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

WINNIPEG, AUGUST 27, 1888.

CAMPBELL & HARKNESS, dealer in horses, Brandon, have dissolved partnership.

SHIPLEY & PALMER, hotelkeepers, Rat Portage have sold out to Oswald Montgomery.

LIMOGES & DEJOURNEL, general storekeepers, Cochrane, Alberta, have dissolved partnership.

GEO. GIBSON, blacksmith, Rapid City, is about to sell out his business and will move to Carberry.

F. J. SHORE, livery, etc., Qu'Appelle, Assa., has sold out by public auction. He will move to Winnipeg.

DAVIDSON & Co., Merchants, Neepawa, Man., think of opening a tailoring department in connection with their store.

E. LEE, shoemaker, Neepawa, Man., is desirous of disposing of his business and devoting his attention to the farm.

DOWLING & LEIGHTON, furniture manufacturers of Harriston, Ont., will open a branch at Emerson, Man. W. J. Curtis will be in charge.

At the meeting of the Regina town council, a tax rate of one and a half cents was struck. It was decided to raise \$5,800 for general purposes.

ADDITIONS are being made to the Mormon settlement in Southern Alberta. The new arrivals bring considerable quantities of stock and effects with them.

H. SOUCISSE, contractor, Winnipeg, has left the country. Financial difficulties caused his sudden and unexpected departure. He had a contract for the extension of the provincial

asylum, upon which it is said he was losing money.

THE Portage la Prairie board of trade will arrange a reception and exhibit of products for the Ontario excursionists. H. J. Woodside will meet the excursionists at Port Arthur.

A DEPUTATION of Winnipeg citizens comprising both shades of politics, waited on the Local Government one day last week, promising support in the ratification of the proposed arrangement with the Northern Pacific.

ROUNTRE & CONNOR, who recently purchased the Stewart House, at Manitou, Man., have thoroughly overhauled the premises, and fitted the house up in good shape. They will endeavor to conduct the house in good style, giving special attention to the accommodation of commercial travellers.

THE *Calgary Tribune* of August 20, says: Harvesting operations in the neighborhood of High River Crossing began early a week ago and the grain is magnificent. On Sheep Creek the greater part of the barley will be harvested this week and next week will see most of the people beginning their oats. A large yield is sure and everyone is in good spirits. The potatoes and roots are better than they ever have been, which is saying a great deal.

NEEPAWA *Register*: The following item appeared in THE COMMERCIAL of last week. "An idea of the extent of the crop on the big plain surrounding Carberry may be gathered from the fact that the agents there of the different implement firms have sold in the aggregate 104 binders." We felt sure that Neepawa could beat this and so made inquiries from our implement agents. This elicited the fact that 127 binders have been sold and delivered here this season. Let the thoughtful but think what this means.

F. FAIRCHILD, wholesale implement dealer, of Winnipeg, who recently made a trip through Southern Manitoba, reports the crops in good condition. The only damage done the wheat crop from the recent cool spell, is in a limited district between Manitou and Crystal City, and in this district it does not amount to more than five per cent. All the rest of Southern Manitoba, for some distance beyond the end of the track, the prospect is most encouraging. In the Mennonite settlement about one-third of the crop would be cut by the close of last week.

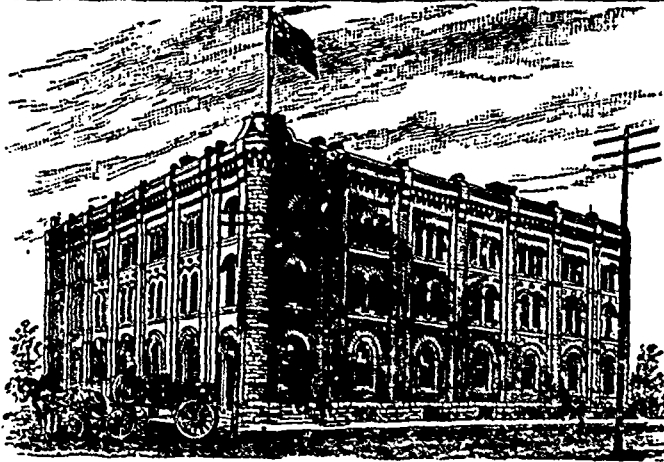
A CORRESPONDENT at Holland, Man., writes: The Holland Milling Company having sunk a well 48 feet to the shale to supply the mill, and not getting anything like a supply, concluded to bore down into the shale. On Saturday, the 18th, the well was drilled 116 feet. A show of oil was struck at 75 feet and gets stronger as it goes down. An old Petrolia man, who has followed the business of sinking wells there, happened to come to the mill on business and exclaimed as soon as he saw the oil that it was as good a show as they ever got in the lower soap, 450 feet down, in Petrolia, and that as they were now working in the soap stone, would strike either oil or gas in the next 50 or 60 feet.

A BY-LAW to authorize the issue of \$85,131.95 was voted on at Emerson, Man., on Monday last. The by-law is to secure a settlement with

the creditors of the town. It was carried without any opposition whatever. The total indebtedness of Emerson, as stated by the commission which recently negotiated the affairs of the town, is \$266,037. The commission reported that the town was able to assume thirty-two per cent. of its liabilities, and pay interest thereon at the rate of two per cent. for the first year, and three per cent. thereafter. The total assessment of the town is placed at \$303,298, upon which assessment the rate for the proposed debentures alone would be 8½ mills on the dollar. The debentures will be used only in extinguishing the debt of the town, and will be payable in twenty years.

ONE of the great resources of British Columbia is its fishery wealth, the development of which is only now commencing. Salmon packing has been going on for some years, but it is only within the last year or two that shipments of fresh and salt fish have been made from the province to any extent. Since the completion of the C. P. R., fresh Fraser river salmon have been shipped eastward to points along the line, as far as Montreal. The taking of these fish for freezing and exporting fresh has become quite an industry on the Fraser river. The deep sea fisheries have not been developed much yet, but there is certainly a great wealth in them. The famous black cod; and the halibut are known to abound off the coast, besides other favorite varieties. As the prairie country east of the Rocky Mountains fills up with people, there will certainly be a very large trade in fish worked up with the Pacific coast dealers. This trade is already assuming some proportion. Henry Saunders, of Victoria, an extensive wholesale dealer in canned salmon and cured fish of all kinds, has made several shipments of some of his favorite brands in this direction. Those who wish information regarding brands and prices of fish, will receive full particulars by corresponding with him.

A COMPANY has been formed by a number of the leading citizens of Victoria B. C., with the object of building a railway from that city to a point at or near Shoal Harbour at the north end of the Saanich peninsula and connecting this point with the mainland at or near the mouth of the Fraser river by a ferry, thence carrying a branch to Westminster city and extending a line from the mouth of the Fraser to connect with the American system of railways at or near Mud Bay. It is expected by the promoters that a trip from Victoria to the mouth of the Fraser river by the proposed line will be made inside of three hours, reaching Westminster 15 minutes later. At the Fraser river it is proposed to extend a mole to deep water, where trains will connect with the ferry. It is understood that both the Dominion House of Commons and the Local Legislature will be applied to for power to enable the Company to carry out the work. The distance by rail from Victoria to Shoal Harbor will be 18 miles, the ferry line 25 miles, and 12 or 18 miles from the mole to Westminster. The following gentlemen have been elected to the board of management for the purpose of obtaining from the two Parliaments a charter of incorporation for the new company: Hon. DeCosmos, Chairman; J. Stuart Yates, Secretary; Hon. J. H. Turner, M. P. P., Alex. Wilson, John Grant, M. P. P.

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CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

THE very late harvest in Manitoba this season has been an advantage from one point of view, and this is in regard to the supply of binder twine. Earlier in the season, when there was a prospect of harvest coming in considerably earlier, it became apparent that with the very heavy crops in view, there would be a scarcity of twine. Dealers ordered additional supplies from the eastern manufacturers, but the manufacturers were already sold ahead, and were unable to make further contracts on short time. As soon as harvesting was over in Ontario, they would commence to manufacture again solely for the west. The very late harvest here this season has thus given manufacturers an opportunity to fill late and additional orders from western dealers, and the danger of any considerable shortage in the supply of twine has passed away. Had the harvest come in early and quickly, as in some previous years, there would certainly have been a great scramble for binder twine, with the probability that many would have got left.

THE last report of the wheat crop of India for 1888 has been issued. It shows that the return is considerably larger than for last year. Reduced to bushels of 60 pounds each, as shown by a table compiled by the Cincinnati *Price Current*, the total yield of the wheat crop of India for 1887-88 is 260,882,112 bushels, grown on 26,854,882 acres, or something under ten bushels per acre. For the previous year the wheat production of the country was 233,125,797 bushels, or say 33,000,000 bushels under this year. The increase in the yield for this year is not important, when compared with a series of past years, as it is shown that the average annual production of wheat for five years, previous to the present crop, was 264,744,965 bushels, and the average annual area 27,825,313 acres. It will thus appear that whilst the present crop is considerably larger than the immediately preceding one, it is not more than a good average as regards total production. India can grow two crops of grain in a year, and has a fall and spring harvest. The crop year ends with the gathering of the spring

crop. The wheat crop is generally grown in the winter season.

THE Manitoba Premier has undoubtedly found ere this, that there is, to use a common saying, no picnic about managing a government. Although in power but a short time, the provincial government has already been placed in more than one very trying situation. The railway situation which wrecked the late Norquay government, has been the great bane of the present administration, and as an outcome of the various aspects of the railway question, a considerable opposition has been developed to the Government within the ranks of its own supporters. There is no denying the fact that a considerable of opposition exists even among the supporters of the administration, to the ratification of the proposed arrangement with the Northern Pacific railway. Whether this feeling exists to any considerable extent among the elected supporters of the administration, it is not yet known, but as the House will soon meet this feature will be made apparent. Still, with the overwhelming majority at its back, the Government could carry the measure through, even with the loss of a number of its supporters. Then there is the Hudson's Bay railway question, which is another great stumbling block. On this question the Premier has been caught napping. Whilst in opposition, politicians will frequently clamor for a measure simply because it is popular with the people. Mr. Greenway forced the late Norquay administration to pass an act granting certain aid to the Hudson's Bay railway. Now when he is in power he has been asked to put this act in force. To do so would be to incur a still further opposition of a very serious nature, from his own supporters. True, the position in which the province is now placed, is quite different from what it was when the Hudson's Bay aid act was passed, but this does not altogether relieve the tender nature of the question for the Government. Growing partly out of these railway questions, and partly perhaps for personal reasons—personal pique, antipathy against certain ministers, or may be a desire for position—there appears to

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DEAR SIR, - In handing you our check for \$1,301.24, in full for balance of your contract for building and enlarging our mill, we without solicitation wish to state, that you have done your work in a manner highly satisfactory to this company. The capacity which you guaranteed at 275 barrels, we find considerably under the mark, as we are at present making over 300 barrels, and the quality of the flour is all that we could wish for. Some of our largest purchasers frankly tell us, it is equal to any flour made in either Minnesota or this province. The yield also we find very satisfactory. We must also bear testimony to your pleasing and gentlemanly manner, and your willingness at all times to meet our wishes. This has made our business relations pleasant and we can honestly say, that we recommend you to any person, requiring anything in the mill building or mill furnishing line. Wishing you the success that straight dealing merits, we are
Yours very truly,

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

have been an intrigue started for the overthrow of the Government, among its own followers. Various rumors of plots and conspiracies to this end have been freely discussed of late, and developments have shown that there was some foundation for these rumors. It is not probable that there was much chance of the success of the movement to hoist the Government, though just sufficient in it to cause some apprehension.

