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# The Commercial

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

Tenth Year of Publication.  
ISSUED EVERY MONDAY

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Office, 186 James St East

JAMES K. STERN,  
Publisher.

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, DECEMBER 23, 1891.

1892.

THE COMMERCIAL did not wish its readers a Merry Christmas in its last issue, but this was not because we desired anything different. There are few if any other communities in a better way to enjoy a Merry Christmas than are the people of Western Canada. In this land, where poverty is unknown, and where prosperity prevails, the conditions are favorable to the thorough enjoyment of the holiday season.

Before another issue of THE COMMERCIAL goes out, we will be writing January, 1892. The year now closing has been one of prosperity in Western Canada. Crops have been enormous; railway construction and other work in the direction of opening up and developing our great heritage have progressed favorably; we have suffered no serious setback in any direction, while we have made solid progress in many ways. Our granaries and warehouses are full to overflowing with wheat, of which millions of bushels remain yet to be marketed. The immediate outlook is therefore favorable. A steady stream of grain will be coming to market almost until the next crop is ready to harvest. Altogether the year 1891 has been a prosperous one. THE COMMERCIAL wishes its readers a like year of prosperity for 1892.

## Manitoba.

Titus & Son have opened a hardware store at Napiinka.

N. H. Jackson, drugs, Winnipeg; sheriff in possession.

B. Hallonguist, general store, Oak Lake, has opened a branch at Oxbow.

Hunter & Moore, of Crystal City, have opened a branch store at Cartwright.

Geo. A. Hogarth, general storekeeper, of Minnedosa, has moved to Melita.

A. B. McLeod, agricultural implements, Brandon, has formed a partnership with Hanley & Clegg.

Mario Robert, dry goods, boots and shoes and fancy goods, St Boniface; selling out by auction, on the 28th inst.

A. M. Herron, confectionery and fancy goods, Deloraine, has opened a branch at Napiinka, under the style of Herroa & Co.

Since the opening of the Northwest Central railway, several parties have been looking for openings in business along the line. Hamiota is one of the attractive points.

The first new season calendar received at THE COMMERCIAL office comes from W. N. Johnson & Co., wholesale leather, harness goods, etc. It is a fine hunting scene.

THE COMMERCIAL has received a handsome holiday greeting card from J. D. Roberts, who handles the manufactures of the Pure Gold Manufacturing Co. in the west.

The number of threshers in the Brandon district may be imagined from the statement, that one Brandon firm of machinists has repaired over seventy-five threshing outfits this season.

The stock of dry goods and fixtures of Mrs. Robert, of St. Boniface, will be sold at a rate on the dollar, by public auction, on Monday, the 28th day of December, 1891, at Winnipeg. Stock, \$1,615.89, and fixtures, \$319.75; total, \$1,935 64.

All arrangements for the Northwest Commercial Travellers Association annual dinner have been completed, and it will be held at the Clarendon hotel, Winnipeg, on Tuesday, 29th December. The annual gathering for the election of officers took place on Saturday evening.

A number of Nepawa farmers have decided to go into sheep raising to a larger extent than heretofore. To meet the demand W. J. Hamilton is importing a car load of choice sheep from the east which is expected to arrive this week. This is a right move, and one which should pay. Manitoba should be exporting instead of importing sheep and mutton.

The Manitou Mercury says: "A couple of threshing outfits arrived by train this week, one for F. Windsor, of Ruttauville, and the other for Sprung & Co., of Kalidea. Usually the purchase of a threshing outfit at this time of year would be considered a wild investment, but this season it seems to be all right, as the bulk of the crop still remains to be threshed."

The stability of Winnipeg and Manitoba is attested by the opening of new financial concerns here. A few years ago the eastern financial concerns were withdrawing their agencies here, but now this is reversed. The latest bank to move in opening a branch here, is the Hochelaga Bank, of Quebec province. Premises have been secured on Main street, Winnipeg, adjoining the Commercial Bank, and a branch will be opened next month. Mr. Boire, late manager at Three Rivers, Quebec, will be in charge.

The Department of the Interior has notified the Dominion lands commissioner, at Winni-

peg, that a sale of school lands will be held in this province in January and February. The lots offered will be disposed of by auction in a manner similar to the sale held a few years ago. Particulars may be got on application to the Department of the Interior, the Dominion lands commissioner, or the Dominion land agents. Places and dates of sales have been fixed as follows: Morden, January 30th; Pilot Mound, January 15th; Deloraine, January 20th; Glenboro, January 22nd; Portage la Prairie, January, 27th; Minnedosa, January 29th; Brandon, February, 3rd; Winnipeg, February 5th.

## Saskatchewan.

A Battleford correspondent says: So far there has been very little snow and chinook (wam) winds played havoc with what there was. Stock is running over the prairie still and in excellent condition.

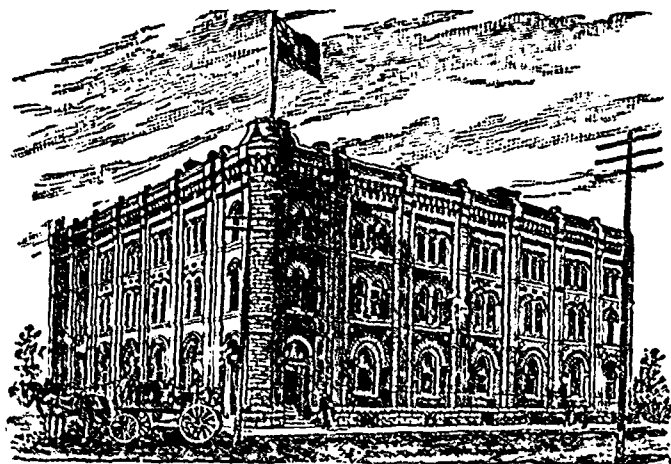
In consequence of the increased business since the completion of the railway to Prince Albert the Moore & Macdowal sawmill company will this year increase their cut of logs to five times the usual quantity. Employment to about seventy five men is given by the firm of Moore & Macdowal in the lumber woods north of Prince Albert, and this number is being daily increased. A gang of men started last week to clear and make passable for rafts of logs a creek on one of the northern limits. They will be accompanied by a novel camp, being a box eight feet wide by ten feet long and six feet high constructed upon sleighs. All the necessary equipment for a lumber shanty, consisting of stove, table, bunks, etc., is arranged within the moving house, which will follow the men as the work of clearing proceeds, and they will thus have the comfort of a house every night.

## St. John and the Grain Trade.

Observing the hundreds of carloads of western grain that have passed through St. John, N. B., within the past few weeks, bound for Halifax, there to take ship for Europe, members of the board of trade in the former city have been considering ways and means of securing the shipment of some of this western grain at their own port by vessel. Halifax has elevator facilities, St. John has not. The question with St. John men now is whether to get elevators or something that will replace them.

A scheme has been propounded by Robert Cruickshank, which is considered feasible and is not costly. It is to extend the C. P. R. track west of the suspension bridge to curve through the asylum grounds, and follow around the side of Laurester Heights down to the old Clark mill. Thereabout the river bank is high, and the water deep; berths could be readily made there to accommodate two large steamers at once. The railway track extended around the side of the hill would be at an elevation of between 60 and 80 feet above high water, and at a small cost shutes could be made that would carry the grain down over the hillside to the steamers as rapidly as it could run from the cars. This would be a much cheaper way than handling the grain with an elevator.

Lake Superior is still open, though of course the "Soo" Canal is closed. Steamers are passing occasionally between different points on the lake. A steamer was to leave Port Arthur for Duluth on Saturday.

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### The Waterways Convention.

The *Engineering Record* says of the waterways convention to assemble at Detroit on the 17th inst.: "It is understood that it will demand appropriations from Congress for improving the lake channels, and the appointment of a commission to report on some project for connecting the lakes with the Atlantic. The first project embraces the continuance of the work on the new lock at the St. Mary's Falls, dredging in Hay Lake, St. Clair flats and on the Grosse Pointe channel, with the removal of minor obstructions. These channels require a width of from 500 to 800 feet at Grosse Pointe, at which latter point a commerce exceeding 20,000,000 tons annually is now passing. Depths of 20 and 21 feet will be asked for. As dependent upon this, if not a part of it, a demand will be made for deepening and enlarging the principal harbors on the lakes. This is thought to be the subject of the greatest and most immediate importance that will come

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before the convention, and it does not seem that there can be any divided interests as to this, nor any valid argument against it except a demand for economy in immediate expenditures. It can, however, easily be shown by comparing General Poe's official report on the traffic of the 'Soo' canal with the average freight rate on the railroads of this country as returned in 'Poor's Manual' that the saving on the cost of transporting the freight which passed through the canal in 1889 was over \$16,000,000 as compared with a like service by railroads. And the total expenditures by government on the lakes above Niagara Falls have been but little over \$28,000,000. Under these circumstances it will be very hard to convince those interested in cheaper transportation that there is any economy from delay in improving the channels of so large and profitable a commerce.

"The demand for a navigable channel of like depth with those of the lakes, connecting the lakes with tidewater, which seems growing in

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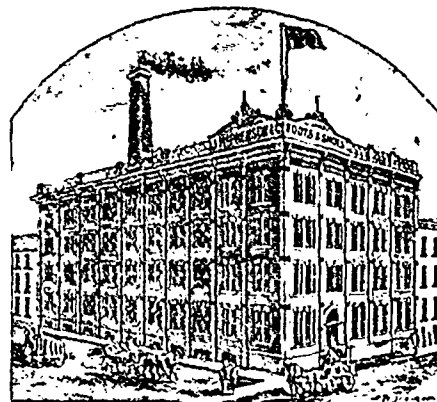
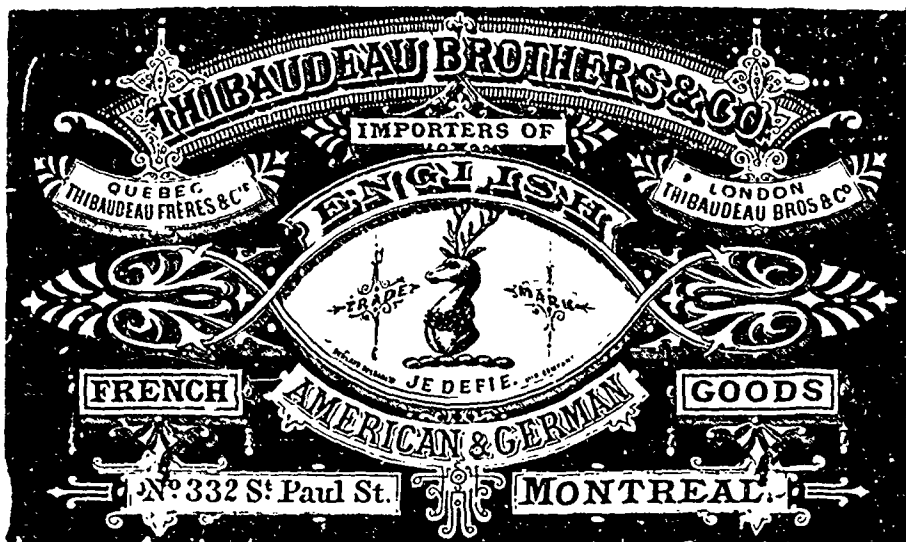
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Parkhill Produce Co., Parkhill, Ontario.

volume and intensity, will be apt to meet opposition from the elevator interests at Buffalo and from others, who doubt if the profits or savings on transportation through the canal will return a fair interest on the very heavy investment required for its construction, while the railroads, which have seen their freight charges cut down through the competition of the existing waterways, will oppose this part of the convention's demand bitterly. These combined interests will doubtless be able to materially delay the inception of the work, though it is to be hoped they cannot prevent the appointment of a commission of engineers to report on the subject."

