 to \$2.25; boiler rivets, best, \$4.50; sheet, 10 to 20 gwg., \$2.75 to 3; 22 to 24 do, \$2.75 to 3; 26 do, \$2.87½ to 3; 28 do, \$3.50 to 3.75; Russia, sheet, per lb, 10 to 12c.

Galvanized iron—16 to 24 gauge, 5 to 5½; 26 do, 5½ to 5¾c; 28 do, 5½ to 5¾c.

Iron wire—Market bright and annealed. Nos. 1 to 16 per list, from stock, 20 per cent discount from Montreal; for Hamilton or Toronto add 10c per 100 lbs; market tinned, per lb, 4½ to 8; galvanized *leaves*, same discount as bright and annealed; barbed wire, 4½ to 4¾c; coiled chain, ¼ in, 4½ to 5c; ½ in, 4½ to 4¾; ¾ in, 3; to 4c; 1 in, 3½ to 3¾c; 1½ in, 3 1-5 to 3½c; iron pipe, off list, 60 to 62½ per cent discount; galv., off

list, 35 to 37½ per cent discount; boiler tubes, 2 in, 13½; do. 3 in, 19½.

Steel—Cast, 13 to 14; boiler plate, ¼ in, \$2.30; 5 16 do, \$2.25; ¾ do, \$2.25; sleigh shoe, \$2.50 to \$2.75.

Nails—American list basis, \$2.30 f.o.b. To onto and Hamilton; brads, moulding and wire 75 per cent off new list.

Horse nails—Can. dis. 60 and 10 off fo: C, and 60 and 10 and 5 off for P.B. and M.

Horse shoes—Per keg, \$3.60 f.o.b. Toronto and Hamilton; \$3.70 f.o.b. London.

Canada plates—Blains, \$2.75 to 2 90; other, \$2.90 to \$3.10.

Tin plates—IC coke, \$3.65 to 3 75; IC char coal, \$4.25 to 4 50; IX charcoal, \$5.25 to 5 50; IXX charcoal, \$6 25 to 6 50; DC charcoal, \$4.25 to \$4 50.

Gunpowder—Can blasting, per keg, \$2.50 to 2 75; can sporting, FF, \$5; can sporting, FFF, \$525; can rifle, \$7.55.

Rops—Manilla, 11½ basis; sisal, 10½ basis.

Axes—Per box, \$7 to \$12.

Glass—Fourth quality star, 1st break, \$1.30 to 1.40; 2nd do, \$1.50; 3rd do, \$3 30; 4th do, \$3.60; 5th do, \$3.90.

For old material we quote dealers paying prices as follows: No. 1 heavy scrap, 65 to 75c per 100 lbs; stove cast scrap, 49 to 45c; No. 1 wrought scrap, 50 to 60c; No. 2, including sheet iron, hoop iron and mixed steel, 20 to 30c; new scrap copper, 8½c; heavy scrap copper, 9½c; old cop per bottoms, 9c; light scrap brass, 5½c; heavy yellow scrap brass, 7½c; heavy red scrap brass, 8½ to 8½c; scrap lead, 2c; scrap zinc, 2½ to 2½c; scrap rubber, 2½ to 2½c; country mixed rags, 80 to 85c per 100 lbs; clean, dry bones, 50 to 60c per 100 lbs; ploughshares, 60 to 65c; burnt cast scrap, 15 to 20c; railroad iron, 60 to 70c; malleable scrap, 25c.

In paints and oils trade continues brisk, but

without change. Prepared paints are active at \$1.10 to \$1.20. We quote on large lots only: Pure white lead, ground in oil, association guarantee, 5½c. Prepared paints (¼, ½ and 1 gal. tins)—Pure, per gal, \$1.20; second qualities, per gal, \$1. Colors in oil (25 lb tins, standard quality)—Venetian red, per lb, 5c; chrome yellow, per lb, 11c; chrome green, per lb, 8c; French Imperial green, 19c. Colors, dry—Yellow ochre (J.C.), in barrels per cwt, \$1.35 to \$1.40; Venetian red (R.C. 2) per cwt \$1.50; do (b. st), \$1.80 to \$1.90; English oxide, in barrels, per lb, 3½c; American, in barrels, per pound, 2½c; Canadian, in barrels, 1½c; Paris green, 13 to 15c; burnt umber, per lb, 9c; chrome yellow, per lb, 11 to 12c; chrome greens, per lb, 12c; Indian red, 6c for ordinary, 10c for pure; agricultural red, 20 to 22c; golden ochre, 3½c. Turpentine, in barrel—Selected packages, per gal, 57c for 1 to 3 barrels, freight allowed. Glue, common, broken, in barrels, 10 to 11c; French, medal, 11 to 12c; cabinet-makers', 17 to 18c; white, 16 to 17c. Castor oil, per lb, 9½ to 9c. Linseed oil, per gal, raw, 61 to 63c; boiled do, 65 to 67c. Putty, \$2 per cwt. Rosin, \$1 per cwt. Pine tar (tins), \$1 per doz.—*Empire*, April 7.