A VERY stringent act has lately been passed in the United States senate, against Chinese immigration into the country. It provides that after the pending treaty is ratified it shall be unlawful for Chinamen or subjects of China to enter the United States, except as officials, teachers, students, merchants, or travelers for pleasure or curiosity, and they must first obtain permission from their Government, and a certificate by which their identity shall be established, which shall be made out by a representative of the United States Government. Masters of vessels are made liable for a heavy penalty for landing a Chinaman without the certificate. The act applies equally to Chinese residents of this country who shall leave it. They shall not be allowed to return unless they have here a wife or child or property of the value of \$1,000 or debts to that amount. The marriage to a wife, to entitle him to return, must have taken place at least a year prior to the date of the permission. Any Chinaman found in the United States not entitled to remain here shall, on conviction, be returned to the country from which he came. The act has no doubt been brought about by the great outcry against the Chinese in San Francisco and other parts of the Pacific coast. This leads the *Industrial World* of Chicago to remark: "The Chinamen of the Pacific coast may not be models of deportment. What ignorant immigrants from other countries are? Without the presence of the Chinamen, however, the Pacific coast would have been twenty years behind its present condition of advancement. In the work of railway construction, ditching, mining, farming, etc., and even in that of in-door servants

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WINNIPEG

Opened April 1st, 1888.

(The proprietors have closed their New Douglass House business)

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"drudgery, they supplied a want which the labor market could not have met. They thus contributed to the general prosperity. They were a part of that human element over which the Government professes to throw its aegis. In what manner have they forfeited their right to this protection?" There is considerable truth in the quotation given above, and it will also apply with some force to the Canadian Pacific coast. There certainly may be many strong objections to the Chinese, on the ground of immorality, filthy habits, etc., but it seems a strange commentary on the boasted freedom of this continent, that such prohibitory laws should be put into force. It is perhaps worthy of note that the anti Chinese agitation is not owing to the immoral habits of the Celestials. It is rather a labor question. The Chinese, by their industrious and frugal habits, are able to thrive where our people would be scarcely able to subsist. The moral aspect of the case is usually put forward by the anti-Chinese agitator, but the labor question is really at the bottom of the matter. Thus it is that the labor organizations are the prime movers in the agitation against the Chinese.



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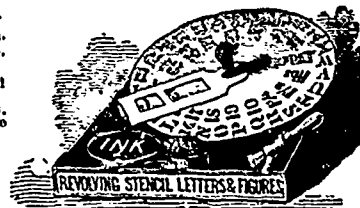
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Insurance Briefs.

The Prescott Insurance Company, of Boston, has reinsured its entire business.

The Insurance Company of North America has appointed an agent for Germany, Holland and Belgium.

Benjamin Durham, Inspector of the Mutual Fire Insurance company, of New York, with H. O'Connor, C. P. R. fire inspector, visited the Lake Superior elevators recently with a view to insurance.

The New Orleans Underwriters' Association has authorized its members to write "exceptional policies" in competition with non-board companies - that is, to cut rates to take risks from non-boarders. That is a boomerang, and the "exceptional policies" will astonish the Association. That sort of action has been tried so often and failed so often that we wonder at any intelligent body of men repeating it.

At a late meeting of the Calgary council a letter was read from the underwriters in Winnipeg asking what had been done in the matter of meeting certain requirements in the fire department, demanded by the underwriters. Councillor Douglas replied that the require-

ments had been met, with the exception of perhaps the providing of a team of horses, stabled at the fire hall, for the exclusive use of the firemen. The tanks are all in good shape, the chemical engine is in working order, a paid engineer is continually on duty and ten volunteer firemen are rooming at the fire hall.

The Chronicle says:—"The time was when the underwriting business was looked upon as little better than gambling." There never was a time when the underwriting business was conducted upon a principle of gambling more than the present. Rates are not, as a rule, fixed upon an intelligent estimate of cost, but are fixed at what parties are willing or compelled to pay. In the Chronicle's own city nothing is more common, according to the Chronicle's reports at various times, than to charge twice as much on one risk as another of the same hazard, or twice as much one year as another on the same risk. That is not insurance, but the most contemptible character of chuck-a-luck.—Cincinnati Price Current.

THE American market for canned tomatoes is weakening under the influence of increasing supplies and a moderate demand.

The Commercial

WINNIPEG, AUGUST 27, 1888.

THE RAILWAY CONTRACT.

No subject outside of the late C.P.R. monopoly has caused so much acrimonious public debate, as the proposed railway contract between the Province of Manitoba and the Northern Pacific Railway Company, which will be submitted to the Provincial Legislature, called to meet tomorrow; and its discussion in the House bids fair to make a not very unequally balanced Government support and opposition in a Legislature which, after the late elections, promised to be almost unanimous in its support of Mr. Greenway and his colleagues.

In our last issue we discredited the statement, that the Northern Pacific railway men had threatened to back out of the deal, and circumstances have since justified that incredulity on our part. The *Free Press*, of Thursday last, contained an open letter from the managing editor, Mr. Luxton, accusing the Government of starting the rumor in order to make public sympathy react or concentrate in favor of the contract, and of making him a tool, in order to get the rumor published in the *Free Press*. The letter, while it does not add much to Mr. Luxton's reputation for tact, doubtless contains a great deal of truth, so far as the connection between the Government is concerned. Without going to Saint Paul this could be plainly seen by any business man in Winnipeg, who kept his eyes open. The same rumor was industriously circulated here as early as the morning before it appeared in the *Free Press*, and even the afternoon before that, namely Wednesday afternoon, it was hinted at as a matter of great secrecy. (?) The work of circulation and hinting was done by a few parties, well known as neck and heel henchmen of the Government, and it is more than a coincidence, these same parties were prominent in raking together the deputation, which last Wednesday waited upon the members of the Government to urge the ratification of the proposed contract. How much the Government are to be condemned for this piece of manipulation depends, we suppose, upon the friendship or opposition of the party judging them. Tested by the standard of morality maintained in political affairs here during the past five or six years, the

trick might be almost looked upon as commendable.

But public opinion seems to have placed at little value the rumor of the N.P. Railway Co's backing out and has for days been centered upon the provisions of the contract itself. The longer the discussion is prolonged the more tangled it becomes, and only the rumored promises of the Government and the N.P. representatives of changing the phraseology of the document so as to make its meaning plain, gives any promise of an intelligent issue being arrived at. Many of the objections are undoubtedly the arguments of interested parties, and the kicking of those who would be pleased with nothing the Government could do. Still there are many conscientious well-wishers of the Government who are far from satisfied with the contract. The fact that it does not even bind the company to even a province, to operate all the lines of road contemplated in perpetuity, is one often urged objection, and that it makes no provision for the Government taking back the whole road in case of the company failing to operate any considerable portion thereof, is severely condemned by many who are friendly to the Government generally. Others who get down to a solid *quid pro quo* basis, want to know what the province is to secure in the way of a maximum freight rate on grain to Duluth in return for what the railway company are to receive, and this is a point that will no doubt be strongly pressed in the Legislature. Altogether the Government will have quite a few explanations to give to the House, but that they will secure the ratification of the contract by a big majority is beyond a doubt.

There can be no doubt but Mr. Greenway's Government in contracting as they propose with the N. P. Railway Co., are pushing aside their election cry of free railways, and a Government highway in the Red River Valley road. Perhaps they are right in so doing, for government management of railways in Canada has never proved a success, and there is no reason to believe that it would in their hands. They have selected the N. P. railway to contract with, it being undoubtedly the one that can best serve the interests of the province, and if the bargain is rather disappointing to many in the province, it is probably the best they could secure.

An objection to the contract, for which

the railway men are not to blame, is that all administrative powers for the province are placed in the hands of the Lieutenant-Governor-in-council and the Railway Commissioner. While the Government are apparently willing to confide their intentions to the Legislature and the people, they are by no means prepared to leave any power in the hands of the former, beyond that of ratifying or rejecting the contract. It is hinted by many, that the powers given to the Railway Commissioner are by far too absolute, and the hint is not unsupported by the terms of the proposed contract.

PLAYING WITH REPUDIATION.

The Quebec province conversion scheme has attracted a great deal of attention in financial circles of late, both in this country and Great Britain. Following upon the obnoxious commercial tax bill, which places a special tax upon commercial corporations, financial and otherwise, comes a scheme for the conversion of the public debt, which in some of its features is tainted strongly with repudiation of existing obligations. Briefly, the purpose of the Quebec Act is to procure an enforced conversion of the provincial debt, by compelling bondholders to accept 4 per cent. bonds instead of the 5 per cents now held by them. The act provides that in the event of bondholders refusing to accept the 4 per cents, they shall be paid off. This is certainly a repudiation of the obligations of the province. Repudiation of a portion of the interest upon the outstanding obligations of the province, is none the less disgraceful than the repudiation of a portion of the principal. The interest is a portion of the value of the bond just the same as the principal, and to repudiate a portion of the interest is an act of dishonesty which is very unworthy of any government or corporation. Canada has heretofore been free from such acts of vandalism, and it has been left for Quebec to take the first step of such a dishonorable nature. The distinction which she has gained thereby, among the provinces of Canada, is not an enviable one. A great outcry has been made against the measure in the London money market, and the bankers there have forwarded a protest to the Colonial Secretary, requesting that pressure be brought to bear upon the Dominion Government, to secure the disallowance of the act of the Quebec Legislature. The matter is one in which all the Canadian provinces are interested. If the Quebec Government can repudiate its obligations in this way, the effect will be bad upon the financial standing of the other provinces, and even upon Dominion securities. There is no probability whatever that any of the other provinces will attempt to take pattern after the roguery of Quebec, for were such a measure introduced in any other part of Canada, it

would speedily be overwhelmed by the force of public opinion. Still, the foreigners who lend us money, are not likely to be so well posted in Canadian affairs as to discriminate properly between the provinces, and the result of the enforcement of the Quebec measure will be to injure the credit of all Canada. Quebec securities have already tumbled in the London market, in expectation of an attempt to enforce the measure. It seems hardly probable, however, in view of the utterances of the leading Conservative organs, that the act will escape the federal veto. At any rate the act would appear to be illegal in its nature, and it is doubtful if it could be successfully enforced.

The latest report concerning the Quebec Government's conversion scheme is to the effect that the bill will be withdrawn. The intense opposition which the bill has developed, together with the probability of a federal veto, and the certainty of a long siege at law, should an attempt be made to enforce the measure, has no doubt induced the ministry to abandon the scheme. The Quebec Premier claims that it was not the intention of the Government to attempt an enforced conversion, though the assertion is at variance with the wording of the bill.

THE FISHERY QUESTION.