### Freight Rates.

The *Chicago Trade Bulletin*, of December 21, says. "The railroads have made considerable progress towards moving cars the past week, and part of the blockade was raised. The western roads in a number of instances have run grain directly to store, and by so doing prevented further accumulation of cars on sidetracks. The eastern roads have, by hard work, succeeded in cleaning up part of the accumulation of cars and during the closing days several roads announced that they would receive cars from western connections. The railroads have never seen a time in their existence when all their facilities were so taxed as at present. Indications point to a continued large business and a surplus of cars is not to be expected the rest of the winter. All rail rates are well maintained on the basis of 25c on flour and grain, and 30c on provisions to New York. Though business was restricted by the car blockade and little was done. Ocean rates were weaker and lower, with liberal offerings of room. Through rates to Liverpool were quotable at 41½ to 44½c on flour, 43 on grain, and 42½ to 63½c on provisions. A little inquiry existed for vessel room to load and store grain until the opening of navigation. There is about 5,000,000 bushels of grain tonnage in port, and several charters have been made. The asking price is 5½c for wheat to Buffalo."



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**LYMAN BROS. & CO.,**  
WHOLESALE  
**DRUGS AND MEDICINES**  
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MANUFACTURERS OF  
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**ASK FOR**  
AND SEE THAT YOU GET  
**"TIGER" BRAND**  
*Chemically Pure*  
**WHITE LEAD**  
THE BEST IN THE MARKET.  
MANUFACTURED BY  
**Montreal Roller Mills Co'y,**  
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Members of the White Lead Association of Canada.

**GLOVER & BRAIS,**  
**GENTS' FURNISHINGS,**  
MONTREAL.

We would strongly advise all our Customers  
and friends to wait and see our range  
of goods which will excel  
all former years.

**H. H. TAAFFE** will  
wait on you shortly.

**Norris and Carruthers,**  
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MILLS AT SELKIRK, MAN.  
DIMENSIONS ALL SIZES.

**DICK, BANNING & CO**

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**Lumber, Shingles and Lath,**  
DOORS AND SASH.

MILLS AT KEEWATIN. OFFICE: OPPOSITE O.P.B.  
PASSENGER DEPOT, WINNIPEG

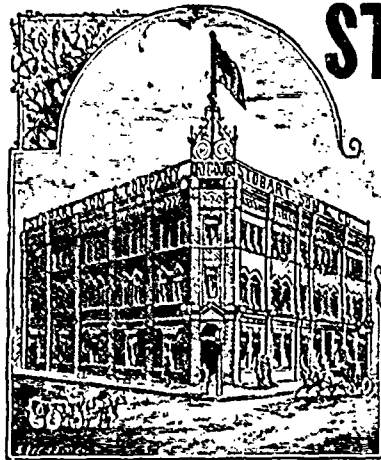
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Special American Importations  
ALL WORKS OF ART.

Ranging from \$5.00 to \$25.00 per hundred,  
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Blank Cards from \$3.50 to \$20.00 per hundred.  
Forward your orders at once. We will  
guarantee to please you.

**The "Commercial" Job Department**  
Awarded 1st PRIZE for JOB PRINTING at  
Industrial Exhibition, Winnipeg, 1891.

JUST ARRIVED—Grain and Flour Sample  
Bags—American patent, in 4's 5's and 6's.  
The "Commercial Job Department"



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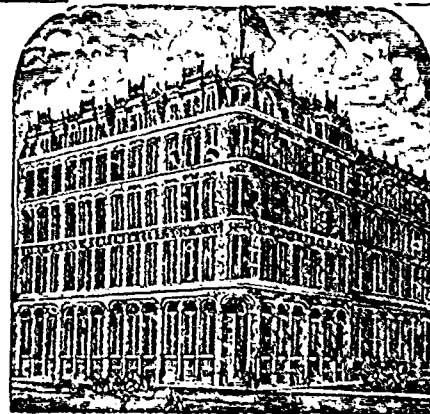
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KERSEYS MANUFACTURED IN MANITOBA.

RAPID CITY YARNS OF THE MANUFACTURE OF 1891 FOR SALE BY US ONLY.

Special Values in Grey and Fancy Flannels, Knitted Woollens and Linens.

TRAVELLERS NOW ON THE ROAD.



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Begin to draw special attention to the following lines:

- Prints, Imported and Canadian,
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Imported and Canadian Woollens a Specialty  
Full Range of Cottonades, Flanellettes and all Domestic Goods.

Sole Agent for the Everfast Stainless Hosiery.  
Complete set of G. J. Redmond, Donaldson's Block, WINNIPEG.

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CANADIAN WOOLENS, IMPORTED WOOLENS AND TRIMMINGS.

Represented in Manitoba, Northwest and British Columbia by Mr. G. H. SIMPSON.

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## BOOTS & SHOES

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## KIRKPATRICK & COOKSON

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Commission Merchants,

FLOUR, GRAIN, BUTTER, &c.

Consignments and Orders Solicited

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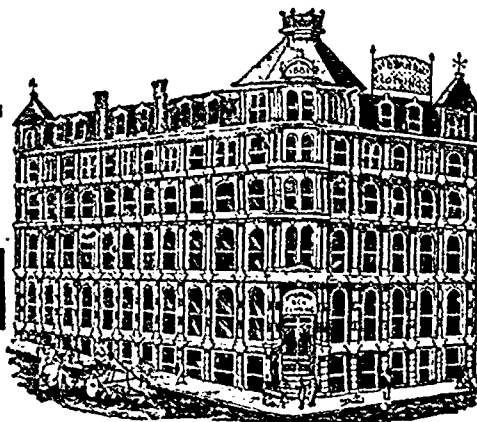
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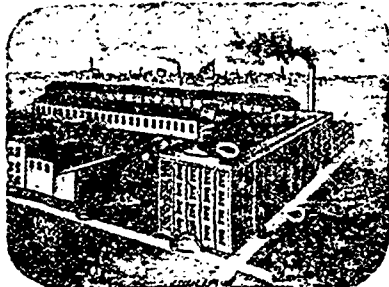
CHEWING

'BEAVER'

(In 18 lb. Butts)

'TECUMSEH,' fancy

(In 10 lb. Butts)



SMOKING

'SILVER ASH,' cut

(In 5 lb. boxes)

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If your wholesale man cannot supply these goods send for quotations Direct to the Factory  
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## GRAIN and FEED;

MILLS:

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

# The Commercial

WINNIPEG, DECEMBER 28, 1891.

## Canadian Pacific Elevator System.

HOW MANITOBA'S GRAIN CROP IS HANDLED.

One of the advantages which the grain trade of America has, is the superior system of handling which is in vogue. This is an advantage which extends to the grower, as well as to the grain dealer, and which enables us to compete to good advantage with other grain-exporting countries. In Russia, for instance, as well as in some other countries, there are vast areas of land well adapted to the growth of grain crops, but their systems of handling the crops are not such as to encourage grain growing. Everything is on a more primitive scale than here. The facilities for rapidly and economically handling large quantities of grain, have not been carried to such a state of perfection, as on this continent.

While America in general takes the lead in the matter of grain handling facilities, there is no part of this continent where better facilities for handling grain exist, than right here in Manitoba. From the date of the opening of Manitoba to settlement, it was recognized that this region would be pre-eminently a grain exporting country, and accordingly facilities for handling grain were provided from the start on the most modern system. The Canadian Pacific railway management took the lead in this respect, and laid down such rules for the handling of grain, as would lead to the establishment of a modern elevator system along their lines in Manitoba and the adjacent country westward from the province. These rules provoked some hostility at first, and were considered rather too stringent; but time has demonstrated their wisdom. Manitoba has now a splendid system of country elevators, erected for the purpose of receiving grain from the growers, and the railway companies have done everything in their power to encourage the erection of modern style of elevators along their lines.

Not only has the Canadian Pacific company encouraged the erection of elevators at country points, but it has established an elevator system of its own, at terminal and transfer points. Grain marketed along the Canadian Pacific railway in Manitoba, is shipped eastward over this road, and reaches the first transfer points at Fort William or Port Arthur, two ports on the northwestern coast of Lake Superior. During the season of navigation, most grain shipped eastward is transferred from the cars at these ports and sent on by water, as the water freight rate is cheaper than by the all-rail route. It therefore became necessary to establish an elevator system at these ports, to facilitate the transfer of grain from the cars to boats.

### LAKE SUPERIOR ELEVATORS.

The first elevator was established at Port Arthur in 1883. This elevator has a capacity of 350,000 bushels. It has recently been leased to a private party, but will be operated as usual, for receiving, discharging, and storing grain.

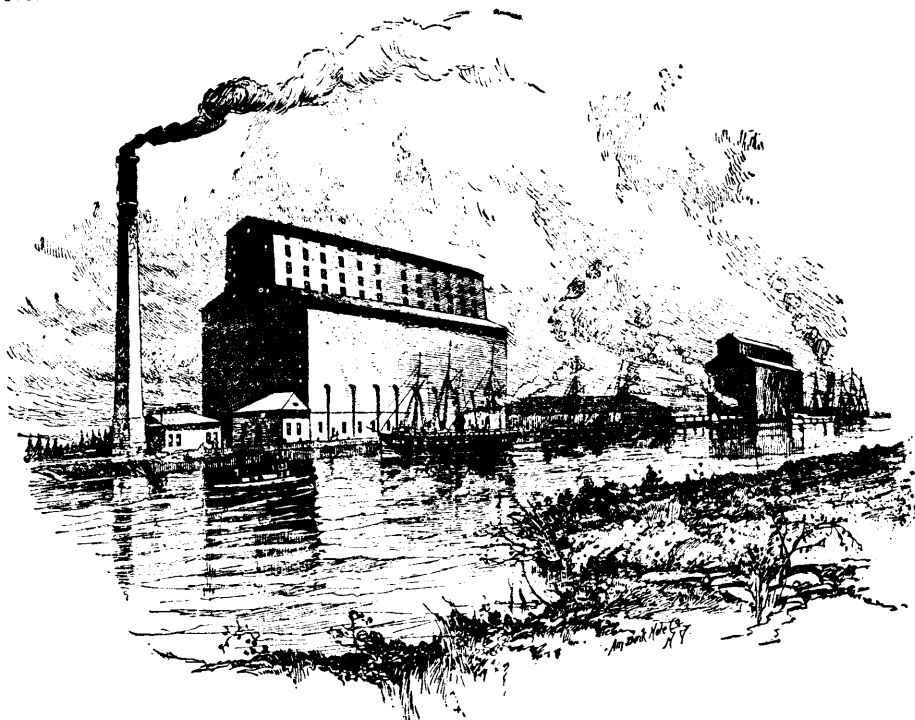
It was recognized that the Port Arthur elevator would not long be equal to the growing

demands of the Manitoba grain trade, and so in 1884 a second mammoth elevator was established at Fort William, and was designated "Elevator A." The limit capacity of this big structure is 1,260,000 bushels, which means an actual storage capacity of about 1,250,000 bushels. This is a most substantial structure in every respect.

In the winter of 1887, a large flat warehouse was erected at Fort William, to provide temporary storage for the crush of grain, and the following summer "Elevator B" was built and was ready for operation by the fall of the same year. Elevator B has a capacity of 1,300,000 bushels. These Fort William elevators have been built on the most modern principles, and they are furnished with the latest improved machinery for handling and cleaning grain. They were erected under the supervision of Mr Wm. J. Ross, superintendent of construction, etc., of the Canadian Pacific company, who has also had general supervision over the erection of all the company's elevators.

upon the class of grain. There are separate bins in the elevators, for different grades of grain, and where one car is of one grade, and the next car of another grade, and so on, it will take longer than if there were only one grade.