Freight Rates and Traffic Matters.

The *Montreal Trade Bulletin* of April 7 says.—In grain freights there has been some further engagement reported at 1s 9d for Glasgow and 1s 9d Liverpool. London is quoted at 2s, and Avonmouth at 2s to 2s 3d. Deals have been taken at 37s 6d to 41s 6d. The rate from Port Arthur to Montreal by water is quoted at 7c.

The *Chicago Trade Bulletin* of April 8 says.—The railroads are now working smoothly, and are able to handle all the east-bound business they can get. Rates remain steady at 25c per 100 lbs for flour and grain, and 30c for provisions. Through rates to Liverpool were dull and easier. Flour was taken at the close at

28½ to 30½c per 100 lbs, grain at 26c, and provisions at 35 to 41½c. Vessel room was in moderate demand and rates lower at 2½c for wheat and 2½c for corn to Buffalo.

The Minneapolis *Northwestern Miller* of April 7 says.—Ocean rates on flour, to go forward at the opening of navigation, are being offered at Manitowish as follows, per 100 lbs: To Liverpool and London, \$8.44; Glasgow, \$7.88; Bristol, \$11.25; Leith, \$12.66. Our flour for immediate shipment a'l rail, rates are about 1 to 2s lower than they are on shipments that are to get the advantage of the lower rates insured by lake transportation. A rate of 30c, Minneapolis to New York, is guaranteed the shipper at the opening of navigation. The best through rates from Minneapolis obtainable Wednesday, for prompt shipment, were as follows, per 100 lbs: To London, 42c; Liverpool, 39c; Glasgow, 40c; Bristol, 43c; Leith, 44c; Amsterdam, 43c; Southampton, 41c.

The Canadian Pacific railway has issued a new tariff from Winnipeg to the Kootenay district of British Columbia, via Revelstoke, which gives a comparatively low rate to those points.

It is announced that the Canadian Pacific will issue a new tariff on grain, from Manitoba and territorial points east, before the next crop comes to market. Important reductions are promised.

An Ottawa telegram says a prominent member of the Consumers' Cordage Company is in town. He states that prices for binder twine this season have not yet been issued. He claims that they will be lower than ever, and predicts that his company will undersell the Farmers' Binder Twine factory of Brantford, because the latter bought raw material before the recent fall in prices. Negotiations are still in progress for the sale of binder twine this season in Manitoba and the Northwest through the medium of Canadian Pacific railway agents.

CONSUMER'S CORDAGE CO.

LIMITED.

BRANTFORD. PORT HOPE. MONTREAL. QUEBEC. HALIFAX.



Hold your Orders till you get prices from our
Manitoba and N.W. Agents,

MERRICK, ANDERSON & CO., Winnipeg.

QUOTATIONS MUCH LOWER THAN EVER BEFORE.

SPONGES!

A full assortment of Cased, Baled, Carded, etc.

LYMAN, KNOX and CO.,
Wholesale Druggists,
MONTREAL AND TORONTO.

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

CONDENSED JOINT TIME TABLE

R'd Up. In Effect September 1st, 1892. R'd Dow

Going South.		STATION.	Going North.	
No. 5			No. 6	
Daily.	9 30a	Ar Great Falls	11 00	Daily.
	8 50	Ar Vaughan	11 40	
	8 15	Ar Steel	12 20	
	6 50	Ar Collins	00	
	5 20	Ar Pondera	3 40	
	5 00	Ar Conrad	5 00	
	3 40	Ar Shelby Junct	6 30	
	2 50	Ar Rocky Springs	7 20	
	2 20	Ar Kevin	8 10	
	1 40	Ar Sweet Grass	9 00	
Mon., Wed. and Friday.	12 50	Ar (Internat'l bound.)	9 00	Mon., Wed. and Friday.
	10 00p	Ar Couits	9 50	
	10 10	Ar Milk River	10 40	
	9 50	Ar Brunton	11 25	
	8 20	Ar Sterling	12 55p	
7 00a	Ar Lethbridge	2 10		