After a lengthy and at times very acrimonious debate, the proposed fishery treaty has been rejected by the United States Senate. The discussion of the treaty has given rise to the expression of a great variety of opinion. Some legislators talked war; some talked peace. Some few showed intense hatred of British institutions, whilst others were ready to give the great empire, from which they themselves are descended, due admiration. Some extreme and peculiar proposals were made, to bring about a settlement of the question, including a resolution introduced by Senator Blair, to the effect that the President be requested to open negotiations with Great Britain, with a view to the political union of Canada and the United States. This is certainly a very remarkable resolution, especially in view of the almost completely independent position of this country. Altogether, the question was discussed mainly from a party standpoint, and with a presidential election at hand, the main idea was to make as much political capital out of the matter as possible. The Republicans, who were massed against the treaty, have pandered to the Fenian and anti British element, with the object of gaining votes at the coming election. What effect their action will have on the country, will be awaited with interest.

What will be the ultimate result of the rejection of the treaty, it is difficult at this time to determine. Some journals profess to fear that war may follow from the continued squabbling over the fishery question, whilst other papers scout such an

idea. Some of the Senators even were loud in their bellicose talk, whilst others indulged in a little braggadocio as to how quick they could whip Britain and annex Canada. It is likely, however, that after the presidential election is over, there will be a considerable cooling down upon the question. Should the Democratic party be triumphant, the chances for the ultimate ratification of the treaty will be improved, and it is even possible that in case of the return of the Republican party to power, the party would be willing to accept the treaty with some minor modifications. But whatever view of the matter may be taken, it is certainly undesirable that a question which at any time may assume a serious aspect, should long remain unsettled.

So far as Canada is concerned, the treaty was promptly accepted, and since then this country has remained a quiet and dignified spectator to the scenes enacted at Washington. Notwithstanding the rejection of the treaty by the U. S. Senate, the modus vivendi will likely remain in operation for the balance of the present fishing season, as a number of U. S. fishing vessels have been licensed under this temporary arrangement. It is hardly likely, however, that the arrangement will be continued for another season, and when it ceases to operate, a recurrence of the old difficulties will be brought about, with possibly serious results.

What with the fishery question, the international railway traffic question, the customs question, the frontier fortification bill, and the Mills tariff bill, Washington politicians seem to have devoted the bulk of their time of late to the discussion of matters bearing upon the relationship of Canada and the United States.

FARMING IN ONTARIO.

The Ontario bureau of Industry has recently prepared some statistics which are not at all encouraging to the agricultural population of that province. One table shows the cost per acre of growing certain leading crops, from which it appears that some of these crops were last year grown at an actual loss. The first item is that of fall wheat, a leading crop in the country west of Toronto. The bureau estimates that it cost last year \$19.43 per acre to grow fall wheat, whilst the value of the product only averaged \$17.08. Here we have a loss of \$2.35 per acre to the farmer on the fall wheat crop of Ontario for last year. Turning to spring wheat, the showing is little better. Spring wheat, it is estimated, cost \$15.50 per acre to raise it, and the value of the product averaged \$13.61, or a loss per acre of \$1.89. Spring wheat is a leading crop in the northern and eastern portions of the province. Peas, another important crop, cost \$15.47 per acre, and realized \$13.87 per acre, or a loss per acre of \$1.60. This certainly presents a dark picture for the Ontario farmer, providing the statistics furnished are not

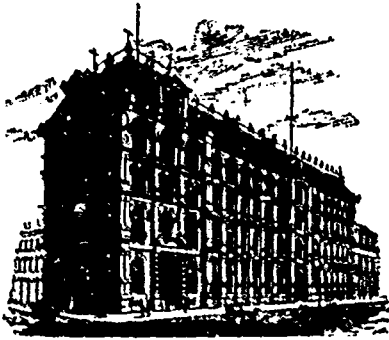
misleading. Of course it is a difficult matter to determine the average cost per acre of growing a stated crop throughout the whole province. To arrive at the figures as given, the bureau has been obliged to rely upon the statements of correspondents. The number of correspondents who furnished the bureau with particulars was only 197, which is not a large number upon which to base an estimate for the province. Moreover, it might be that a number of these correspondents were not as fortunate as a majority of their neighbors in their experiences with last season's crops. A good many Ontario farmers are also natural born grumblers, and their inclinations in this direction would lead them to make as dark a picture as possible. But even after making liberal allowance for over-estimating the cost of production, and underestimating the value of the product, there would still be a margin of loss.

The area sown to winter and spring wheat, and peas was 2,109,320 acres and according to the estimates of the bureau, the loss upon the whole would be over \$4,000,000. The total area of other crops than those already mentioned was 2,859,307 acres, devoted to barley, oats, corn, potatoes and turnips. These are put down as the paying crops, the estimates being as follows,—

	COST PER ACRE.	VALUE OF PRODUCT.
Barley.....	\$14.83	\$18.63
Oats.....	14.78	16.59
Corn.....	21.70	25.80
Potatoes.....	34.64	54.43
Turnips.....	33.41	41.27

It will be noticed that the root crops in the list given above were the most profitable, but the area given to these was comparatively small. Fruit and other crops not mentioned are also grown to a considerable extent.

Last season was a poor one for farming in Ontario, the yield of most crops being light. It may also be that the yield of wheat was less, comparatively speaking, than other crops, and this might account for the unprofitable showing made by wheat. The comparative value of the different crops varies with the seasons, and a crop which proved profitable last year, might make a poor showing in a succeeding year. Still the report may be taken to indicate that the days of profitable wheat growing in Eastern Canada are over. The West is now competing with Eastern farmers, in supplying Eastern millers with wheat, and is also sending flour eastward, in steadily increasing quantities. With wheat growing profitable in the West, it is not likely the Ontario farmers will long keep up the unequal contest of endeavoring to compete in growing wheat with this more favored portion of the country. It may therefore be expected, that within a few years very little wheat will be grown east of the lakes, and that Ontario farmers will drop the cultivation of this great cereal, in favor of crops which to them will prove more profitable.



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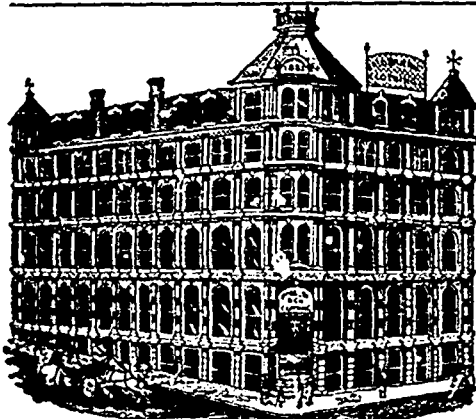
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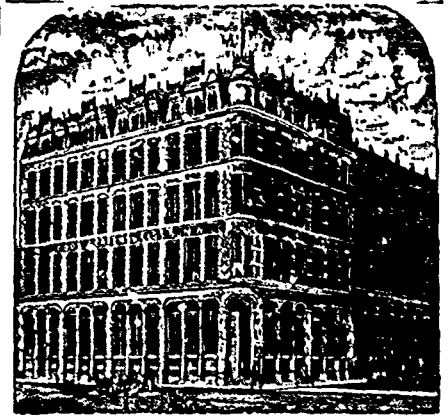
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WINNIPEG MONEY MARKET.

There is no change to report in monetary affairs since our last issue, unless it is that a week of bright hot weather has made a more hopeful feeling in financial as well as other circles, and the fears of frost damaging grain to any material extent are now about gone. At the banks a slender volume of trade discounts keeps coming to hand, and are handled at 8 per cent with 7 for first-class. Banks are preparing for a big business in crop handling, and it is expected that call for funds for that purpose will be made inside of another week. At present the end of the dullest time for years is approaching. In mortgage loans the rush of the season is still a few weeks ahead, but companies' agents are now satisfied that this winter will bring a good lively demand for farm loans. The interest rate on such loans is nominal at 8 per cent, and there are no calls for city loans where a lower rate can be had.

WINNIPEG WHOLESALE TRADE.

There was a decided change in the feeling in trade circles last week, as compared with the situation during the two previous weeks. This was due entirely to the very satisfactory change in the weather. With the passing away of the cold, damp spell, and the return of bright, warm weather, which was so much desired for the maturing of the crop, a feeling of relief soon spread throughout the city, and in no direction was the influence more quickly and keenly noticeable than in wholesale trade circles. The change to favorable weather conditions was the more appreciated, when reliable information commenced to come in that the reports of crop damage during the cold spell had been greatly exaggerated, and it was made known that the great bulk of the crop was still in excellent condition. At present new business remains quiet in most branches, and it is expected that now harvesting has commenced, a few dull weeks will be before the trade of the city, both in wholesale and retail lines. However, business men will be quite contented to have a quiet season, should the harvest outlook continue as favorable as it was during last week.

DRUGS.

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

DRY GOODS.

There is little variation in the dry goods trade at present, and as to new business the situation is very quiet. The same feature prevails in clothing lines. The situation was more hopeful last week in view of the gratifying change in the weather, and dealers felt more at ease in shipping out fall stocks.

FRUITS—GREEN, VEGETABLES, ETC.

Watermelons are plentiful, and some easier in price. California fruits keep in good supply, and at low prices. Little if any eastern fruit offering. Apples are in good supply and easier in price. Oranges scarce. No Ontario apples yet to hand. Lemons are not plentiful. Native black currants are now offering. Quotations are as follows: Messina lemons, \$7.50 to \$8; apples, per barrel, as to quality, \$1.50 to \$5.50; bananas, \$3 to \$4 per bunch; tomatoes, ½ bushel boxes, \$2.00; do bushel baskets \$5; watermelons, \$4.80 per doz; California fruit:—Peaches, \$2 per box; pears, \$5 to \$5.50 per box; plums, \$2.00 per box; blueberries, 4 to 5c per pound; Native black currants 90c to \$1 per pail; California grapes, ½ crates, \$3.50; Concord grapes, 8 lb. baskets, \$1.25; Rhodi oranges, \$8.00 to \$8.50 box; Southern onions, \$3.00 per barrel or \$5.50 per 100 pounds. Maple syrup, ½ gal. tins, \$7.75 dozen, quart tins, \$4.50 dozen; Maple sugar, 13c pound, small cakes: cider, rectified, per bbl 32 gallons, \$13.00; in ½ barrels, \$6 50.

FRUITS—DRIED, AND NCTS.

Prices are unchanged as follows: California evaporated peaches, 20 to 35c; do. plums, 20c; do. raspberries, 33c; do. pitted cherries, 25c; do. blackberries, 16c; do. apricots, 23c. Other prices are: Dates, golden, 8c per lb, in 50 lb boxes; Valencia raisins, \$3.30 to \$2.50 per box; Morand's Valencias, \$2.40 to \$2.50 per box; Mulages, London layers, \$3 50; Eleme figs, in different sized boxes, 15c per lb; Walnuts, 18c per lb; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb; cocoanuts, \$1.20 per dozen.

GROCERIES.

Rio coffees are strong. A Toronto report says: "Good grades will be hard to get for the next couple of weeks. Two shipments of coffee were received here to-day and small lots were sold at 15c for common, 16½c for medium and 17c for good. This stock arrived on almost a bare market." Sugars are unchanged, but continue to rule strong at the refineries. Foreign advices also report a tendency to higher prices. Prices are: Sugars, yellows, 7½ to 7¾c as to color, granulated, firm at 9c; lumps, to 9½c. Coffees—Rios, from 21 to 24c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. Syrups, corn, \$2.40 to \$2.60; sugar cane, \$2.50 to \$2.75; T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$50; Terrier, \$30 per 1000.