The elevator facilities will be extended at Fort William, as the requirements of the trade demand. The immense grain crop grown in Manitoba this year, made it evident that more storage accommodation was required, and accordingly work was commenced last fall on an annex to elevator A. Work is now being pushed on this annex, and it is expected that it will be ready to receive grain some time during January. Even with this addition to the storage facilities, it is evident that all the available space at Fort William and Port Arthur will be required this winter, and more too. The capacity of the annex will be about 1,250,000 bushels, so that when it is completed, the total storage capacity at our two Lake Superior ports will be about 4,000,000 bushels. The annex is designed simply as a storage ele-



ELEVATORS "A" AND "B," FORT WILLIAM.

The shipping facilities at Fort William could not be better, the place being near the mouth of the Kaministiquia river. Boats from the lake can proceed up the river and moor right alongside the elevators, and a large cargo can be spouted into them in a very short time. The accompanying engraving will show the location of the elevators on the river bank.

These Lake Superior elevators are designed for storage, as well as for receiving and discharging purposes, hence their large capacity. During the winter season a large quantity of grain is stored at these points, so that it may be shipped eastward by water, after navigation opens in the spring.

An important point about an elevator is its ability to receive grain. That is, its ability to unload cars. When a large number of cars are to be unloaded, it is necessary that this should be done with as little delay as possible. In this respect, the Fort William elevators are well equipped. The number of cars which can be handled in a given time, however, depends

on the class of grain. It will be operated from the power of elevator A. While the increased storage capacity which will be afforded by this annex will be urgently needed, still it is the opinion among grain men that it would be much better if the annex had been supplied with loading and cleaning machinery, so as to be independent of elevator A.

Regarding the future extension of the company's facilities at our upper lake ports, we may say that it is altogether probable another large elevator will be erected at Fort William next summer. The rapid increase in the grain crops of Manitoba will no doubt necessitate this.

### OWEN SOUND ELEVATOR.

The next point eastward where the Canadian Pacific company has an elevator is at Owen Sound, Ontario, a port on Georgian Bay, an arm of Lake Huron. The company has a line of steamships running between Fort William and Owen Sound. After having made the trip from Fort William to Owen Sound by water,



the grain is again transferred to the cars at the latter port to be sent on eastward either for export or for distribution to points throughout eastern Canada. It therefore became necessary to have an elevator at Owen Sound to facilitate the transfer of grain from the boats to cars. This elevator was designed by Mr. Ross, and erected in 1883. It has a capacity of 285,000 bushels. This elevator is not properly speaking a storage elevator, hence its more limited capacity. It is primarily a receiving and discharging elevator, established for the purpose of facilitating the handling of grain at this point. It was therefore designed with a view of doing rapid work in handling grain. It has what is known as a marine leg, for unloading boats, and can handle 8,000 to 10,000 bushels per hour. It is a well built structure, and is one of the most complete of the company's elevators.

There are other lake ports east, such as Goderich, Sarnia, Kingston, etc., where elevator facilities exist for handling grain. The Owen Sound one, however, is the only one established by the Canadian Pacific company, and this elevator was established in view of Owen Sound having been selected as the eastern terminal port of the company's upper lake steamship line. A great deal of grain is carried by water eastward from Lake Superior ports by other steamers and vessels than those owned by the Canadian Pacific company, and it may be taken to any eastern port in the discretion of the shipper. The bulk of shipments the past fall from Fort William by water have gone to Buffalo, on Lake Erie, and thence by rail to New York, for shipment across the Atlantic.

#### THE MONTREAL ELEVATORS.

The next point at which the Canadian Pacific Railway company has established an elevator system is at the city of Montreal. During the season of open navigation on the St. Lawrence river considerable grain goes to Montreal for export, and it is transferred from the cars at that port to ocean ships. "Elevator A" was built at Montreal in 1885, and operated early in 1886. It has a capacity of 650,000 bushels. "Elevator B" was erected at the same place in 1886. It has the same capacity as "A," but is of a more modern pattern. The work of this elevator is mostly unloading cars and discharging into ships; but by means of a floating elevator, boats can be unloaded into this elevator.

#### ELEVATOR CHARGES.

The charges at Fort William are as follows, for summer storage: Charge for elevating from cars, including storage for twenty days, 1½ cents per bushel; storage for each succeeding day or part thereof, ½ cent per bushel; cleaning and blowing, per bushel, ½ cent; scouring, 1 cent per bushel. On November 15th winter storage begins. Grain placed in the elevator for winter storage is charged at the regular rate, until the amount of 4 cents per bushel is accrued against it, after which there is no further charge until the first of June. Grain remaining after the first of June is charged ½ cent per bushel for each succeeding fifteen days, of part thereof. Grain placed in the elevator before November 15, and remaining for winter storage, will be charged regular rates up to Nov. 15, in addition to the 4 cent rate for winter storage.

At Owen Sound grain is elevated and stored

free for ten days, after which 1 cent per month, per bushel, is charged.

At Montreal the charge for elevating, including storage for ten days, is ½ cent per bushel for oats, and ¾ cent for other grains; storage for each succeeding ten days, or part thereof, ¼ cent; turning grain, ½ cent; cleaning, ½ cent; mixing, ¼ cent per bushel. Winter storage begins Nov. 15 and expires May 15, and between these dates, when charges accrue to 1½ cent per bushel, no further charge is made. After May 15 the regular charge of ¼ cent for each ten days, or part thereof, is again made.

Grain is taken into all the company's elevators on grade. It must therefore be inspected by the official grain inspector before being received. A shipper placing grain in any of the elevators does not necessarily receive the same grain out again, but only the same quality of grain. He holds the inspector's certificate of the grade of the grain, and he simply receives out a like quantity of the same grade as his certificate calls for. If he puts in No. 1 hard wheat, he is entitled to receive out No. 1 hard, but not necessarily the exact grain that he placed in. For many reasons, it will be apparent to the reader, that the grain could not be kept separate for every shipper. Hence the necessity for the official system of inspection.

### Grain and Milling.

The Dominion Millers' association has voted against incorporation.

The by-law to grant a bonus to McMillan & Co., in aid of the erection of a flour mill in Winnipeg, has been defeated in the Municipality of Springfield.

The Ogilvie Milling company have put on a buyer at Niverville, Man., and wheat is coming in at the rate of 1,000 bushels a day. The prices paid range from 40 to 70c for wheat, oats 20c, barley 21c.

The *Sentinel*, of Pilot Mound, Man., says: Dow & Will have taken over the Pilot Mound roller and oatmeal mills. A contract has been made with dealers in Winnipeg who will receive a car load of oatmeal every week. It is expected that about twelve thousand bushels of oats will be worked up every month.

At the recent meeting of the Dominion Millers' association, the committee on credit business recommended, in all cases where sales are made in carloads of flour and mill feed, that the members should pledge themselves to attach the bills of lading to the draft, which will only be given up on payment. The report was adopted.

James Anderson, manager of the Hudson's Bay Co.'s mill, at Winnipeg, died on Sunday last. Mr. Anderson has been a resident of Winnipeg for many years, and was held in high esteem by his friends and acquaintances. He was a man in whom there was no guile. Honest by instinct, and that instinct has been so cultivated, that it would have been impossible for him to have descended to anything small or dishonest. What more could be said for any man?

The Buffalo correspondent of the *Northwestern Miller* writing on Dec. 14, says: "The lake season virtually closes this week, though two or three cargoes are still to come. A boat left here yesterday for a load of wheat at Tol-

edo. She will bring 80,000 bushels, probably, a remarkably late shipment from that port. The Olympia claims to be the only boat that obtained the 12c freight from Port Arthur. This sounds like war-time rates. She leaves for Chicago to-day with coal, the last cargo out. The harbor blockade is still on, but the waiting cargoes are now less than 30 and are disappearing as fast as the railroads can take care of the grain. There are threats of suits for demurrage and the Cleveland vessel men have held a meeting to devise a plan for protecting their interests, but nothing very definite has been done. The amount of grain received at the last moment has been so much more than was expected that some allowance should be made. It is true that the America made a round trip to Chicago and earned over \$5,000 while some boats were waiting to unload.

### Where U.S. Wheat Exports Go.

The exports of wheat from the United States for the month of October were, to the United Kingdom of Great Britain and Ireland, 7,262,539 bushels, valued at \$7,471,422; to Germany, 108,860 bushels, valued at \$113,316; France, 4,262,127 bushels, valued at \$4,428,932; other European countries, 2,252,347 bushels, valued at \$2,354,357; the Central American States and British Honduras, 3,631 bushels, valued at \$4,305; Brazil, 34,564 bushels, valued at \$36,404; and Asia and Oceanica, 1,664 bushels, valued at \$1,481; against, to the United Kingdom, 2,461,864 bushels, valued at \$2,029,177; to Germany, none; to France, 119,703 bushels, valued at \$97,898; other European countries, 108,194 bushels, valued at \$112,728; Central American States and British Honduras, 4,038 bushels, valued at \$3,403; Brazil, 106,387 bushels, valued at \$86,178; and Asia and Oceanica, 1,058 bushels, valued at \$895, for the month of October, 1890; which is, on the whole, a very satisfactory showing, and especially so are the exports to France and Great Britain, which brought us almost ten million dollars more than in the preceding October.

The wheat exports for the ten months previous to November were, to United Kingdom, 35,138,834 bushels, valued at \$35,333,617; Germany, 3,403,049 bushels, valued at \$3,669,657; France, 36,204,145 bushels, valued at \$36,474,697; other European countries, 18,502,665 bushels, valued at \$19,545,461; Central America States, 46,932 bushels, valued at \$51,805; Brazil, 251,916 bushels, valued at \$232,535; and to Asia and Oceanica, 27,439 bushels, valued at \$26,813; against, to United Kingdom, 28,595,827 bushels, valued at \$24,154,860; Germany, none; France, 3,706,446 bushels, valued at \$3,202,648; other European countries, 5,818,787 bushels, valued at \$5,162,551; Central American States and British Honduras, 44,968 bushels, valued at \$37,665; Brazil, 825,198 bushels, valued at \$725,240, and Asia and Oceanica, 12,152 bushels, valued at \$10,201, for the corresponding ten months of 1890.

All the European countries assisted us to swell our total exports to nearly one hundred million bushels which were valued at \$99,873,037.—*Chicago Elevator and Grain Trade.*

Fred. Hughes has been re-elected president of the Dominion Commercial Travellers' Association.

**Northwest Ontario,**

The contest, which has been carried on for some time between the property owners and the town council of Port Arthur, has practically come to an end. On every case appealed to Judge Hamilton, the council, so far, has been beaten, not only on excessive valuation, but on the arbitrary course of the Court of Revision. The raising the assessor's sworn values, without evidence has been condemned.

**Taylor Importation Co.**

WHOLESALE IMPORTERS OF  
COFFEES, TEAS, WINES AND SPIRITS,

BELGIUM & HOLLAND CIGARS.  
French and English Specialties.

375 MAIN STREET, - WINNIPEG, MAN.

THE FLYS ARE GONE.—Our low prices for ENVELOPES make them fly, over 250,000 in stock, ALL COLORS AND SIZES. In lots of 5 and 10,000, No. 7's, we quote from \$1.25 per 1,000 printed complete. Will be pleased to show samples. The "Commercial" Job Department.