Going West.		STATIONS.	Going East.	
No. 2			No. 3	
Daily			D. ex. No. 1	
7 00p	De	Dunmore	Ar	8 55a
10 30p	De	Grassy Lake	Ar	12 45p
9 00a	Ar	Lethbridge	De	4 45p
				5 40a

Meals.
Through trains leave Great Falls, Sunday, Tuesday and Thursday, at 11 p.m.
Through trains leave Lethbridge, Monday, Wednesday and Friday, at 7 a.m.

CONNECTIONS.

Canadian Pacific Railway.—Trains leave Dunmore junction. For Atlantic coast at 10 25 a.m. For Pacific coast at 6 02 p.m.
Great Northern Railway.—Trains leave Shelby Junction: For Kalispell, Bonner's Ferry, Spokane, etc., at 10 48 a.m. For St. Paul at 2 32 p.m.
Great Northern Railway.—Trains leave Great Falls: For Helena and Butte at 10 42 a.m. For St. Paul at 1 45 p.m.
Macleod and Pincher Creek.—Stage leaves Lethbridge every Tuesday, Thursday and Saturday, at 9 a.m.
Choteau Stage for Choteau, Bellevue, Bynum, etc. connects with trains No. 5, and 6.
N.B.—Passengers to and from Kalispell, Bonner's Ferry, Spokane, etc., will note that close daily connections are made with Great Northern Railway at Shelby Junction.
E. T. GALT, W. D. BARCLAY, H. MARTIN,
Gen. Manager. Gen. Super't. Gen. Traff. Agcn

CANADIAN EXCURSIONS.

Excursion tickets to Canada will be on sale via St. Paul and the "Northwestern Line," to Chicago at offices of the Great Northern and Northern Pacific R. Is. from points in Minnesota and Dakota north of and including Crookston and Grand Forks on November 20th, December 6th, 13th to 22nd, inclusive, and December 27th, and from points in Manitoba daily from November 28th to December 31st, 1892, inclusive.

To Montreal and points west in Quebec and Ontario, but not to points north of Gravenhurst and west of Carlton Junction, the rate will be \$10.00 for the round trip.

Trains from Manitoba and Dakota arrive in St. Paul in the morning in time to connect with the "North-Western Line" fast day train leaving St. Paul at 6 00 a.m., arriving in Chicago 9 35 p.m., making connections with late trains out of Chicago to the East.

Buy your tickets over the "Northwestern Line" It is also the only line running a train from St. Paul every morning both week days and Sundays to Milwaukee and Chicago. Other trains of "The North-Western Line" leaves St. Paul 6 35 p.m., arrive Chicago 7 45 a.m., and leaves St. Paul 8 10 p.m., arrive Chicago 9 30 a.m.

M. M. WHEELER, T. W. TEASDALE,
Travelling Agent. Gen'l. Passenger Agent, Et. Paul

CANADIAN PACIFIC RY.

—THE—

FAVORITE LINE

Quickest and best route to all points

East, West and South

The only Line carrying passengers to the east and west without change of cars and reaching all the important cities of the American Continent and with direct steamship connections to

Europe, China and Japan.

Unequaled advantages for booking passengers to the Old Country.

TO YOKOHAMA AND HONG KONG.

Empress of Japan leaves Vancouver Feb. 6

Empress of China " " March 6

Empress of India " " April 3

And about every four weeks thereafter.

Apply to Wm. McLeod, City Passenger Agent, 471 Main street, or J S Carter, Depot Ticket Agent.

ROBT. KERR,
General Passenger Agent,
WINNIPEG.

NORTHERN PACIFIC R.R.

TIME CARD.

Taking effect on Sunday, Nov. 20, 1892. Central or 90th Meridian Time.)