FURS.

A few lots continued to drop in, but the bulk of last winter's hunt is now considered to have been received. Those lots arriving now are from the more distant points. It has now become apparent that last winter's catch of furs was very short of an average, for instance, one trader who usually brings \$10,000 or \$12,000 worth every summer, only had about \$3,000

this season. The short supply of furs this summer is said to have been caused by the disinclination of the Indians to work last winter, owing to the plentiful supply of venison on hand. The Indians do not care to exert themselves so long as they are well provided with provisions, and during the early part of last winter there was a more than usually plentiful supply of venison. The snow is said to have been deep in the early part of the winter, and this made it easy for the Indians to take the deer. Another feature of the fur trade this season is, that the furs taken last winter are not up to the average in quality. It is noticed that a great many of the furs were caught late in the season, and are consequently not of prime quality. This is accounted for from the same reason as given for the short catch, namely, that the Indians being well supplied with "grub" in the early part of last winter, they did not go out to hunt until late in the season. The market here has not been keenly contested of late, and has been rather one-sided. Some buyers have not been bidding at all of late. The Hudson's Bay Co. seemed generally to be considerably above the views of other purchasers, and the company has consequently taken the greater bulk of the offerings for some time back. It is said that on some medium sized lots, the company's bids has exceeded other tenders by 50 per cent and over. One large lot of furs valued at over \$20,000 is reported at Edmonton, and likely to reach this market soon. Prices are generally easy, with the exception of bear, which holds up well.

THE MARKETS.

WINNIPEG.

WHEAT.

The weather during last week was all that could be desired for maturing the crops. The cold, damp, spell of weather has passed away, and up to Saturday night the country had enjoyed a full week of hot, dry weather. This has had the effect of bringing on the crops very rapidly, and reports were coming in from all parts of the country of the commencement of harvesting operations. Some wheat cutting was done in nearly all sections of the country last week, whilst in a few districts, harvesting was general. By to-day, with continued favorable weather, harvesting will be general pretty much all over the country, though there are here and there fields of late sown grain which are yet rather backward. Reliable reports have been received from all sections of the country as to the effects of the late cold spell, from which it appears that the telegrams sent abroad as to the damage done, were greatly exaggerated. Several of the largest wheat districts have escaped without any damage whatever, and in the few districts where some damage was done, as far as can be learned it has been light, only a spot here and there having been touched. Altogether the very favorable weather which prevailed all of last week has vastly improved the outlook over what it was at the time of our last report. Another week such as last will be worth millions to the country.

FLOUR.

Flour has taken a couple of jumps in price

since our last report, and is very firm. Quotations in broken lots to the local trade are: Patents, \$2.50; strong bakers, \$2.30; XXXX, \$1.75; superfine, \$1.55.

MILLSTUFFS

Very firm and scarce: Bran \$12; shorts, \$15; ground feed, oats and barley \$24 per ton.

OATS.

The oat market has been very weak of late, owing to the decline in prices in eastern Canada. Prices have fallen there, in view of a fair crop of new oats soon to come into the market. Not over 24 to 25c could now be paid for oats on track here, for shipment to Eastern markets. The supply here, however, is not considered large, and it is likely that the export movement is about over, until new oats come into the market. Prices of oats for local use have kept above an export value, and with some demand from western and North Shore points, prices have even advanced, sales being reported on track here at as high as 37c.

OATMEAL.

Prices to the trade in broken lots are: Standard, \$2.65; granulated, \$2.80; rolled oats, \$3.20.

EGGS.

Hold steadily at about last quotations, prices ranging from 15 to 16c, sales of small lots usually going at the latter figure.

BUTTER.

The butter market appears to have developed a sudden strength which is hardly warranted by the actual situation. A few sales of very small lots have been made at an advance on lately ruling prices, but they are not of such an important nature as to warrant the holding of stocks for high prices. The firmness commenced with the rather liberal purchasing of stocks for shipment eastward, but in no case was a high figure paid, 14½c being about the highest figure paid, whilst the bulk of butter so shipped was bought up at from 8 to 12c. These purchases, however had the effect of starting the movement, and with stocks somewhat reduced sales were made of small lots for local use at an advance of from 1 to 3c per pound. These sales of a few picked packages for local use, cannot be taken as a reliable guide to the market, when there is a considerable surplus for export, and the price for the bulk of the product cannot be above export value. A few picked packages from a consignment may be sold at an advance, for local use, but the bulk of shipments must rule lower. In this way a few picked packages have sold at 16 and 17c, but from 14 to 15c is the very top price which can be quoted for best average qualities, in quantities, or for shipment. Country dealers seem disposed to hold, in view of the firmer feeling, but there is nothing to warrant high prices for some time. We would advise the acceptance of reasonable offers, in preference to holding.

CHEESE.

The feeling continues easier, and factories are now offering more freely at concessions. About 9c is the usual factory price. Small lots are jobbing at 10½c.

LARD.

Quoted at about \$2.45 in 20 lb pails.

CURED MEATS.

Prices hold firm all around: Long clear bacon scarce at 12½ to 13; smoked, 13½ to 14; breakfast bacon, 15½c; rolls, 15c; hams, 16½c; Armour's star hams, 18c; do. breakfast bacon, 16c. Some home cured hams, uncanvassed, are offered at 15½c, and breakfast bacon at 15c.

LIVE STOCK.

Cattle continue easy in tone. Some sales were reported at 3c at the yards here, which is the top figure for good stock. Hogs are not offering so freely, and it is expected that there will not be much doing until after harvest. There seems to be quite a diversity of opinions as to the future outlook for hogs, some buyers claiming that they will be very scarce this fall, and will bring high prices. Others hold to the

theory that supplies will be more liberal than they have been, and that prices will be lower. About 5½c is now the value at the yards here.

DRESSED MEATS.

Beef is now down to 6c in wholesale quantities. Hogs hold steady at 8c. Mutton 9c.

VEGETABLES.

New potatoes offered freely, at 40 to 50c; cabbage, 40 to 60c. per dozen; cauliflower, 50c to \$1 per doz. as to quality; peas in pod, 75c. to \$1 per bushel; green beans, 75c. per bushel; celery, 40c per dozen; onions, radishes, carrots, turnips, beets, etc., 15 to 20c per dozen bunches.

Wheat Requirements and Supplies.

Interest in grain circles centers largely upon the probable wheat requirements and export surpluses in the principal countries importing or producing wheat. The recent reports of deterioration in the condition of the spring wheat crop, in the United States, since the report made by the Department of Agriculture, published August 10th, has intensified this interest, inasmuch as the size of the export surplus from the United States must play an important part in the world's markets during the next six or eight months. *Bradstreet's* makes a calculation of the probable wants and supplies of wheat by countries for 1888-89, as follows:

	Bushels.
The United Kingdom	154,000,000
France	80,000,000
Italy and Greece.....	28,000,000
Holland, Denmark and Belgium	25,000,000
West Indies, China and Brazil	20,000,000
Norway and Sweden	4,000,000
Switzerland, Spain and Portugal	25,000,000
Total.....	331,000,000

	Bushels.
The United States	100,000,000
Russia	80,000,000
India	27,000,000
Austria-Hungary	20,000,000
Australia	10,000,000
Roumania, Turkey and Egypt.....	18,000,000
Argentine and Chili.....	10,000,000
Total.....	265,000,000
Apparent net deficiency	66,000,000

In the Minneapolis *Northwestern Miller* a London correspondent makes the following estimate:

	Bushels.
United Kingdom	140,000,000
France	70,000,000
Germany, Belgium and Holland.....	28,000,000
Italy	20,000,000
Switzerland	14,000,000
Spain and Portugal.....	16,000,000
West Indies, China and Brazil.....	20,000,000
Greece.....	5,000,000
Denmark, Norway and Sweden.....	4,000,000
Total.....	317,000,000

	Bushels.
United States	80,000,000
Russia	80,000,000
India	30,000,000
Roumania, Turkey, Egypt, Chili, and Arg. Republic	28,000,000
Austria-Hungary	15,000,000
Australia	10,000,000
Total.....	243,000,000
Apparent net deficiency.....	74,000,000

Whatever this deficiency may amount to, it will have to be made up out of the reserve stock from last year in the United States, Russia and India. On this point the London correspondent says: "If this can easily be done then the market may go on untroubled, but I cannot help coming to the conclusion that we will shortly begin a steady upward movement, which will be accelerated in September, especially if wet weather sets in. I have made this estimate for the coming season thus early because it strikes

me that the position is actually stronger than most people seem to think."

The Hudson's Bay Railway.

The Manitoba Legislature meets to-morrow, to consider the proposed agreement with the Northern Pacific railway. The session will be a short one, lasting but a few days. It is altogether likely, however, that before an adjournment is reached, the Hudson's Bay railway question will come up in some form for discussion. Since the visit to the city some time ago of Messrs. Onderdonk and Kingsmill, in connection with the Hudson's Bay scheme, it has been freely rumored that financial arrangements have been completed for the speedy construction of the road. A few days ago the *Free Press* made the following authoritative announcement:—

"From information received in the city within the last few days the *Free Press* is able this morning to make the important announcement that the entire financial arrangements for completing and equipping the Hudson's Bay railway have been made, the bonds of the company having been successfully placed with leading English and German bankers. It is understood that the Government has been advised by cable from London that all the money required for building the road is ready, and that an offer has been made to complete it within two years and a half. It is also understood that Mr. Onderdonk and one or more of his associates will arrive in Winnipeg in the course of a few days when it is expected they will be able to give the most positive and satisfactory assurances of the completeness of the financial arrangements so as to meet the requirements of the provincial guarantee Act of 1887."

The concluding lines of the above quotation is the main point at issue. It is understood that the promoters of the railway wish the Government to carry out the Act passed at a former session of the Legislature, offering to guarantee bonds of the company to the amount \$4,500,000, at 4 per cent. for twenty-five years. With the heavy obligations proposed to be assumed in connection with the Northern Pacific scheme, the province will hardly be in a position to carry out its former offer to the H. B. Ry. Co.* The promoters of the road have so far failed, it is believed, to have come to any understanding with the Government, and it is certain they will press their claims during the brief meeting of the House, commencing to-morrow. The *Sun* on Saturday said: "Mr. Kingsmill, who was here yesterday, left for New York this morning. He showed Mr. Greenway yesterday a cablegram of several pages which he had received from Ross, and which, it is reported, goes to prove the genuineness of the financial arrangements to build the Hudson's Bay road. He will go straight on to New York, meet Messrs. Ross and Onderdonk, talk the matter over and hurry them on to Winnipeg before the Legislature adjourns. Ross is expected to land in New York to-morrow, and will probably reach here by next Thursday."

There is a somewhat familiar sound about the statement that financial arrangements to build the road have been completed, and judging from past experiences, some are inclined to

discer it the announcement. Others declare that the whole business is a scheme to embarrass the Government in its deal with the Northern Pacific. Only strong partisans, however, adhere to the last mentioned idea. It is quite natural that the Hudson's Bay people should be anxious to push their scheme before the Northern Pacific arrangement is carried out, as by the adoption of the latter arrangement, the province would not be in as good a position to render financial assistance to the H. B. Ry. Co. Other than this, there is no reason to believe that the H. B. projectors would wish to embarrass the Government. With these two great railway schemes before the people, the present week will be an important one in the history of the province.