LIVE GROCERS SELL

**BOURBON COFFEE**

The New Mocha and Java Blend of French Cream Coffee. In one and two pound Cans.  
SURPASSES ALL OTHERS.

Todhunter, Mitchell & Co.  
SOLE IMPORTERS, TORONTO, CANADA.

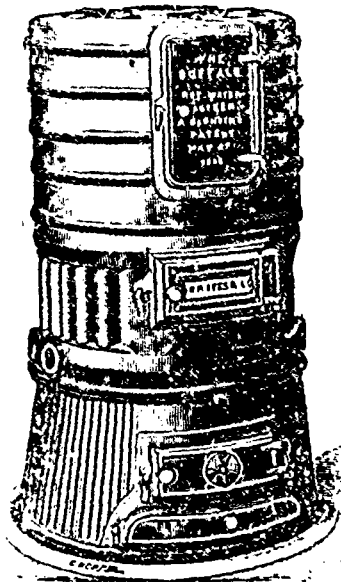
**Standard OIL Company**

(UNITED STATES)

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

Eldorado Engine and Atlantic Red for Threshers.

ALL PRODUCTS OF PETROLEUM IN Stock.  
D. WEST, Agent, Office: West Canada Loan Building.  
Room 8, Corner Portage Avenue and Main Street,  
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**"THE BUFFALO"**  
Hot Water Heater.

Thoroughly Tested. Economical Efficient.  
Combining the Best features of all Others.

**H. R. IVES & CO.**  
Manufacturers, - MONTREAL.

Also Manufacturers of the now famous

**Buffalo Stoves and Ranges**  
FOR WOOD AND COAL.

Combining the Latest Improvements. Send for Circulars.

**J. G. T. GLEGHORN, Agent.**  
WINNIPEG.

THIS IS THE SAW  
THAT CUTS FAST.

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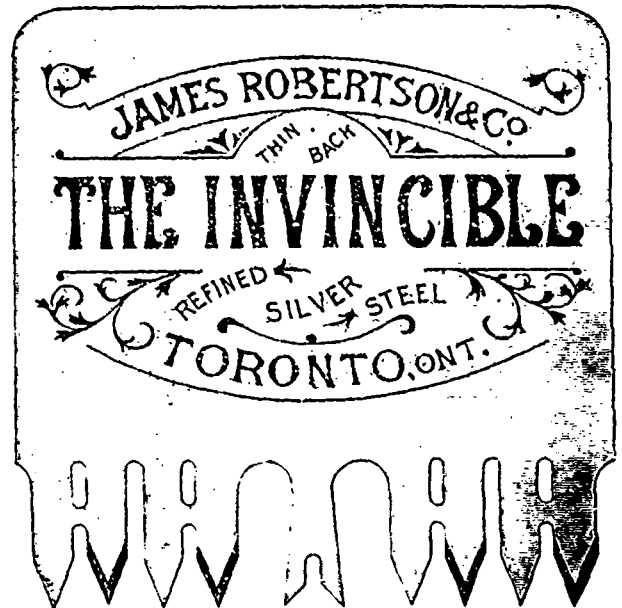
'Invincible

:- Lance,'

EVERY SAW WARRANTED.

SEE OUR PRICES,  
THEY WILL SUIT YOU.

Jas. Robertson & Co.  
WINNIPEG.



The Largest Factory of its kind in the Dominion.

**LION "L" BRAND.**

**PURE VINEGARS.**

Manufactured Solely under the Supervision of the  
Inland Revenue Department.

**Mixed Pickles, Jams, Jellies and Preserves**

—PREPARED BY—

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

Established 1849. Gold, Silver, and Bronze Medals. 20 1st Prizes.



REGISTERED TRADE MARK.

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**DRY GOODS,**

343 and 345 Richmond St.,

LONDON, Ont.

Complete range of Samples with T. H. Slater, Room "K" McIntyre Block, Winnipeg.

**Wyld, Grasett & Darling**

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**Dry Goods, Woolens,  
and Men's Furnishings,  
TORONTO.**

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Sample Room, 15 Rorie Street, or at Leland House, WINNIPEG.

JAS. COOPER.

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**Cooper & Smith,**

MANUFACTURERS,

Importers and Wholesale Dealers in

**BOOTS AND SHOES!!**

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—IMPORTERS AND DEALERS IN—

BRITISH AMERICAN  
CONTINENTAL **HARDWARE** CANADIAN

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**WOOLENS.  
AND GENERAL DRY GOODS.**

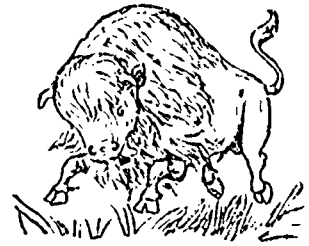
Carry a Large Stock in each Department the year round.  
They also control the output of

**The Lybster Cotton Mills**

And they Solicit Orders by Letter or Otherwise from the Trade Generally.

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CORNER BAY AND FRONT STREETS,  
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**R. C. MACFIE and CO.**  
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Hats, Caps, Furs, Gloves, Robes, Rubber  
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## WINNIPEG WHOLESALE TRADE.

Wholesale trade, as usual during Christmas week, would not amount to much in most branches, and wholesalers were content to stand by and see the retailers do the business. The dull season ahead at this time of the year, will be employed by a number of houses in stock taking. The weather has been rather against clothing and heavy dry goods, on account of the very mild temperature which has prevailed. Colder weather which set in the day before Christmas was therefore welcomed by houses in these branches. There were liberal offerings of farmers' produce on the street market the first four days of the week, but the remaining two days were practically nil for business.

## WHOLESALE PRODUCE MARKETS.

## WINNIPEG.

## GENERAL WHEAT SITUATION.

Wheat markets were only held on the first four days of the week, and exchanges adjourned from Thursday afternoon until Monday. The holiday season is expected to be a dull one in the grain trade, with easy markets from lack of buying. The week opened on Monday with dull and lower British and United States markets, though some cables were higher, and European continental markets were higher. Receipts at Duluth were 516 cars, and at Minneapolis 770 cars. The visible supply statement on Monday showed an increase of 1,041,000 bushels. Same week a year ago the increase was 176,514 bushel. Total visible, 43,303,343, and a year ago was 25,361,227 bushels. On Tuesday Liverpool cables 1/4 to 3/4 lower; Berlin 1/2 lower, Paris 1 to 2 1/2 lower. United States markets were generally lower. Imports and home deliveries of wheat in England exceeded requirements by 1,000,000 bushels for the week. Wheat and flour on ocean passage increased equal to 960,000 bushels for the week. This indicates that Europe's import requirements are still being more than met. Receipts at Duluth were 369 cars, and at Minneapolis 335 cars, a total of 704 cars, as compared with 424 cars for the same day a year ago. United States markets were mostly dull and easy on Wednesday, and cables indicated the same condition across the Atlantic. *Bradstreet's* reported an increase in wheat stocks east of the Rockies of 1,640,000 bushels, and a decrease west of 315,000 bushels, for the week. Prices were stronger on Thursday in United States markets, and closed fractionally higher. Cables were generally steady. Total receipts at the four principal United States spring wheat points since Aug. 1, the beginning of the crop year foot up, Minneapolis 33,514,782 bushels, Duluth, 31,606,475 bushels; Chicago, 31,298,680 bushels, Milwaukee 6,637,790 bushels making a total of 103,057,717 bushels; against 49,939,741 bushels during the same time last year and 60,233,499 bushels in 1899. The total receipts of wheat at the four principal winter wheat points, Toledo, St. Louis, Detroit and Kansas City from July 1 to date are 59,893,071 bushels, against 19,651,220 bushels in 1899 and 23,188,130 bushels in 1898.

## LOCAL WHEAT SITUATION.

Farmers deliveries of wheat at country points during the first three or four days of the week, were on a fairly large scale. The

weather was mild and favorable to threshing and marketing the first three days of the week. Thursday turned cold and blustery and the balance of the week was not suitable for threshing, which is still very backward in many districts. The quantity of threshing remaining to be done, may be imagined from the fact that new threshing outfits are still being purchased. Prices had rather an upward tendency, due to local causes, a spirit of greater competition among shippers having set in. At some points prices were advanced 1 to 3c per bushel. At a number of country markets, 70 to 72c was paid to farmers, for good to choice samples of hard wheat, equal to No. 2 hard, or better, and even above this was paid at a few points. No. 2 hard was generally quoted under 70c, but the distinction between 1 and 2 hard is not closely drawn, and much of the wheat quoted at No. 1 hard price, inspects only No. 2. No. 3 hard quoted about 55 to 60c. No. 1 regular, 50 to 53c. No. 2 regular, 40 to 43c, No. 3 regular, 30 to 33c. These prices vary widely at different markets. On December 17th, there were 651,561 bushels of wheat in store at Fort William elevators, an increase of 75,235 bushels for the week.

The situation as regards shipments of wheat to New York via the West Shore railways, is unchanged. At latest reports that road was still blocked, and unable to handle Manitoba wheat. At a meeting of the Winnipeg grain exchange on Monday, an announcement was made by the Canadian Pacific railway, that an arrangement had been made with the Lehigh Valley railway to handle Manitoba grain, at the same through freight rate as had previously applied to shipments via the West Shore. To avoid confusion, the exchange named the three grades of No. 3 hard, No. 1 regular and No. 2 regular for shipment via the Lehigh Valley. No other grades will be shipped to New York in the meantime. Cars will be inspected at Winnipeg and other grades will go mostly into store at Fort William. When the West Shore is open for shipments, specified grades will be named for shipment via that route.

## FLOUR.

No change. Wholesale quotations to the local trade in broken lots are as follows per 100 pounds, for standard qualities: Patents, \$2 40 to \$2 50; strong bakers, \$2 20 to \$2 30; second bakers, \$2 00 to \$2 20; XXXX, \$1 35 to \$1 50; superfine, \$1 30.

## MILLSTUFF.

Prices firm on account of a good eastern demand, which is taking off the surplus. Local prices in broken lots at \$12 per ton for bran and shorts \$14 though these prices are shaded.

Quiet at about \$10 per ton, in broken lots.

## OATS.

Offerings of loads on the streets were liberal, and as several city dealers were not buying for the meantime, prices declined on Wednesday. On Thursday from 20 to 22c was about the range paid for farmers offerings in the city, 21c per bushel of 34 lbs using the usual price. This brings prices here down to the nearly the level of country markets. Prices at country points continue at about 17 to 20c to farmers.

## BARLEY.

Street offerings here bring 24 to 28c per bushel. In country markets, prices range from about 22 to 25c per bushel, to farmers.

## MEALS.

Prices for broken lots are \$2.50 per 100 lbs for standard, and granulated at \$2.55 to \$2.60. Rolled oats, per sack, \$2.55 to \$2.60. Round lots about 25c lower. Oil cake, in bags, \$20 per

ton; oil cake meal, \$23 per ton, these prices for fine ton lots; cornmeal is held at \$1.95 to \$2 per 100 pounds. Pot barley, \$2 75 per 100 pounds. Pearl barley, \$3; fine, do., in 50 pound sacks, \$3 per sack. Split peas, \$2 40 to \$2 50, per 100 pounds. Beans, \$1.90 to \$2 per bushel.

## BUTTER.

Quiet but firm for choice qualities, and quoted at 20 to 21c for good to choice dairy tubs.

## CHEESE.

Jobbing at 11c to 12c.