North Bound			South Bound		
Brandon Ex. Tues. Th. & Sat.	St. Paul Express Daily.	Miles from Winnipeg.	STATIONS.	St. Paul Express Daily.	Brandon Ex. Mon. Wed & Fri.
9 55p	4 10p	0	Winnipeg	11 45a	1 00p
9 46p	4 00p	8 0	Portage Junction	11 54a	1 10p
9 30p	3 45p	9 3 0	St. Norbert	12 03p	1 24p
9 17p	3 31p	15 3 5	Cartier	12 23p	1 37p
1 59p	3 13p	23 5 5	St. Agathe	12 41p	1 55p
1 42p	3 04p	27 4	Union Point	12 49p	2 02p
1 39p	2 51p	32 5 5	Silver Plains	1 01p	2 13p
1 20p	2 33p	40 4	Morris	1 20p	2 36p
	2 18p	46 8	St. Jean	1 35p	
	1 57p	60 0	Letellier	1 67p	
	1 25p	65 0	Emerson	2 15p	
	1 15p	63 1	Pembina	2 25p	
	9 35a	103	Grand Forks	6 00p	
	5 35a	225	Winnipeg Junction	9 55p	
	8 35p	470	Minneapolis	6 30a	
	8 00p	481	St. Paul	7 05a	
	9 00a	583 1	Chicago	9 35a	

MORRIS-BRANDON BRANCH.

East Bound.			West Bound.		
Freight Mon. Wed. & Fri.	Passenger Tues. & Sat.	Miles from Winnipeg.	STATIONS.	Passenger Mon. Wed. & Fri.	Freight Tues. & Sat.
11 40a	2 55p	0	Winnipeg	1 00p	3 00a
7 30p	1 15p	0	Morris	2 30p	7 30a
6 40p	12 53p	10 0	Lowie Farm	3 03p	8 15a
5 40p	12 27p	21 2 5	Myrtle	3 31p	9 05a
5 24p	12 16p	25 9	Roland	3 43p	9 25a
4 40p	11 57a	33 5	Rosebank	4 02p	9 58a
4 10p	11 43a	38 0	Miami	4 15p	10 25a
3 25p	11 20a	49 0	Deerwood	4 25p	11 16a
2 55p	11 05a	54 1	Attamout	4 50p	11 48a
2 18p	10 49a	62 1	Somerset	5 10p	12 28p
1 43p	10 33a	68 4	Swan Lake	5 24p	1 00p
1 17p	10 19a	74 0	Indian Springs	5 39p	1 30p
12 51p	10 07a	78 4	Maricopolis	5 50p	1 55p
12 22p	9 40a	86 1	Greenway	6 06p	2 23p
11 51a	9 35a	92 2 2	Balder	6 21p	2 00p
11 01a	9 12a	102 0	Belmont	6 45p	2 50p
10 26a	8 55a	109 7	Hilton	7 21p	4 20p
9 40a	8 40a	117 1	Ashtown	7 35p	5 03p
9 35a	8 30a	120 0	Wawanassa	7 47p	5 10p
8 48a	8 06a	129 5	Rounthwaite	8 14p	6 00p
8 10a	7 48a	137 2	Martinville	8 25p	6 43p
7 30a	7 30a	143 1	Brandon	8 55p	7 30p

West bound passenger trains stop at Belmont for meals.

PORTAGE LA PRAIRIE BRANCH.

Taking effect Tuesday, Dec. 20, 1892.

East Bound.			W. End		
Mid. No. 144 Mon. Wed. Fri.	Pass No. 115 Tues. Th. Sat.	Miles from Winni.	STATIONS.	Pass No. 144 Mon. Wed. Fri.	Mid. No. 144 Mon. Wed. Fri.
12 15p	12 10p	0	Winnipeg	4 15p	3 40p
11 50a	11 52a	3 0	Portage Junction	4 25p	4 00p
11 18a	11 33a	11 5	St. Charles	4 45p	4 25p
11 07a	11 22a	14 7	Headingley	4 50p	4 35p
10 30a	11 12a	21 0	White Plains	5 07p	5 00p
10 05a	10 54a	28 8	Gravel Pit	5 25p	5 27p
9 55a	10 49a	31 2	Lasalle Tank	5 31p	5 35p
9 38a	10 40a	35 2 2	Eustace	5 40p	5 49p
9 11a	10 26a	42 1	Oakville	5 56p	6 15p
8 25a	9 55a	55 5	Portage la Prairie	6 25p	7 00p

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

Connection at Winnipeg Junction with trains for all points in Montana, Washington, British Columbia, Oregon and California. Close connections at Chicago with Eastern lines.

For further particulars apply to
CHAS. S. FEE, H. SWINFORD
G. P. & T. A., St. Paul. General Agt., Winnipeg
H. J. BELON, Ticket Agent, 468 Main St., Winnipeg.