The New Route South.

The Red River Valley Railway is gradually nearing this city, and notwithstanding the present difference of opinion about the proposed railroad deal between the Northern Pacific Company and the Provincial Government, it is safe to say that before snow flies a trip can be had over the R. R. V. and N. P. roads to St. Paul or Minneapolis. In the meantime a homeward-bound passage can be made over the N. P. from St. Paul to Pembina, leaving the former at 4 o'clock in the afternoon, and arriving at the latter at 10.45 the next morning. Passengers can thus have plenty of time to connect at Emerson, and reach Winnipeg at 5.25 p.m. The trip over the new route would well repay the three hours longer time it takes than by the old one. Passengers would have day-

light to view the beautiful scenery in the first 100 miles after leaving St. Paul, and wake up to enjoy the ride from Grand Forks to Pembina by a route that leaves no room for monotony. The experiment is worth a trial.

A MR. PENNYCOOK, of Fyfeshire, Scotland, arrived at Morden, Man., lately, where he intends opening a grocery store.

REGINA *Journal*:—On Wednesday the police spilled 600 bottles of Carling's ale. It was an accompaniment to large consignments of Royal's four per cent. beer for some of the dealers here, who claim they did not order it.

A SANITARIUM is to be built on the shores of Salt Lake by Dr. J. Pennefather. The Strathclair municipal council has granted exemption from taxation for 20 years on condition that the building be erected within a year from date and used for no other purpose.

CALGARY *Tribune*:—The largest carload of wool ever shipped from Calgary was sent east on Tuesday by H. D. Winters. It contained 22,000 pounds and then was not full. Instead of packing his wool in sacks in the ordinary way he pressed it with a horse power hay press and was thus enabled to get several thousand pounds more wool in a car than he could otherwise have done.

THE Hudson Bay company's new steamer Athabasca, on the Athabasca river made a trial trip on the 11th and gave satisfaction. She loaded seventy tons of freight at Athabasca Landing on the 12th and started for Lesser Slave Lake, having on board Senator Hardisty

and party from Edmonton. This is the last link in the chain, giving steam navigation right into the Arctic circle from the Landing, as well as up into Lesser Slave Lake.

General Notes.

ADVICES from Charlottetown, P. E. I., report lobsters very scarce and held at \$5.30 to \$5.50 per case.

A prominent coffee dealer in Rio Janerio states that owing to the abolition of slave labor the coffee crop harvested will be less than usual.

Many cattle are being shipped from Kingston to the United States, the average price being paid to the drought-stricken farmers being only from \$6 to \$12 per head.

G. C. King, merchant, Calgary, is the first man in the Territories to apply for a divorce, which he will do at the next session of Parliament. His wife is said to be a breed.

The creditors of C. Richardson & Co., pickle manufacturers and canned goods, Toronto, met recently, when an offer of 30 cents in the dollar was made, to be paid in instalments of four, eight and twelve months, which was adopted.

A certificate of incorporation of the Jacob Dold Packing company has been filed at Buffalo, N. Y. The company is formed for the purchase of live stock, killing, packing, etc. The capital stock is \$1,000,000, divided into 10,000 shares of \$100 each. The business is to be carried on in Kansas City, Wichita, Kansas, Harrisburg, and other points, as shall be hereafter determined. The principal office is in Buffalo.

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

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FINISHED OR ROUND THREAD.

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EASTERN MARKETS.

CHICAGO

On Monday, Aug. 20th, the market opened strong. Weather reports were favorable to higher prices, and foreigners were free buyers. Grave reports concerning frost damage in Minnesota and Dakota were received. The visible supply statement showed an increase of 1,035,000 bushels, or a total of 26,263,265, against 31,997,983 bushels a year ago. September wheat opened at 84½c, and ranged from 84¼ to 86½c. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat.....	86	85½	86½	89½
Corn	44½	44½	44½	—
Oats	25	24½	24½	—
Pork.....	13.80	13.80	13.85	—
Lard.....	8.95	8.95	8.92½	—
Short Ribs.....	8.80	8.80	8.82½	—

Trading was very active on Tuesday, and there are indications that public interest in the cereal is increasing. Outside orders were numerous. December advanced about 1c early in the day. September opened at 85½c, and ranged from 85¼ to 87½c. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat.....	86½	86½	87½	89½
Corn	44½	44½	44½	—
Oats	25	24½	24½	—
Pork.....	13.67½	13.67½	13.75	—
Lrd	8.87½	8.87½	8.87½	—
Short Ribs.....	8.15	8.15	8.17½	—

Cable reports on Thursday stated spot wheat 2d. dearer in Liverpool, with futures very strong. The result was a strong movement here. September wheat opened 1c. higher, at 87½c, and after several fluctuations, bulged up to 89½ to 9c. This was the top price reached. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat.....	88½	88½	89½	—
Corn	44½	45	45	—
Oats	25½	24½	24½	—
Pork	13.82½	13.82½	13.80	—
Lard	9.12½	9.12½	9.05	—
Short Ribs.....	8.20	8.20	8.22½	—

The wheat market opened stronger on Friday, with very strong buying. Cables were bullish. Prices opened 2c. higher. Prices then sold down 1½c under heavy selling or attempts to realize. Again a great scramble of buying ensued toward the close, prices advancing 2½c. September opened at 90½c, and ranged from 89 to 91½c. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat.....	91½	91½	91½	—
Corn	46	46½	46½	—
Oats.....	25½	24½	25	—
Pork	13.85	13.85	13.82½	—
Lard	9.35	9.35	9.32½	—
Short Ribs.....	8.22½	8.22½	8.27½	—

Closing prices on Saturday were:

	Aug.	Sept.	Oct.	Dec.
Wheat	89½	89½	89½	91½
Corn	44½	44½	44½	40½
Oats	25	24½	24½	—
Pork	13.95	13.95	14.05	—
Lard	—	9.30	9.27½	—

MINNEAPOLIS.

Closing quotations on Thursday for wheat were as follows:—

	Cash.	Oct.	On track
1 hard.....	80½	80	82½-3
1 northern.....	85½	85	81½
2 ".....	85½	85	80½

Closing quotations for flour were: Patents, sacks to local dealers, \$4.85; Patents to ship, sacks, car lots, \$4.50 to \$4.60; in barrels, \$4.70 to \$4.80; bakers, hore, \$3.50 to \$3.80; superfine, \$2.00 to \$3.00; red dog, sack, \$1.50 to \$1.60; red dog, barrel, \$1.05 to \$1.75.

DULUTH WHEAT MARKET.

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

	Aug.	Sept.	Oct.	Dec.
Monday.....	91½	93½	97½	83½
Tuesday.....	94½	89½	89½	89½
Wednesday.....	93½	89	85	89
Thursday.....	—	91½	90½	91½
Friday.....	97	94½	93½	91½

Closing prices on Saturday were:—August, 93c; Sept., 93½c; Oct., 92½c; December, 93½c.

TORONTO MARKETS.

Butter—Offerings of choice dairy are not sufficient for the demand. Good store-packed sold at 17 to 18c, and choice dairy 19c. It was reported that 19½c was bid for a car of Western by a local buyer. There is no shipping or export demand, excepting at prices considerably below the market.

Creamery.....	19 to 22
Dairy, selected.....	18 to 19
Dairy, ordinary.....	15 to 17
Store-packed.....	15 to 18
Large rolls.....	16 to 20

MONTREAL MARKETS.

Wheat advanced 2c to 3c on Thursday last. Holders generally withdrew from the market and business was quiet, though the demand was good. Buyers were anxious, but holders would not sell. Sales of No. 1 northern were made at \$1.06. No. 1 hard is quoted at \$1.10; No. 2 hard at \$1.08; No. 1 northern at \$1.07.

The grain market was again excited and very strong on Friday under the influence of bullish cables. Prices asked were: \$1.12 and \$1.15 for No. 1 hard; \$1.10 and \$1.13 for No. 2 northern and \$1.12 for No. 1 northern. Bids of \$1.08 and \$1.09 were refused for large lots of No. 1 northern.

Butter was quoted:—Creamery, 18 to 20c; Townships, 17 to 19c; Western, 15 to 16c.

Cheese was quoted:—Finest colored, 8½ to 8½c; finest white, 8½ to 8½c; fine, 8½ to 8½c; medium, 7½ to 8c. At Ingersoll, Ont., on Tuesday, 17 factories offered 7,212 boxes. Nine buyers were present. Sales 280 boxes at 9c. The market was inactive, buyers and sellers being apart.

The Chamber of Commerce and board of trade of Duluth have been offered free transportation to Montreal by the Canadian Pacific Railway, provided they want to confer with the leading business men of that city and bring Duluth and Montreal into closer relations.

MANY people are not aware that it is the wrapper of tobacco which gives the color to the plug, and are, therefore, often deceived by a handsome outside appearance. The wrapper is a single film of leaf wrapped round the plug, and is never good smoking tobacco. It is costly only because of its fine color. In the "Myrtle Navy" brand the chief attention is paid to the "filler," that is, the inside of the plug. It is

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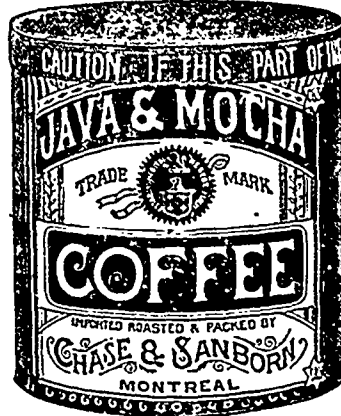
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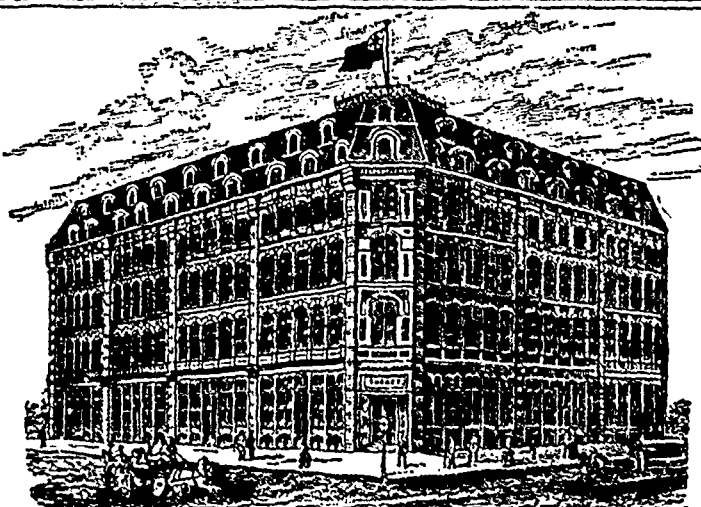
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The leading commercial hotel of the city. Directly above the C.P.R. Station and Steamboat wharf. All modern improvements. Sample rooms for travellers.
J. E. INSLEY, Mgr. WM. PROUT, Prop



The Canadian Rubber Co
OF MONTREAL.
Manufacturers of
RUBBER SHOES, FELT BOOTS,
RUBBER PACKING, HOSE, &c.
WORKS: Papineau Square, Montreal
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Head Quarters for Salt Fish from the Nass and Skeena Rivers, B.C.
Boneless Blood Red Salt Salmon,
(Heads and Tails off in bbls. and halves.)
RED SALMON BELLIES
(In kits and halves)
SALMON TIPS.
BLACK COD FISH
(In 1/2s, 1/3s and whole bbls.)
SALT OOLACHANS (OR CANDLE FISH)
(In kits and quarter bbls.)
Smoked Oolachans.
FOR SALE BY
HENRY SAUNDERS,
37 to 41 Johnson St., VICTORIA, B.C.
P.O. Drawer H.