## CURED MEATS.

Tendency of prices easier. Quotations for new curing are: Dry salt long clear bacon, 9 1/2c; smoked long clear, 10 1/2c to 11c; spiced rolls, 11 1/2c; breakfast bacon, 13c; smoked hams, 13 1/2c; mess pork \$16 to \$18 per barrel. Sausage are quoted: Fresh pork sausage, 10c per pound; Bologna, sausage, 8c per pound; German, sausage, 8c per pound. Ham, chicken and tongue sausage, 9c per 1/2 lb package.

## LARD.

Compound unchanged at \$1.85 to \$1.90 per pail. Pure at \$2.25 to \$2.30 per 40 lb pail.

## POULTRY AND GAME.

Scarcely any Manitoba poultry offering, but the market was fairly supplied with Ontario stock. Prices are about the same as a week ago. Chickens, 8 to 10c; ducks, 11 to 12c, and turkeys, 12 to 13c per pound. Rabbits, 10c each. Venison 5 to 6c per pound. Elk and moose 4 to 5c. Some nice deer and quite a number of elk were offered, but the latter are slow sale.

## DRESSED MEATS.

The display of Christmas beef was very fair. Several lots of western rancho cattle were brought in, and turned out very good looking beef. About 6 1/2c per pound was the price asked for fancy Christmas beef, with ordinary city dressed beef unchanged at 5 to 5 1/2c mostly 5c. There was considerable country dressed frozen beef offering on the market, and this sold at 2 to 5c per lb as to quality, 4 to 4 1/2c being the usual price for good. Mutton 9 to 10c, lamb 10 to 11c, veal 5 to 7c. Packers have received a few lots of Manitoba hogs, but only very few, and they are working on hogs brought in car lots from Ontario. They do not care to go over 6 1/2c for country hogs; butchers have paid 6 1/2 to 7c for choice country hogs.

## VEGETABLES.

Potatoes are selling mostly at 35c on the market. Following are prices at which city dealers buy on the market. Potatoes, 35 to 40c per bushel; carrots, 40 to 50c per bushel; beets, 40c bushel; parsnips, 1 1/2 to 1 3/4 lb; turnips, 20 to 25c per bushel; cabbage, 40 to 75c per dozen; celery, 30 to 40c dozen; onions, 2 to 2 1/2c per pound for choice poor have sold as low as 50c per bushel; horseradish, 8c lb. Dealers are selling sweet potatoes, \$6 per barrel.

## HIDES AND WOOL.

Frozen hides quoted here at 3c. No. 1 cows, 3 1/2c. No. 1 steers, 4 1/2c. Sheep and lamb skins, 40 to 60c each. Wool, ordinary unwashed, 9 to 9 1/2c lb.

## HAY.

A good demand is reported for pressed hay, which is quotable at about \$6 50 to \$8 per ton on track here. Some last year's may has been offered at about \$5 to \$5.50. Loose hay by the load, \$4 to \$6 per ton.

In the territorial legislative assembly at Regina, Mr. McGrath moved that a special committee consisting of Messrs. Cayley, Haultain, Tweed, Lincham and McGrath, be appointed to enquire into and report upon the advisability of memorializing the Dominion government on the question of irrigation. He said he had selected these gentlemen because they represented districts where irrigation was more or less necessary.

## British Columbia Trade Letter.

SPECIAL CORRESPONDENCE.

VANCOUVER, Dec. 21.—Municipal politics is a dominant element in the business of the people. Westminster has already elected after a brief period of intense excitement its representatives for the current year. Ex-Alderman Townsend, in a triangular contest, was elected by a plurality of five votes and his seat is likely to be contested. Last year's council got somewhat the worst of the fight. It was a progressive body and in the desire to make improvements and boost the city along, spent a good deal of money and when it comes to election times, what affects the rate-payer's pocket is what largely directs the exercise of his franchise. Very few places have shown greater progress than Westminster during the last years. Three years ago it was not dead by any means, but slumbered, and for a good specimen of mossbackism took the lead in these parts, but the embryo of life was well germinated and it suddenly took a turn and public improvements were the order of the day. The city limits were extended and new streets laid out and old ones extended and improved; parks and drives provided; the agricultural association was established on an elaborate basis with splendid grounds and fine buildings erected; the Westminster Southern railway, now part of the Great Northern, found an entrance; the countryfied verandah and old buildings torn down, and some handsome blocks erected; a great many new residences, in all directions,

were erected; and so on the good work extended. In this general movement of advance, which has included water works, electric lighting and tramways, the civic expenditure was necessarily swelled abnormally. For the past year civic expenditure has been an issue of some importance.

In Victoria something of the same state of affairs existed, and so, recently, a Royal Commission was appointed to examine into the financial standing of the city, which has been pressing its labors for some weeks, with the result that some irregularities were discovered, but nothing so serious as to damage the civic rulers in the eyes of the majority of rate-payers. The onus of their sinning has been that the city has exceeded its powers in the expenditure of some of the city's finances and the result of it will be an application for a special charter, Victoria having incorporated under the general municipalities act, and always had more or less friction with the provincial authorities. This year the city has been expending largely, and no doubt that will enter as an active issue into the campaign. Hon. Robt. Beaven is talked of as a successor to Mayor Grant, who has held the civic chair for a long time, and retained a wonderful degree of personal popularity. In Vancouver, two candidates are in the field, Dr. Carroll, an alderman with a goodly store of personal popularity, and Fred Cope, senior member of the wholesale dry goods house, of Cope & Young, also very popular. Personally, the former has the advantage of two years' experience in the city council of Vancouver, while the latter, that of being a business man with

municipal experience in Ontario. Apart from that they represent the two factions as parties in politics, one the head of which is Mayor Openheimer, now retiring after four years of hard service, and the other led by the *News Advertiser*, the editor of which has been a persistent opponent of the Mayor's administration. Here the question of finances does not enter so much into the contest as that of party. Prospects so far are pretty evenly divided. The aldermanic candidates, a large batch of which has been nominated, will be divided on similar lines. In Nanaimo the issues are not so sharply defined and the contest is not yet fully developed.

Business shows no decided change from last reports.

The *Empress of China* has sailed with a cargo of 930 tons; the return party of marines from Halifax arrived Saturday safe and sound and took their place on the man-of-war in waiting; the sugar refinery is closing down for two weeks for repairs and to clean the machinery, after running day and night for a year. It will resume at New Year's; another of the *Empress*' is due here on the 29th; a movement is on foot and a company organized to establish a woollen mill in Victoria; it being stated to be the intention to remove the plant of the Westminster concern there; there is also a large malting and brewing industry under way at the capital; J. Pike, the manager of the Pitt Meadow Dredging Co., has a project in hand to construct a

(Continued on Page 350.)

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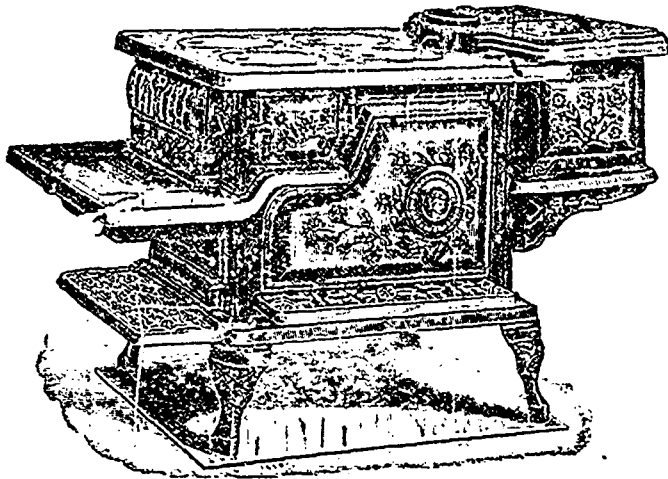
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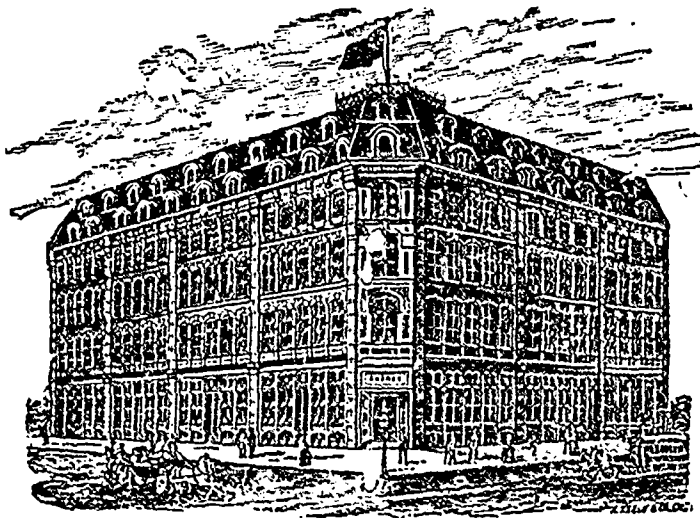
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canal to connect Burrard inlet with Pitt River, by which it is intended to turn a portion at least of the trade of the Fraser river and valley to Vancouver. The canal will only be five miles long; and already he has made application for a charter under which to proceed. The idea is undoubtedly a good one with many advantageous features so far as the city is concerned. It has one element of danger, however, and that eventually the harbor might become the repository for so much alluvial washings as to turn it into a delta formation instead of an inlet. According to Dr. Dawson the whole Fraser valley was long ago a salt water inlet which was gradually filled up by the Fraser, but whether the possibility is too remote to be of interest to the population at present surrounding Burrard Inlet is perhaps worth considering. With all good wishes for the enterprise, I say there might be that danger.

Large consignments of poultry are being received, but it is not expected that prices will go as low as last year. With the exception of the usual briskness in the retail supply trade business shows no new features. One effect of the tramway service between Vancouver and Westminster is to level up prices and render the competition keener than heretofore. The following are the quotations:

Butter—Creamery, 27c for large and 23c for small lots. Dairy 22 to 25c. Pickled eggs, 24½ to 25c; fresh eggs, retail, are selling from 50 to 60c per dozen.

Meats—Dry salt, 11½c per lb; roll bacon, 12c; breakfast bacon, 14c; hams, 14c; long clear, 11½c. Cattle, per 100 lbs., live weight, \$3.75 to \$4; beef dressed, \$3 to \$9.50; hogs, live weight, \$6 to \$7.50; do. dressed, \$3 to \$9; sheep, live weight, \$5 to \$6; calves, 5½ to 6½c per pound.

Flour and feed—Quotations remain unchanged as follows: Manitoba patents \$6; ditto strong bakers, \$5.60 to \$6; Oregon Flour, \$5.60 to \$6.00; Premier, Enderby mills, \$6; XXX, \$5.75; XX, \$5.45. Oatmeal at \$4 per 100 lbs; eastern rolled oats, \$3.50; Californian do, \$4; eastern cornmeal, \$3.75; Californian, ditto, \$4. Wheat, \$35 to \$40 per ton; chopped feed \$35 to \$38; bran, \$24 to \$25; shorts, \$26 to \$27; oats, \$30 to \$34; hay, \$14 to \$16; oil cake, \$40.

Sugar—Paris lumps, 6½c per lb; granulated, 5½c; bright yellow, 5c. Dates 40c per lb, and raisins at \$2.75 per 20-lb box.

Fruit—Oranges, \$3.50 to \$4 per box; navels, \$6. Japanese oranges, \$1.15 per box. Apples, 75c to \$1.25 per box; grapes at \$1.50 to \$1.75 per box. Sicilian lemons, \$7.50.

### SHIPPING.

The following are the ships loading in British Columbia:

At Vancouver.—British ship Athlon, 1,371 tons, Captain Dexter, loading lumber for Adelaide; Norwegian ship Morning Light, 1,316 tons, Captain Johnson, loading lumber for Melbourne.—Two, tonnage 2,637.

Victoria.—British barque City of Carlisle, 523 tons, Capt. Kendall, loading salmon.

New Westminster.—British ship, Titania, 579 tons, Capt. Selby, loading salmon.

Nanaimo.—American ship Kennebec, 2,025 tons, Capt. Love, is waiting to load; American ship, Glory of the Seas, 2,009 tons, Captain Freeman, is waiting to load; American barque

Rufus E. Wood, 1,477 tons, Captain Ryder, is loading; American barque Gen. Fairchild, 1,426 tons, Captain E'ckie, is waiting to load. —Six, tonnage, 9,295 tons.

Wellington.—American ship Highland Light, 1,315 tons, Captain Heaviman, loading.

East Wellington.—American barque Melrose, 943 tons, Capt. Kelb, loading.

Total, 10 ships, 13,681 tonnage.

### Chicago Board of Trade Prices.

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

Wheat was weak and lower on Monday, closing about 3c lower than Saturday. Receipts were 333 cars. Corn and oats were lower; provisions about 10c higher. Closing prices were:

	Dec.	Jan	May
Wheat .....	90½	91½	97
Corn .....	43½	42½	42½
Oats .....	32½	31½	32½
Pork .....	7.80	10.72½	11.22½
Lard .....	6.02½	6.15	6.47½
Short Ribs .....	—	5.32½	5.72½

Wheat continued easier on Tuesday, with a dragging market, and considerable dropping of long wheat. The close was about 3c lower than Monday's close. Receipts were 384 cars. Corn and oats were lower. Meats easier. Closing prices were:

	Dec.	Jan.	May.
Wheat .....	90½	90½	96½
Corn .....	41½	41½	41½
Oats .....	32	31½	32½
Pork .....	7.70	10.52½	11.05
Lard .....	5.95	6.07½	6.42½
Short Ribs .....	5.00	5.22½	6.02½

The wheat market was dull on Wednesday, but there was a strong local undertone and closing prices were 3c higher. Receipts were 289 cars. Closing quotations—Dec. wheat, 90½c; Jan. 91c; May, 96½c.

On Thursday wheat was firm on higher cables and expected cold wave, but there was very little business done after the first hour. Closing prices were 3c higher. Receipts, 181 cars. Closing prices:

	Dec.	Jan.	May.
Wheat .....	90½	91½	96½
Corn .....	41½	41½	42½
Oats .....	32½	31½	32½
Pork .....	—	10.37½	11.05
Lard .....	6.07½	6.05	6.46
Short Ribs .....	5.10	5.20	5.60

### Minneapolis Markets.

Wheat—The market closed for the week on Thursday, with prices firm and higher on this day. Wheat screenings were in demand at \$9.50 to \$10 per ton. Closing prices on Thursday were:—

Grades	Dec.	Jan.	May.	On track.
No. 1 hard .....	—	—	—	\$9
No. 1 northern .....	87½	86½	92½	88
No. 2 northern .....	—	—	—	\$8.34

Flour—Quoted at \$4.50 to \$4.70 for first patents; \$4.45 to 4.55; for second patents; \$4.00 to \$4.10 for fancy and export bakers; \$2.15 to \$3.00 for low grades, in bags, including red dog. Averaging the business there is considerably less sold than made.

Bran and Shorts—Quoted at \$10.75 to \$11.25 for bran, \$10.75 to \$11.25 for shorts and \$12.00 to \$13.00 for middlings. Millstuff is steady at the late decline and selling fairly steady. One

concern sold 20 cars on the basis of quotations for eastern delivery.

Oats—Quoted at 20 to 29½c for No. 2 white; 28½ to 29c for No. 3 white and 20½ to 27½c for No. 2 and 3.

Barley—Weak at 33 to 42c for No. 3. The barley movement was still unsatisfactory on account of the low prices ruling for all grades.

Feed—Millers held at \$16.00 to 17.50; less than car lots \$16.50 to 17.50, with corn meal at \$15.00 to 17.00. Bolted meal at \$21; granulated \$23.—*Market Record*, Dec. 21.

### Duluth Wheat Market.

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

Monday—December 88½c; May, 94½c.  
 Tuesday—December, 87½c; May, 93½c.  
 Wednesday—December, 87½c; May, 93½c.  
 Thursday—Cash, 87½; December, 87½c; May, 94½c.  
 Friday—No meeting of exchange.  
 Saturday—No meeting of exchange.

On Thursday No. 1 hard closed at 88½c for cash and December and 95½c for May. A week ago Thursday No. 1 northern closed at 87½c for December, and 94c for May.

### Montreal Stock Market.

Reported by Osler, Hammond & Nanton, December 23, 1891:—

Banks.	Sellers.	Buyers
Bank of Montreal .....	223	220
Ontario .....	115	110½
Molson's .....	163	151½
Toronto .....	239	221
Merchants' .....	153	149½
Union .....	—	89
Commerce .....	135	133
Miscellaneous.		
Montreal Tel .....	128	127
Rich. & Ont. Nav .....	56½	54½
City Pass Bk .....	193	183
Montreal Gas .....	201	202
Can. N. W. Land .....	82½	80
C. P. R. (Montreal) .....	91	9½
C. P. R. (London) .....	—	93½
Money—Time .....	7	—
Money—On call .....	4½	—

### British Grain Trade.

The *Mark Lane Express* of Dec. 21, in its weekly review of the British grain trade says: "English wheat dropped 8d during the week. This decline is due to the continued inferior quality of the greater part of the offerings. The present deficiency in the supplies of foreign wheat caused by the absence of Russian shipments is 2,000,000 qrs. The market, however, is confident that the shipments from America will entirely cover the shortage. Barley is quiet. Oats are in better demand and firmer. Corn and beans have declined one shilling. At to-day's markets foreign wheats were lower, but the price of English wheat was maintained. The offerings of American were large. Flour sold readily, English being preferred. There was little demand for corn, pending the arrival of American new crop. Oats were cheaper. Barley was one shilling lower.

### The New Magazine.

The *Manitoban*, the new western magazine which made its appearance at Winnipeg last week, contains a number of interesting original and other articles. Several pages are devoted

to short, crisp editorial comments. There is an original article on the Red River Expedition of 1870, which recalls an important period in the early history of Manitoba as a budding province of the great Canadian Dominion. This is to be continued. "Winter Travel in the Arctic Circle" is an interesting article by K. N. L. Macdonald, of Winnipeg. Other articles are "A Manitoba Sketch"; "A Word to the Ladies"; "In Bethlehem"; "The Church and Secret Societies"; "The Latest Giant," "Waiting for the Verdict," etc. The illustrations include a view on Main street, Winnipeg, Knox and Holy Trinity Churches and Manitoba College, Winnipeg, Shoal Lake, Manitoba, etc.

### European Grain Tariffs.

The last agricultural report gives from the latest United States consular report the tariffs which European countries assess on grain and flour.

In this list Portugal leads, as the grain there is under government control and buyers are forced to use up all the home product before foreign grain is admitted.

Germany comes next, and the duty is large, but a short time since a treaty is negotiated with Austria-Hungary whereby a special rate was made on grain from the latter country. It is understood that a special rate full as good, if not better, will be given the United States after Jan. 1.

We give the figures for the different countries per 100 kilos of 220.4 lbs or lots of 3½ bu.

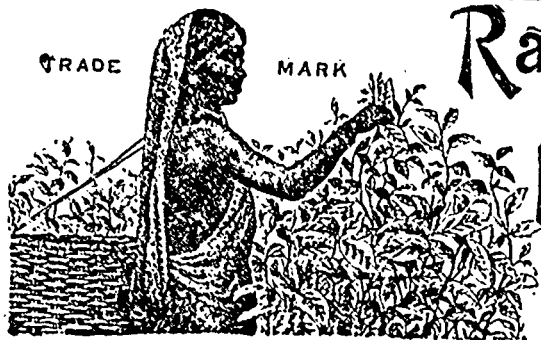
Countries.	Wheat.	Flour.	Corn.	Oats.	Rye.	Barley.
Austro-Hungary .....	\$0.72	\$1.50	\$0.24	\$0.36	\$0.72	\$0.36
France .....	97	1 15	free	—	58	29
Germany .....	1.19	2.50	48	95	1.19	54
Italy .....	1.03	1.68	24	77	24	24
Portugal .....	1.72	2.46	1.51	1.51	1.51	1.51
Spain .....	1.54	2.55	—	—	—	—
Sweden .....	64	1.15	67	2.08	67	67
Russia .....	—	36	—	—	—	—
Switzerland .....	39	29	39	39	39	39

Cereals and flour are admitted free into England, Belgium, Holland and Denmark.

A meeting of bank managers from all parts of Canada was held at Montreal recently, and arrangements were completed for organizing Canadian Bankers' Association for mutual protection. One of the subjects considered after the organization was the circulation at par in Canada of American money. The United States imposes a tax of ten per cent. of Canadian currency, and the associations proposes to urge parliament to retaliate. There is no more profitable branch of a bank's business than the circulation of its notes, and this is curtailed by the presence of American notes.

The Dominion government has decided to renew the plan of encouraging immigration to the Canadian west by renewing the system of granting bonuses to actual settlers which was in force last year. A bonus is offered in the proportion of \$10 to each head of a family and \$5 to every member thereof over twelve years of age and applied only to settlers on lands west of the eastern boundary of Manitoba. This is intended as aid to immigrants in defraying expenses of travelling long distances from the United Kingdom or continent of Europe.





# Ram Lal's PURE INDIAN TEA

GUARANTEED ABSOLUTELY PURE  
AS MANUFACTURED ON THE  
GARDENS IN INDIA.

Sold by Turner, MacKeand & Co., Wholesale Grocers, Winnipeg.

## STEEL, HAYTER & CO.

Toronto

GROWERS AND IMPORTERS OF

## INDIAN TEAS

PROPRIETORS OF THE WELL KNOWN

"MONSOON" BRAND.

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# LAKE OF THE WOODS MILLING CO.

LIMITED.

The most perfect Flouring Mill in Canada. CAPACITY 2,000 BARRELS A DAY.

Arrel Factory at the Mill and Grain Storage Capacity of 550,000 bushels in addition to which we have a system of handling Elevators throughout the Northwest.

All Grades of HARD WHEAT FLOUR in Barrels and Bags.

Offices at: MONTREAL. KEEWATIN. WINNIPEG.

## E. A. Small & Co.,

—MANUFACTURERS AND WHOLESALE OF—

### Men's, Boys' and Children's Clothing.

Our representatives are now on the road with Fall and Winter Goods.  
Reserve your orders until you see their Samples.

Albert Buildings, Victoria Square,  
MONTREAL.

C. MATTHEWS.

W. C. TOWERS.

## Matthews, Towers & Co.,

—WHOLESALE—

### MEN'S FURNISHING GOODS

Our MR. MATTHEWS is at present on his journey through to the Pacific Coast with Samples of New Goods for Spring, and we trust to be favored with the same liberal patronage.

7 VICTORIA SQUARE,  
COR. ST. JAMES STREET.

— MONTREAL.

Samples may always be inspected at the office of our representative in Winnipeg.

Harry L. Langelier, Agent.

Office and Sample Rooms: 455 MAIN STREET, WINNIPEG.

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

WE SELL WHOLESALE ONLY.

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WHOLESALE JEWELERS  
527 MAIN STREET,  
WINNIPEG, - MANITOBA.

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### THE VULCAN IRON COMPANY, OF MANITOBA, (LIMITED)

BRASS & IRON FOUNDERS,

Light and Heavy Forgings, Engine and Boiler Works  
Millwrighting.