British Columbia.
R. Atwood, of Victoria, has opened a drug store at Nanaimo.
The saloon known as the Boomerang, at Victoria, kept by McDermott & Cliffe, has been purchased by Jensen.
A telegraph and signal station will be established with the proposed lighthouse at Bonilla Point, at the south end of Vancouver Island.
The building at Victoria known as the Russ House, has been fitted up as a first-class hotel, and opened as "The French Hotel," under the management of E. Escalet.

Fraser & Leonard, machinery agents, Vancouver have dissolved partnership, Fraser retiring. The business will be carried on under the name of W. L. Leonard & Co.

The cost of the branch line of the C. P. R. to Westminster was: Railway bonus \$75,000; Right of way, \$35,000; Land granted \$20,000; or a total cost to the city of \$130,000, or \$16, 200 per mile.

A Company which will be known as the Vancouver Real Estate Co., Limited, has been registered in London, Eng., with the object of acquiring land in Vancouver and district. Shares £1. Capital £20,000.

Seven vessels cleared from Burrard Inlet with lumber, during July, all but one cargo for Australia, and the other for Chili. Two vessels cleared from Westminster during the month with lumber.

J. H. Todd & Son, of Victoria, proprietors of the Richmond cannery, Fraser river, shipped 1600 cases of canned salmon from Westminster recently. The shipment will fill 5 cars and is consigned to Montreal and Toronto.

The Vancouver World is the name of a new paper to be published in the terminal city in the early part of September by McLogan & Co. Mr. McLogan was formerly connected with the Winnipeg Sun, and later with the Victoria Times.

Vancouver Herald: The mineral specimens contributed towards the Vancouver exhibit to be sent to the Toronto exhibition have been neatly arranged in one of the Board of Trade rooms and form quite a little museum in themselves.

The tender for clearing the right of way of the Southern Railway, from Brownsville to the boundary, has been awarded to Jas. Leamy, a

well known contractor. The length of the line from point of commencement to the boundary, is about 24 miles. Operations have commenced.

Following were retail prices of fresh fish at Victoria: Halibut, 6c; Codfish, 6c; Sardines, 4c; Crabs, per dozen, 25; Salmon are worth wholesale 3c per pound, halibut 4c and sturgeon 1c. The latter fish attains an enormous size on the coast, sometimes growing to ten feet in length. It is usually taken in the Fraser river.

James Abrams & Co., of the Vancouver Clothing Store, Nanaimo, have sold out to T. L. Davis and W. Beveridge, Jr. The new proprietors will assume possession on Sept. 1st. James Abrams is an old resident, and will probably embark in an other business in Nanaimo.

At a meeting of the shareholders of Shuswap & Okanagan railway, held on Monday last, permission was given the directors to issue bonds. Stock books will be opened and further subscriptions to the capital stock made. It is understood negotiations are about concluded, which will permit work on the road to be at once commenced.

The Canadian Pacific Steamship "Aberdeen," sailed lately from Vancouver, for Yokohama, with 1200 tons of freight, consisting principally of 25,000 sacks of flour, 1600 bales of American cotton goods and 525 bales of Canadian ditto, a large quantity of paper and other machinery and a number of telegraph poles from the Moodyville mills for Japan.

Fire broke out 24 o'clock, on Wednesday last, at Illecillewaet. The losses are as follows: G. G. Buchanan, store and private house \$2,000; S. Ferland, store, \$3,500; J. Richardson, hotel and house, \$2,000; Mrs. Warren, private house, \$500; J. Grant, house, \$200, and a Chinese laundry. No insurance. Fire is supposed to have ignited from sawmill engine.

Gray, who is working ground in the Big Bend country, came down to Revelstoke last week on his way to Victoria. He had over \$600 worth of dust, the result of his last clean up. He and Glover are the only parties working any number of men in the diggings, and both are reported doing well after paying their men \$4 a day.

Thos. Ovens will build a large machine and carriage shop, at Westminster. It will have a frontage of 33, a depth of 66 feet, 3 storeys high and will be furnished with lathes, planers and a shaper and all other other machinery usually found in a machine shop. Blacksmithing will also be carried on as at present and carriage-making will be added. If the increase in business warrants, a foundry will also be added to the establishment.

Donald wants a tailor. The Donald Truth says: A merchant tailor could undoubtedly do well here. Enough orders for suits have been sent out of this section this summer to have kept two men steadily employed in making them Truth also says: Donald, already the chief commercial town in Kootenay county, needs a banking institution. Every month thousands of dollars are sent to distant banks for safe keeping, and thousands more are sent out in money orders and by express to pay for goods pur-

chased by our business men. The nearest banking institution to Donald is at Calgary on the east, or at Kamloops on the west—183 and 208 miles, respectively.

The steamer Princess, built by the Albion Iron Works, Co. of Victoria for the Public Works Department of Canada, went out lately on a trial trip. The steamer is 76 feet in length; beam, 14 feet; depth of hold 7 feet. On a trial trip the engines indicated 93 horse power during the run of twenty miles, showing a speed of over eleven miles an hour. The boat complete was contracted for by the Albion Iron Works, they building all the machinery and sub-letting the building of the hull.

Hume & Co's catamaran boat made a trial run up stream at Revelstoke on Wednesday, and worked so successfully that her owners started her down the Columbia to Sproat's landing on Thursday forenoon. She made about 4 miles an hours against the current. If this boat proves a success, it will help Revelstoke by bringing part of the Toad mountain freight and passenger business to the Canadian Pacific. At present it all goes out by the way of Bonnor's ferry and the Northern Pacific.

Westminster Columbian: What our contemporary, THE COMMERCIAL, says about the tariff bearing more heavily upon the west than on any other portion of Canada, has been recognized in this province ever since confederation, and British Columbia, like Manitoba, can take some credit to herself for refraining from "kicking" vigorously, out of deference to the rest of the Dominion. However, British Columbia will not be backward when it comes to joining her sister province, Manitoba, in the revision of the tariff on some more equitable basis for all concerned.

Davis, superintendent of development work at the Field mines, was in Donald on Sunday last. He reports 26 men at work; most of them engaged in grading a roadbed for the tramway on which the ore will be conveyed from the mines to the C. P. R. sidetrack. Six men are at work in the mine, but considerable labor will yet have to be done before any large shipments of ore can be made. Shipments will begin by October 1st. The ore will be shipped to the British Columbia Mining & Smelting Company at Vancouver, who expect to have their reduction works at that place in operation some time during October.

Westminster Columbian: The refining of lubricating oils from salmon refuse, which was commenced some months ago by Discoteau & Defontaine on a small island near the mouth of the river, has been attended with much success. According to law the canneries are prohibited from throwing away the salmon refuse as long as a refinery is in working order and can use the refuse. In this way the refiners have an opportunity of securing material at a very small cost and the only real expense is in extracting and refining the oil. So far this season 2000 gallons have been refined; and 3000 gallons more will be made before the season closes. Had the salmon run been good this year these figures would have been doubled or trebled. Two grades of oil are refined and both are admitted to be fine lubricators.

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Grain Shippers,

SPECIALTIES: WHEAT, BARLEY & OATS

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Proprietors, Manufacturers of

Gas Fixtures of Every Description,

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SAMUEL HOOPER, DEALER IN MONUMENTS, HEAD Stones, Mantle Pieces, Grates, etc. Special designs furnished on application. Cor. Bannatyne and Albert Sts. Winnipeg

H. B. Co.'s Store at Victoria.

The following report of the Hudson's Bay Company's head-quarters for British Columbia, at Victoria, is summarized from the *Victoria Times*:

Situated at the foot of Bastion street, is to be observed a pile of brick, mortar and slate. At first sight the impression would be formed that the structure was none else than a storage room. The windows are small; so also are the lights of glass. Nothing about the external appearance of the building is there to indicate that it is a vast commercial emporium; that within its walls are to be found every article necessary in connection with household economy. This is none else than the Pacific coast head-quarters of the great Hudson's Bay Company. But the company does not confine its operations to domestic goods, for a rapid run through the vast establishment will reveal the fact that in this mart can be found every conceivable article, barring vehicles, harvesting and field implements. The word store conveys but a very faint idea of the premises. The premises under notice are of brick, on a heavy stone foundation, having a width of 60 feet by 120 in length and five full storeys with an attic in height. The basement cellar is on a level with the wharf, so that vessels unloading a cargo can do so with trucks which are run on a track into the cellar, which is the full size of the building. Here are to be found the principal wine, spirit and liquor cellars and vaults of the company. These are stored with liquors in casks, half and quarter casks, just as they come from the distilleries and wine cellars of the most noted dealers in Britain and on the continent. This cellar is also stored with other classes of such goods as it is necessary to keep in a cool, equable atmosphere. In the second cellar are to be found cigars, tobaccos, liquors, syrups in almost endless variety, and all of the very best quality. The bonded warehouse of the concern is located in this cellar. Besides the articles thus named, there are other commercial commodities stored here in such quantities that it is a difficult matter to wend one's way through the vast labyrinth of bales, barrels, bags, boxes which are piled up from floor to ceiling.

On the ground floor are located the private office of the manager of the company, T. R. Smith, who by the way, is assistant Commissioner for the Hudson Bay Company in North-America. Adjoining Mr. Smith's room are the general offices of the company. Along the entire frontage of the building, on the ground floor, runs a counter and shelving which are packed with the richest and best fabrics the market can produce. Heaps of carpets, mats, etc., are observable. These are also of the very best makes; English, Scotch, American and continental makes being visible. On this floor is situated the office of W. T. Livock, who has charge of the purchasing department. In rear of this room is a larger one in which is conducted the wholesale department. Piles of clothing, ready-made, unbroken packages of silks, satins, laces and other valuable and fine goods are laid out on longitudinal tables. Every inch of space is filled with goods, ranging from the smallest button and most trifling article to the elaborate dress.

The next, or first floor, is packed with teas, coffees, biscuits, dry goods, blankets, etc. A special brand of tea is packed for the company which stands in high favor with their patrons. Bales of cotton, of British, American and Canadian makes are met with here. It is a matter of surprise to the visitor where a market is to be found for such huge quantities of merchantable goods as is to be seen on all sides. Thousands of cigar boxes, of all brands are piled up carefully by themselves. Close to these are piles of nic-nacks such as playing and visiting cards, pens and penholders, ink and in short every conceivable article here greets the eye.