GENERAL BLACKSMITHING.

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Fine Ales, Extra Porter  
and Premium Lager.

Most Extensive Establishment of  
the kind in Western Canada.

### ED. L. DREWRY,

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☞ Highest cash price paid for good  
Malting Barley.

## CIGARS!

Encourage Home Manufactures by  
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Republics, Columbia, Canucks, Selects & Specials

—MADE BY—

### Bryan & Co

WINNIPEG, - MANITOBA.

## EVANS BROS.' PIANOS,

Fine Finish, Fine Toned, Easy Touch.

THE UNEQUALLED

### Doherty Organ.

If YOU THINK OF BUYING AN ORGAN OR PIANO

☞ Send for Catalogue and Price Lists

O. E. MARCY, GENERAL MANAGER.

WINNIPEG.

### How to Arrange Hardware Stocks.

In our issue of February 14 we illustrated two tiers of shelving, as shown in Fig 1. Accompanying this was an inquiry from a correspondent whether after the first tier of shelving is filled the remaining sizes of the same class of goods should be from the top of the next tier down or from the bottom of the next tier up. The question was submitted to our readers, from a number of whom we have received replies. We take pleasure in giving these in part, as they suggest the different ideas of arrangement which are followed in different localities. A prominent retail firm from Boston refers to the matter in the following terms :

In regard to the disputed point, we should say that the rule should be to begin at the top with the lighter sizes and work down, continuing through each section in exactly this order. We should not call it a good system any other way. It should be the rule to keep the heavier and larger goods at the bottom.

They refer to the favorable impression that this arrangement of their shelving produces upon travelling salesmen, also the ease, safety and economy with which it enables them to carry on their business.

A firm in Cincinnati who do a large business in shelf and heavy hardware think that the proper way of arranging goods on shelving would be that after the first tier is filled from top down to begin on the top of the next to the left and work down, the same plan being followed as in reading a book or paper.

A well known Missouri hardware house state the case in this way :

The inquiry is perhaps a hard one to answer until a person has tried both ways. I find that from the next tier down is more convenient for the following reasons : In looking at a tier of shelving you know instantly which way to look for what is wanted, as every tier is from top to bottom, while in the other arrangement you must first study which way the tier runs and then follow it. The pages of a book all read from top to bottom, and I think it is more convenient than to have every other tier read up.

A merchant in Wisconsin, who carries an extensive stock, gives his experience in arrangement of shelving as follows :

I think in case of wrought butts, or any other shelf goods, the remaining sizes should be placed from the bottom of the next tier up, as I have them in my store. I find it more convenient to place them that way, as it is easier to handle the large sizes on the bottom shelves than it would be on the upper ones.

From Minnesota a leading and long established hardwareman writes :

While the following does not directly decide the point at issue, it may be of assistance in its determination. Should not the governing consideration be vitality, and the arrangement be made with a view to have the number or sizes most frequently in demand on the most readily accessible shelves? Although uniformity in such matters is exceedingly desirable. I doubt if any cast iron rule can be adopted in the arrangement of stock of so diversified a character and size as is found in the ordinary hardware store without too great a sacrifice of space, economy and convenience to method.

A gentleman from Indiana, who has given the arrangement of hardware stocks a great deal of attention for a number of years, does not see any other way than to begin at the top of the second tier and work down :

If the other arrangements were followed that is, from the bottom of the second tier up, and there were more sizes than could be accommodated in the second tier, how would the remaining stock be placed in the following tier? Or

if, as shown in the cut in your issue of February 14, the wrought butts should only require a part of the second tier at the bottom for their accommodation, should the remaining space in this tier, being given to casters, be arranged in the same order as the lower part or should it conform to the first tier in arrangement? The arrangement from bottom up in the second tier would result in a confused stock and destroy all uniformity of arrangement throughout the entire store. A hardware man should be able to put his hand on anything he wants from stock in the dark, which cannot well be done with mixed arranged shelving.

A member of a large Baltimore firm favors us with a plan of arrangement, as indicated in the accompanying illustration, which we give for a clear understanding of his method. After referring to the question under discussion, he says :—

On this point I would simply say, if compelled to follow one of the two courses laid down in your paper I should trim my shelves from the bottom up, and give as my sole reason that if you seek uniformity you are compelled to take this course, as it is the only one which will be uniform, as the two tiers will then be filled uniformly from top to bottom. I don't rec. however, if I venture the assertion that the whole plan, as shown in your cut of February 14, is wrong. Not to leave my assertion unbacked by facts I will, if you afford me space, give the reasons for my position. In the outset let me say that we will talk of stores fitted out with wooden boxes, of various sizes (in the retail department,) in all of our following arguments. In the case given in yours of February 14, butts are taken as an example, therefore I will also speak of butts, though the same rule applies to any line of goods where there are a great many sizes and styles, such as bolts, bright wire goods, casters, screws, etc.

To trim the shelves, as given in fig. 2, the sizes should have commenced at the bottom at left-hand corner and run across the tiers, then back to the left-hand corner of next higher shelf, and thus on all the way up. We thus keep the most saleable goods as low down as possible on the shelves, thus obviating many trips up the store ladder. Our reason for running our goods from left to right then is that the hand as well as the eye works better from left to right than vice versa. When we arrange a line of goods that are not so continually called for we run straight up a single tier of shelving, smallest articles on bottom row of shelving, largest on top. Now, such a line with us is casters. We carry 87 styles and sizes. This means 87 boxes, some small. We commence at the bottom shelf with plate casters at left-hand corner, work to right-hand corner then back to left-hand corner of next upper shelf, and follow same course as on lower shelf. Plate casters are followed by Philadelphia casters, these by anti-friction, and last comes largest of all, bed casters, thus giving smallest boxes and smallest articles on bottom row, and largest articles and boxes on top rows of shelving.

The question arises, Why put smallest articles and boxes on bottom rows, and vice versa? My answer is given with two good reasons : 1. As the goods are sampled on boxes to facilitate sales and help customers in finding what they are in search of, the small articles, being on bottom rows, are nearer the eyes and consequently more easily discerned, and it follows naturally, that sales are increased and facilitated. 2 In shelving made 12 inches high and 26 inches wide you can accommodate 48 boxes 3x3 (our small size); same shelf accommodates 12 boxes 6x6 (next to largest size) which means if small boxes are on top rows just 48 trips up the ladder for one purchase from each box, while if large boxes are on top means only 12 trips up the ladder for one purchase from each box, thus saving three fourths the labor by putting these small boxes at bottom. I think, then, my position is well sustained in trimming shelves from left to right, with small sizes at

bottom and large at top. Aside from those theoretical reasons, I have another and more potent one; it is the general effect produced by the above style of working. We follow it in our store, and every one, salesmen from other cities, customers and friends, are always complimenting us on the beauty, regularity and generally fine appearance of our store.—The Metal Worker.

### Montreal Hardware Market.

There has been no particular change in pig iron since our last report, and what business there has been is limited to a few small lots of Summerlee ex store on the basis of \$22 for immediate requirements. Values are about the same and not likely to fluctuate any between now and next spring, but the inside price from now forward on Summerlee and equal brands can be quoted at \$22.00, as it certainly means that to move it from store. Eglington and Craibroe rule steady, with no business to report at \$20 to \$22.50. Advices from primary markets do not indicate any improvement, cables reporting matters as dull as ever, with the trend of prices in buyers' favor. The most recent quotations were :—Coltness, 56s 9d; Langloan, 55s 3d; Summerlee, 55s, and Gartsherrie, 55s f.o. b. Glasgow; Eglington, 50s; Carabroe, 48s 6d, at Ardrossan.

Bar iron—Manufactured iron is very quiet and there is no movement to note except in a small jobbing way. Domestic bar rules nominally at \$2 to \$2 25, according to grade, and we have no transactions of importance to note. There is nothing at all doing in English bar. Advices from Great Britain quote the demand generally slow and prices steady.

Tin plate—The local movement in this line during the week has been practically nil, and with nothing doing there is no change of any importance to report. We quote cokes at \$3.60 to \$3.75, and charcoal \$1.25 to \$1.50. Cable advices state that demand on primary markets is uneven and prices irregular. As Hardware anticipated last week the proposition to shut down the works in Wales for a month has been vetoed, but some of the makers have suspended operations for want of orders.

Terne Plates—The heavy stocks are weakening holders and there is no doubt that they would submit, as we intimated in last week's issue, to considerable concession to induce business. In fact we quote Orion Crown lower at \$8, and it is questionable whether \$7.50 would be refused for ordinary grade for a good round order.

Canada plates. A small jobbing business is doing in Canada plates at former prices. The prevailing basis is \$2.65 to \$2.75, but if a round lot were in question it is likely these figures would be cut.

Copper, etc.—Lead is featureless and the same easy feeling is to note in copper. Other lines are without change.

Shelf hardware.—Stock taking is the chief occupation with the general hardware houses, and all the travellers are in of the road for the holidays, so that there is little or no business to report. Indications, however, seem to point to a favorable movement shortly, as stocks of most kinds are not large, and dealers confidently predict a movement of an average volume in the immediate future.

**Oils**—There is no improvement in the matter of regular demand for oils, but the complication between the Canadian and Newfoundland governments have excited some desire for speculation in seal oil, which, however, has not resulted in much, as holders are undecided how to act. Prices are unchanged. Linseed oil is somewhat easier on primary markets, but there is no change here. Cod, Newfoundland, 10 to 15c; seal, steam refined, 47½ to 50c; linseed, raw, 60c; linseed, boiled, 62c; castor oil, 9½c; cod liver oil, Newfoundland, 60c; cod liver oil Norway, 95c to \$1.10.

**Glass**—There is only a quiet trade to note in glass, but prices are steady and likely to remain so. Present stocks here are not extra large, and it is quite probable that any increase in the volume of trade would stiffen values. We quote the old basis, \$1.35 to \$1.40, and some particular brands are very firm at that.

**Leads**—There has been a small average trade in leads since our last, and although we give the former prices it is quite likely that shading is being done right along. We quote: Choice, 8 to 6½; No. 1, \$5.50; No. 2, \$5; No. 3, \$4.50; dry white, 6c; red ditto, 4½c.

**Scrap iron**—Receipts from various points have been freer, but demand for wrought scrap is not brisk. For some lots \$16 has been bid for No. 1 wrought scrap, but \$15 is nearer the general ideas of buyers. Cast iron scrap is scarce and runs at \$13 to \$17, according to quality.

**Nails**—The nail market does not present anything noteworthy in the way of business, but it is understood that makers came to an understanding to-day—the result of which was a \$2.10 basis.—*Gazette*, Dec. 13.

## Eastern Business Changes.

### ONTARIO.

Wm. Fest, confectioner, Ottawa, is dead.  
T. G. Furnivall, tailor, Hamilton, is dead.  
F. R. Horan, grocer, Humber, burned out.  
G. J. Carter, shoes, Deseronto, has assigned.  
Thos. Nightingale, bricks, Toronto, is dead.  
C. W. Marlatt, grocer, Hamilton, has sold out.  
Jas. Lydon, auctioneer, etc., Toronto, is dead.  
I. H. Raymond, shoes, Alvinston, has assigned.  
W. E. Amsden, grocer, Wallaceburg, has assigned.  
J. L. Smith, general store, Micksburg, has assigned.  
W. Kennedy, general store, Webbwood, has sold out.  
T. J. Spink, tinware, etc., Toronto, sold out by bailiff.  
A. D. Benton, grocer, etc., Whitechurch, has sold out.  
Thos. Kennedy, boots and shoes, Toronto, has sold out.  
Mrs. M. A. Gibson, grocer, etc., Humber, burned out.  
C. L. Pare, manufacturer, Sandwich W., has assigned.  
E. A. Cairncross, general store, Shakspeare, has assigned.  
W. Y. Montgomery, tailor, Port Arthur, has assigned.