Yet there is another floor equally as large and as well stocked as any below. This one, however, is devoted to a different line of goods than the others for here are hundreds of crates of crockery, china and glassware. Bales of cordage, coils of rope, tubs, pails, shovels, hay and other forks, brooms and a general variety of goods are to be seen in their heaps, towering to the ceiling. Pots, pans, blankets, rifles, guns and ammunition are in stock and observable in dozens of boxes.

Then the attic is reached which contains ton upon ton of goods required on the farm, by the sportsman and the householder. The top is at last reached and our visit to the building is finished. We descend by the powerful elevator which is worked by hydraulic pressure, to the lower cellar, and make a survey of storehouse No. 3, which is a two-storey building 21x100 feet. In the lower or ground floor are stored hogsheds and barrels of sugar, bales of rice and stacks of provisions. The next floor is filled with canned and other lighter goods, tobaccos, etc. The walls of both floors are lined with tin to prevent rats, mice, or other vermin working through. Running parallel with the main building is another one of hewn logs 21x100, two storeys high. This building is likewise filled with boxes, bales, crates barrels, casks, hogsheds, all filled with creature comforts for the human family; particularly noticeable being the huge piles of flour sacks containing the staff of life.

In this building is located the fur room of the company. Here we observe the process of baling and assorting the skins and having them shipped for London. Possibly no man on the coast is a better judge of furs than is Robert Horton. He is now baling a shipment for London, which goes hence by the Canadian Pacific railway. The value of each bale ranges from \$1000 upwards. In addition to the foregoing warehouses the company utilizes two other cellars.

It is satisfactory to learn that with the increase in the population of the country there is a decided expansion in the operations of the company. The volume of business within the last two years was greater than in any previous corresponding period. This was achieved without any additional cost or percentage to the company. Lately it was deemed advisable in the interest of the company, and to keep pace with the rapid growth of the country, to place a traveller on the road. Wherever Canadian made goods can be handled they invariably get the preference.

It may be stated that it is quite within the

range of probabilities that another large establishment will shortly be erected at Vancouver. In that city the present premises are entirely inadequate to the requirements of the trade already transacted. The establishment there, it is understood, will be a modern one. Such cannot be said of the company's house in this city. When first erected it no doubt served its purpose. Now it is behind the age in appearance at all events. Yet it has no equal north of San Francisco nor west of Winnipeg for the magnitude of the business transacted, the variety and excellence of the entire stock. The Winnipeg house, it is claimed, is the largest concern of the kind west of Chicago. We doubt if the superficial areas utilized, by the Winnipeg and Victoria houses were carefully compared, the Prairie City concern would greatly excel that of Victoria.

Time to Cut Wheat.

About this time of year the authorities on the best time to cut wheat usually come to light and enjoy their little day. We suppose that every farmer has his own idea of the time at which it is best to cut his grain, but we do not suppose he is always able to adjust his harvesting arrangements to his highest light on the matter. In the Northwest particularly, where wheat farms are large and level, the crop substantially ripens throughout at the same time. The problem of the farmer is as to how in the name of insect and mechanics he is going to get the stuff down and out of the way in the little time that he has to do a great deal of hard work. Thus in passing through the spring wheat country of Minnesota and Dakota we oftentimes find the harvesters going not only days but nights as well, if the moon permits. In such a condition of affairs, and it should be realized that in the hard wheat country proper it is such a condition of affairs that prevails, the grower cannot always exercise his best judgment as to the exact time when grain should be cut. He has such a large bulk of "unforeseen contingencies" staring at him from various points, that he is glad to secure his wheat safely at any reasonable time. We believe, however, that great danger is often done to the quality of wheat by cutting it too green. It is abundantly shown that the gluten cells are late in their development and that the grain requires to ripen thoroughly before they are at their best. Wheat in which the gluten is weak or injured by too early cutting, is greatly hurt for milling purposes. Whatever is expected of northwestern flour, strength is certainly expected, and in order to be strong a flour must have satisfactory gluten contents.—*Minneapolis Northwestern Miller*.

L. SCHEPP, the desiccated coconut manufacturer, has decided to establish a branch establishment in Canada and has secured a building in Hamilton, into which he is now putting his machinery. He expects to have the first stock ready about October 15. His price lists for delivery are issued, and show quite a reduction as compared with what was charged for the same quality of imported. In one instance the price is 7c. per lb. lower. It is altogether likely that a uniform price list will be adopted for the retail trade.

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

CAUTION!
 EACH PLUG OF THE
Myrtle avy
 IS MARKED
T. & B.
 IN BRONZE LETTER.
 NONE OTHER IS GENUINE.

RUBLEE, RIDDELL & CO.,
 Commission Merchants,
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 Green and Dried Fruits,
 15 OWEN STREET, WINNIPEG

PROVISIONS!

J. Y. GRIFFIN & CO
 Pork Packers and Wholesale Provision Merchants.
 Hams, Bacon, Lard, Butter, Eggs, Cheese, Canned
 Meats and HEAVY PROVISIONS at close prices to the
 TRADE. Special attention given to handling of all kinds
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 Write for prices.
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DICK, BANNING & CO
 MANUFACTURERS OF
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Toronto Hide & Wool Co
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Frank Lightcap, - Traveler.
 We will be in the market this season
 as usual for all classes of Wool, and
 are prepared to pay the highest mar-
 ket prices.

E. A. SMALL & CO.,
 WHOLESALE
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 NEW FIRM, NEW GOODS.
 203 and 210
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 Agent for Manitoba and the Northwest,
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 Samples with McLean Bros.,
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 BRANDS: Hardwater, Dominion, Linen, Ivorine
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Campbell, Spera & Co.,
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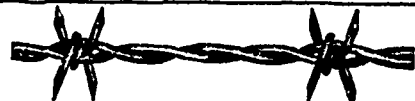
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 Shirts, Flannel, Cotton & Tweed Shirts

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 Novelties. The inspection of buyers cordially invited.

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 27 PORTAGE AVENUE EAST,
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JAMES WHITHAM. A. A. AEYR, Special Partner
James Whitham & Co.
 Manufacturers of & Wholesale Dealers in
BOOTS & SHOES,
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 Ours is the only wire manufactured in the Dominion of
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 A personal inspection will convince you of this fact. Quality
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 Every pound guaranteed.

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Capacity - - 750 Barrels per day.

OFFICE:—Corner King and
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A Full Stock of Patent Hungarian, Strong
 Bakers' and Spring Extra Flour; Oatmeal, Pot
 and Pearl Barley, Graham Flour, Cracked
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 Wheat buyers at all C.P.R. Shipping Stations

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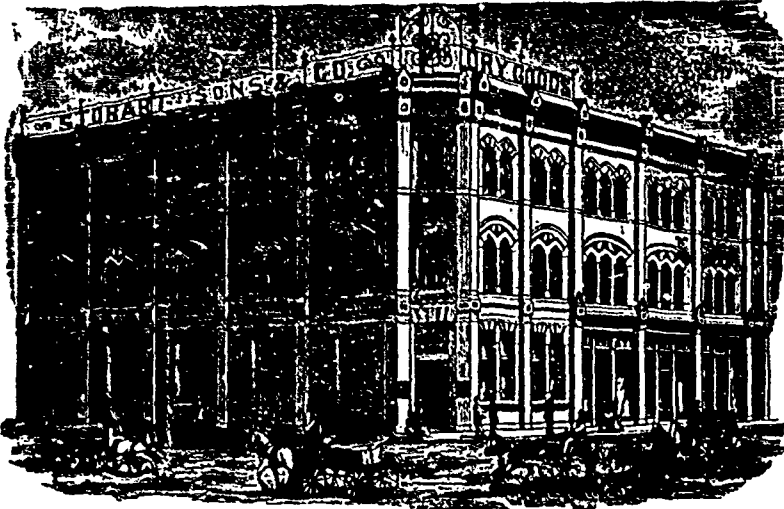
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GENERAL GROCERIES.

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Importers British & Foreign Dry Goods

A Full Range of Canadian Staples
always in stock.

STOBART, SONS & CO.

PORTAGE AVENUE, WINNIPEG.

Grain and Milling.

The principal creditor of Rashdell and Lawer, doing business as the Columbia Milling Co., Erdlerby, Spallumcheen, B. C., whose assignment was reported last week, is the firm of Goldie & McCullough, of Galt, Ont. The *Victoria Colonist* says: Those who profess to know maintain that under ordinary circumstances the concern may be made to pay a handsome profit, but there can be no doubt but that the late management have all along labored under great disadvantages. The mill is a most complete one in every respect, the machinery throughout being of the very latest pattern and is capable of a daily output of one hundred and forty barrels.

Not long ago the *Montreal Journal of Commerce* was defending the C. P. R. monopoly in Manitoba. Now read the following from that journal, upon which comment is unnecessary: "The area of profitable wheat growing is now moving slowly but steadily farther west as the gradual development of the splendid wheat lands of the West increases the severity of competition. Every year the Ontario farmer's chances of profitable rivalry becomes less, while those of the Western wheat grower become daily brighter in direct proportion as the cost of transportation to the seaboard is reduced. Now that the monopoly clause is a thing of the past, and new railroads will soon tap the wheat sections, the superiority of the West will become more and more manifest and the possibilities of profitable wheat growing in Ontario will be reduced to a minimum. Under these circumstances the sensible man will at once abandon a useless struggle with a more powerful rival, and betake himself to the cultivation of those crops which experience has shown to be far more lucrative to him than wheat."

London, England *Miller*: The dominions of the Sultan are not yet overcrowded with flour mills designed and fitted on modern principles, and our readers will be interested to learn that Hind & Lund, of Preston, have recently completed the erection of a Turkish roller mill. This mill has a capacity of 8 to 10 sacks an hour, and has been erected at Haskieu, near Constantiuople. The shafting and engines were

also supplied by Hind & Lund, and the whole mass of machinery, weighing some 200 tons, arrived in Bosphorus on the 6th of March last. Owing to the examination which it underwent at the hands of the custom's authorities the plant did not reach its destination till the latter end of March, and the fact that the mill was in full swing by the 16th of June speaks well for the exactness of the engineers' work, the more especially as the machines had to be put together by native labor under the superintendence of Hind & Lund's engineers.

A Manitoba correspondent writes to *The Miller*, of London, England, as follows: Your paper is quoted by the local press as suggesting to the English millers the advisability of their purchasing hard wheat direct from Manitoba farmers, so as to insure against mixing in transit. To do this on a large scale, elevators would have to be built at points in this province, and shipments made from them to Montreal, where a large elevator would also have to be constructed. This plan, which is a very good one, would, however, entail a considerable amount of outlay, and we would suggest that as there are good prospects of a considerable addition being made to the elevator capacity of the province in time to handle this year's crop, a small syndicate of millers be formed to buy, say, one million bushels of Manitoba wheat. The syndicate could lease an elevator in Montreal from 1st November until navigation opens in the spring, and the grain could be shipped from Manitoba points direct to said elevator, so that the possibility of mixing with Ontario soft wheat would be prevented. Arrangements could be made with a bank in Montreal, so that a draft for the value of each carload lot, with bill of lading attached, would be paid on presentation, and the bank's manager could no doubt name a reputable firm in Montreal who would attend to the unloading, storage, insurance, etc. A cable code could be arranged, so that the syndicate would be kept posted as to prices, etc., and could countermand orders in the event of the local markets ruling too high. By this arrangement no expenditure would be required except rent of an elevator in Montreal, and if the experiment proved satisfactory, arrangements for an extensive business could be made by another year.

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

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

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

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STATIONERS,

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SPECIALTIES.

Account Books Paper—all kinds
Office Supplies Stationery
Wallets, Pocket Books
Ladies Hand Satchels
Pocket and Office Dairies
Leather Goods Binders Materials
Printers Supplies

Business Rast.

ONTARIO.

John Brail, grocer, Galt, has assigned.
 A. Munson, butcher, Arthur, has sold out.
 J. H. Berry, tinsmith, Toronto, has assigned.
 Gibson & Bell, tailors, Toronto, have assigned.
 J. T. Lively, stationer, London, has assigned.
 W. Kirton, grocer, Courtright, has sold out.
 John Sterling, jewelry, Simcoe, has sold out.
 Wm. Harrison, builder, Thorndale, is dead.
 C. Donnelly, hotelkeeper, Alliston, has sold out.
 Jos. Mead, furniture, Mount Albert, has assigned.
 John McKinnon, drugs, Beaverton, has assigned.
 Sylvanus Brooking, tailor, Guelph, has assigned.
 Buchner Bros., stoves, Simcoe, have dissolved.
 H. D. Learoyd, dry goods, Strathroy, has assigned.
 Merryfield & Fike, tailors, Port Hope, have assigned.
 J. A. Aubin, hotelkeeper, Stoney Point, has sold out.
 Mrs. R. A. Towns, groceries, Drayton, has sold out.
 S. Aubrey, shoes, Stoney Point, is giving up business.
 McLaurin & Quigley, traders, Savaune, have dissolved.
 A. S. Rennie, stationer, Toronto, has given up business.
 R. J. Butler, general storekeeper, Uxbridge, has assigned.

R. Prior, general storekeeper, Woodville, has assigned.
 P. D. Carse, gents' furnishings, Hamilton, has assigned.
 Abram Thrasher, farmer, Ross Township, has assigned.
 A. L. Grover & Co., dry goods, Dresden, have assigned.
 Paterson & Co., wholesale millinery, Toronto, have assigned.
 John M. Halloran, carriage materia's, Hamilton, has assigned.
 Alfred J. Robinson, planing mill, Little York, has assigned.
 N. Courtmanche, general storekeeper, Midland, has assigned.
 A. Bradford & Co., druggists, Simcoe, have gone out of business.
 J. Wilson & Co., tanners, Woodstock, have dissolved; C. Wilson continues.

QUEBEC.

J. J. Bruneau, foundry, Sorel, is dead.
 A. Wilkinson, tailor, Marbleton, is away.
 C. T. Jette, grocer, Montreal, has assigned.
 J. B. Raby, grocer, Montreal, has assigned.
 Alber & Co., painters, Montreal, have dissolved.
 Donald Cameron, contractor, Greces Point, is dead.
 Meunier & Robert, butchers, Montreal, have dissolved.
 Poitras & Co., contractors, Montreal, have dissolved.
 J. E. Clement & Co., restaurant, Montreal, have assigned.
 McAfee & McNeil, file manufacturers, Montreal, have dissolved.

Honore Thibodeau, general storekeeper, Victoriaville, has assigned.
 Labissoniere & Lanouette, general storekeepers, Patisseau, have assigned.

NOVA SCOTIA.

Jacob Jaffe, general storekeeper, Lunenburg, is away.
 Esson & Co., wholesale grocers, Halifax, have assigned.
 E. D. Woodlock, hotelkeeper, Pugwash, has assigned.
 C. Douglas & Co., millinery, Pictou, have sold out.
 Jas. Grant, leather dealer, Halifax, was burned out.
 P. C. Swim, general storekeeper, Capo Island, has assigned.
 J. A. Crowell, general storekeeper, Capo Island, is away.
 P. G. Byrd, general storekeeper, Chezzetcook, has assigned.
 Max Rosenbloom, general storekeeper, Foster's Settlement, is away.
 Copeland & Co., druggists, North Sydney; W. S. Copeland of this firm is dead.

NEW BRUNSWICK.

P. B. Ferguson, plumber, Moncton, has assigned.
 Wm. F. Commeau, general storekeeper, Upper Charlo, has assigned.

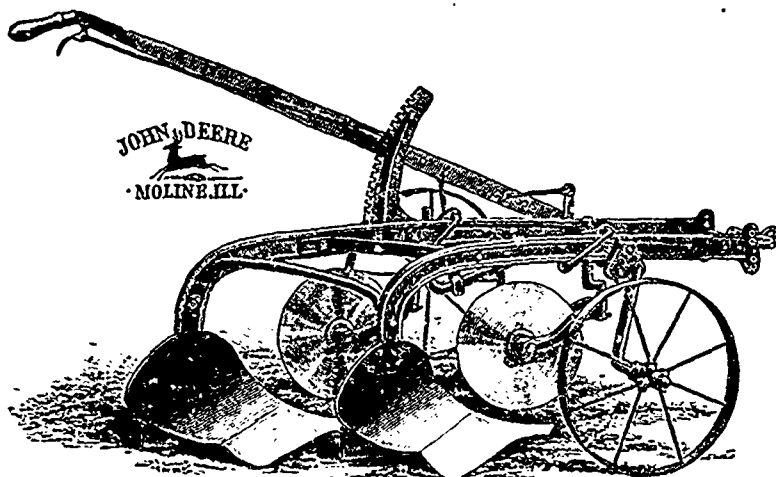
The new St. Lawrence sugar refinery at Montreal, is about ready to place sugars on the market. It began operations on the 15th, when the machinery was tried. It seems to be understood that the refinery will remain in the combination.

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 CUTTERS,
 SLEIGHS,

CLOSE PRICES TO DEALERS.

SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.

* * *

WINNIPEG.

* * *

Lake Superior Country.

A considerable number of United States capitalists have visited Port Arthur this summer looking for opportunities to invest either in mineral lands or town property.

John Manion, of Chapleau, has bought out the McNabb hotel, Fort William, for \$1,500 cash. His brother, P. Manion, will assume the management of the establishment.

Port Arthur *Sentinel* :--Good reports continue to come in from the Silver Mountain and Whitefish Lake mining regions. Visitors to these regions are growing more numerous, and all of them return well convinced that the Port Arthur silver bearing district is all that has been represented, viz., one of the richest mineral fields in the world.

The Algoma *Advocate* learns that as the work progresses on the Sudbury mines, the vein is found to be richer. The company intend putting in \$70,000 worth of machinery this fall. In the lower end of the district there is much excitement among miners and prospectors over reported rich finds of the precious metals in the neighborhood of the Mis issauga river.

As the summer season is passing, Port Arthur people are commencing to feel anxious about the erection of the new post office and custom house, for which estimates were provided by the Government. Fifteen thousand dollars were provided for this purpose, and it is said the Government will go on with the work as soon as the council selects a site. The council, however appears to be dilatory in the matter.

The recent bonus of \$120,000 voted by McKellar ward of Neebing municipality, to the C. P. R. Co., for the erection of workshops in the ward, is not a direct money bonus. The company has property in the ward which is taxed on a valuation of \$450,000, and which will be increased by the erection of new works. The company will hold the bonus coupons, and pay them in to municipality on taxes. It is alleged, however, that the bonus by law is illegal, as it is said a ward or portion of a municipality cannot vote alone on a bonus by-law, but that bonuses must be granted by the whole municipality.

The people of Port Arthur and Fort William are highly satisfied at the announcement of the calling for tenders for the construction of a Canadian canal at Sault Ste. Marie. The *Sentinel* says :--With the Canadian Sault canal built, the St. Lawrence and Welland canals enlarged, and the use of the St. Clair flats canals guaranteed by treaty, Canadian vessels will have a sure and safe right of way from Port Arthur, at the head of navigation, to the ocean. The importance of the construction of the Sault and the enlargement of the St. Lawrence canals to the shipping of the upper lakes, and to the commerce of Canada, especially that of the Canadian Northwest, can hardly be estimated. The carrying out of the work will be of special interest to the people of Port Arthur. As the head of navigation the town can look forward to no distant day when vessels direct from European ports will receive and discharge their cargoes in our matchless harbor,



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ST. PAUL, MINN

Manitoba and Northwestern Ry. CHANGE OF TIME.

Taking Effect Monday, April 17th, 1887

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Fridays
LEAVE 13 00		Portage la Prairie ...	ARRIVE 14 50
11 25	65	Gladstone.	13 25D
D14 45	61	Neebawa.	13 05A
15 45	79	Minnedosa.	11 53
A16 35		Rapid Ity.	11 15D
D16 45			11 05A
17 50	94	Rapid Ity.	9 45
18 30	115	Shoal Lake.	9 20
119 30	133	Birtle.	18 20
21 40	155	Blinsearth.	6 20
23 00	166	Russell.	5 00
23 15	180	Langenburg.	4 45
ARRIVE 11 45A.			LEAVE

No. 4, Mondays and Thursdays. No 1, Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.
Trains for Blinsearth leave Birtle Tuesdays and Thursdays only at 20.30 For Russell leave Birtle Tuesdays only at 20.30; returning leave Russell Wednesdays only For Langenburg leave Birtle Thursdays only at 20.30; returning leave Langenburg Fridays only For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 17.00; returning leave Rapid City Mondays, Wednesdays and Fridays
Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.
For information as to Freight or Passenger Rates apply to A Macdonald, Assistant Freight and Passenger Agent Portage la Prairie, or to
W. R. BAKER, General Superintendent

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Pullman and Wagner vestibuled trains are run on this line between Minneapolis, St. Paul and Chicago; and all classes of tickets are good on these famous vestibuled trains without extra charge.

Tickets to Columbus and return will be on sale, a few days previous to Sept. 10th, over "The Northwestern Line" and connections, at about one cent per mile for the round trip from St. Paul; and after arrival at Columbus, should you desire to visit any other point in Ohio, or east to Pittsburgh, Wheeling, or any point south of the Ohio River, it is expected that reduced rates can be secured at Columbus on presentation of return portion of your excursion ticket over "The Northwestern Line" to the joint ticket agent at Columbus. An extension of time for the return trip via this line can also be obtained at Columbus if desired.

For tickets, sleeping car accommodations and correct information call on regular agents at 150 East Third street, St. Paul; 13 Nicollet House Block, Minneapolis; 112 West Superior street Duluth; or address the undersigned. Tickets to Columbus and return, or to any other points via this line, can be obtained at principal offices of the Northern Pacific or St. Paul, Minneapolis & Manitoba railways, the agents of these companies being authorized to act for "The Northwestern Line."

T. W. TEASDALE, Gen. Passenger Agent,
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St. Louis Fast Ex.	b9.25 p.m.	b7.05 p.m.
Chicago Fast Ex.	d6.25 p.m.	d7.05 p.m.
Des Moines Passenger.	a6.25 p.m.	a7.05 p.m.
Excelsior and Watertown.	a8.00 a.m.	a8.45 a.m.
Arlington and Excelsior.	a4.15 p.m.	a4.60 p.m.
Jankato Express Accom.	a3.15 p.m.	a4.00 p.m.
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