Mrs. Elizabeth Renwick, grocer, Hamilton, is selling out.

J. Lisle, tanner, Lindsay, is succeeded by his son, A. Lisle.

E. Hanson, general store, Bridgen, has sold out to E. Duffy.

C. I. Bowlby, dry goods, etc., Sault St. Marie, has assigned.

W. R. Scott & Co., hardware and groceries, Grand Valley, have dissolved.

John Kay, Son & Co., carpets, Toronto; John Kay of this firm dead.

A. Workman & Co., hardware, Ottawa; A. Workman, only partner, dead.

David Younghusband, general store, Carp, is selling off and retiring from business.

The stock of the estate of Moir & Mills, stationery and jewelry, Port Arthur, has been sold.

J. H. Farr & Co., Asphalt Paving and Roofing Co., Toronto, damaged by fire to the extent of \$1,500.

Wm. Dalrymple, furniture, etc., Tilsonburg, has admitted W. Watts into partnership; style now Dalrymple & Watts.

### QUEBEC.

Jas. Thompson, hotel, Montreal, is dead.

Geo. Boivin, shoes, Quebec, has assigned.

Felix Finnigan, fancy goods, Montreal, is dead.

C. Gouin, grain, etc., Montreal, damaged by fire.

J. L. Vineberg, clothing, etc., Sherbrooke, has assigned.

J. C. Parker, shoes, Montreal, stock damaged by fire and water.

Letourneau & Co., general store, La Presentation, have assigned.

Mrs. J. B. Baudoin, general store, Champ-lain, has compromised.

P. McMahon, general store, Chichester, is offering to compromise.

H. Vineberg, wholesale clothing, Montreal, has suspended payment.

Jas. Lee & Co., wholesale grocers, Montreal, have suspended payment.

The Keegan Milne Co., electrical supplies, Montreal, have dissolved.

Bergeron & Roy, dry goods, Quebec; H. A. Bedard appointed curator.

H. V. Jarry, general store, St Germain de Grantham, has assigned.

C. Brodeur, wholesale confectioner, Montreal, partially burned out.

Brazeau & Leduc, wholesale and retail tobaccos, Montreal, have dissolved.

M. & C. Riquet, groceries and liquors, Rimouski; J. A. Talbot appointed curator.

Kenneth, Campbell & Co., wholesale drugs, Montreal; A. W. Stevenson appointed curator.

E. A. Manny & Co., manufacturers of furnaces, Beauharnois and Montreal, have dissolved.

### NOVA SCOTIA.

J. W. Dodge, Rawdon Centre, has assigned.

L. J. Kelly & Co., boots and shoes, Yarmouth, has assigned.

C. J. Quinnan, drugs, North Sydney, closed up under bill of sale.

### NEW BRUNSWICK.

John Fownes, saw mill, Elgin, has assigned.

W. J. Mowatt, grocer, Chatham, has assigned.

Thos. Hull, tanner, Southampton, has assigned.

T. P. Trueman, general store, Nauwigowauk has assigned.

### Alberta.

The Lethbridge board of trade has undertaken to secure the sinking of an artesian well, to be put down 1,200 feet, unless a sufficient supply of water is secured at a less depth.

The Imperial bank at Calgary has purchased from the Hudson's Bay Co., the stone building formerly occupied by I. G. Baker and Co. The price paid was \$15,000. Extensive improvements will be made to the premises.

The Calgary *Tribune* says: James Bennie, late of the Winnipeg Transfer company, arrived in town last night after a trip to the coast. He has sold out his interest in the transfer company, and is looking for a suitable place to start business.

The Lethbridge *News* has the following to say of the fire at that place: A. Macdonald & Co. estimate their loss at \$5,000 to \$8,000. They will take temporary quarters for the present, and may re-build later on. Lowther & Carter, butchers, lost about \$60 worth of material. The next day they were established in the Ritchie block. Mrs. McNaughton has rented the dining room, kitchen and bedrooms of the Alphonse hotel and restaurant for a time. Her loss she figures at \$500, for furnishings destroyed. The house she occupied belonged to Mr. Thos. Denton, whose loss is about \$500. The building occupied by Little & Cleveland, druggists, and L. N. McEwen, jeweller, has been fitted up again. Little & Cleveland reckon upon a clear loss of \$400 and a percentage on \$600 worth of stock damaged. L. N. McEwen figures his loss at about \$300. J. H. Lawrence & Co. have not yet decided to re-build their furniture store. Their loss was over \$3,000, with an insurance of \$1,000. J. Hawley & Co., hardware, have their undamaged stock again in place and the building repaired.

### Winnipeg Wheat Inspection.

The number of cars of wheat inspected at Winnipeg, for the two weeks ended Dec. 12, and Dec. 19, are shown below, with the grading of each car:—

Grade.	Dec. 12.	Dec. 19.
No. 1 hard .....	20	20
No. 2 hard .....	137	150
No. 3 hard .....	80	143
No. 1 Northern .....	7	9
No. 2 Northern .....	27	21
No. 1 Rejected .....	8	8
Rejected .....	33	37
No. 1 Regular .....	77	104
No. 2 Regular .....	90	77
No. 3 Regular .....	33	10
No Grade .....	23	10
Feed .....	14	10
Total .....	561	693

Since September 1st, the number of cars inspected as per previous reports, is 4,104 cars, making the total inspected to December 19th, 5,273 cars.

The Toronto city council has decided to exempt from taxation the plant, tools and machinery of all manufacturing establishments in that city. The building in which manufacturing operations are carried on will, however, be subject to taxation as in the past.

# CONFEDERATION LIFE.

HEAD OFFICE, - TORONTO.

Business in Force, - \$20,000,000. - - Assets and Capital, \$4,250,000.

## INCREASES MADE LAST YEAR.

In Income, .....	\$55,169 00	In New Business .....	\$700,967 00
In Assets, .....	\$417,141 00	In Business in Force .....	\$1,600,37 00
In Cash Surplus .....	\$68,648 00		

W. C. MACDONALD, Actuary.

J. K. MACDONALD, Managing Director.

## "WOULDN'T IT PAY YOU"

To mail us orders for new Grenoble or Cahors Walnuts, Oblong Filberts, Hallowi Dates, Prunes, Choice Malaga Raisins, boxes and quarter boxes, Layer Valencias, boxes and 14lb boxes, French Crystallized Fruits, boxes of 4 1/2 lbs each, half barrels Sea Trout, Lady Charlotte Gelatine, Lucas, Park & Co's. Pure Spices and Coffees, Etc. Such orders would receive personal care.

"GOOD" GOODS BUILD UP YOUR TRADE.

A Trial Order will convince you we Practice what we Preach

## LUCAS, PARK AND CO.

Wholesale Grocers and Importers,

73 McNAB STREET NORTH, - - HAMILTON, ONTARIO.

Agents for the now Celebrated Packet Tea, "HILLWATTEE." Send order for a sample hf. ch. each Red and Blue Label.

## THE MANUFACTURERS'

Combined Authorized Capital:

\$3,000,000.00.

Full Government Deposit.

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Provincial Manager:

W. R. MILLER,  
WINNIPEG, MAN.

The Policies of the Manufacturers' Life are not only the most popular but also the most liberal and comprehensive now offered to the public. They are non-forfeitable, incontestable and free from all limitation as to residence, travel, suicide or occupation after TWO YEARS.

The name of the Manufacturers' Accident Insurance Company is synonymous with everything which constitutes safe comprehensive and cheap Accident Insurance. Its Policies are within the reach of all and all claims are paid without delay or discount immediately upon receipt of satisfactory proof of injury or death.

HEAD OFFICE:

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TORONTO.

## Insurance Companies

Managing Director:

JOHN F. ELLIS,

Director of the Barber & Fills Co. TORONTO.

## W. E. SANFORD M'FG CO., Ltd.

MANUFACTURERS OF

# CLOTHING

45 to 49 King St. Princess Street.

HAMILTON & WINNIPEG.

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OFFICIAL ASSIGNEE

For the Province of Manitoba, under the recommendation of the Board of Trade of the City of Winnipeg.

Insolvent and Trust Estates Managed with Promptness and Economy.  
Special attention to Confidential Business Enquiries.

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WINNIPEG, MAN.

Furniture and Undertaking House.

## M. HUGHES & CO.

WHOLESALE & RETAIL

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TELEPHONE No. 413.

Closest prices given to dealers

Satisfaction guaranteed in every department.

MUNROE & CO.,

Wholesale Dealers

Wines, Liquors and Cigars

OF THE BEST BRANDS

9th STREET, - BRANDON

## E. F. HUTCHINGS'

GREAT NORTHWEST

## Saddlery House

Is now Open for Business.

Our new premises will be found opposite the City Hall, Corner Main and Market Sts.,

No. 519 Main St. and 191 to 195 Market St.

The Largest Stock and Best Equipped Establishment in Canada. Lowest prices and Best Goods is our Motto.

TRUNKS, VALISES, LEATHER AND FINDINGS, SADDLERY HARDWARE, WHIPS, &c.

Don't forget the new premises

E. F. HUTCHINGS, Proprietor, WINNIPEG.

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MANUFACTURERS

## Elevator Engines and Boilers

ERTEL VICTOR HAY PRESSES

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PORTABLE ENGINES AND THRESHERS.

WINNIPEG, - - MAN

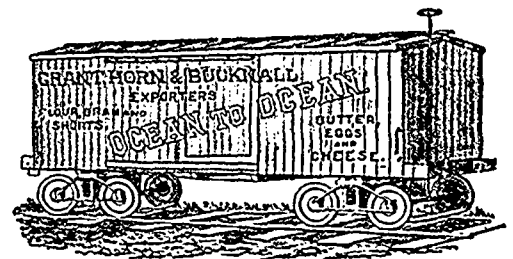
## Winnipeg Brass Works

86 ALBERT STREET.

Manufacturer of all Classes of Brass Goods, Brass and Iron Railings, Etc., Etc.

ELECTRIC BELLS KEPT IN STOCK.

ANDREW SCHMIDT, - Winnipeg



## J. L. Bucknall,

(Successor to Grant, Horn & Bucknall.)

PRODUCE

—AND—

## Commission Merchants,

128 Princess Street, WINNIPEG

CREAMERY BUTTER!

DAIRY BUTTER!!

CHEESE!!!

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Strong Bakers. Straight Bake.

Superfine.

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CHOPPED FEED.

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Correspondence from Cash Buyers Solicited.

## LEITCH BROS.,

FLOUR MILLS,

Oak Lake, - Man.

## Toronto Markets.

Millfeed—Firm and in demand. One car bron was bought to arrive here at \$16.25. Local mills are getting \$17.

Wheat—Dull and nominally steady, but holders would accept lower prices. Heavy spring and winter Ontario wheats are worth about 90c, outside and standard weights 89c. Manitoba wheats were weak with but very few sales. No 2 hard offered at \$1 North Bay and No. 2 northern at 91c. On call the only business done was a bid of \$1.06 for No. 1 hard, Winnipeg inspection, and the offer of No. 2 northern at 91½c North Bay.

Barley—Dull, with prices lower. Buyers reduced their limits at outside points to 38c for No. 3, 40c for No. 3 extra, 43c for No. 2 and 46c for No. 1. Some No. 3 sold to-day at 42c f.o.b. outside and 6,000 bushels No. 1 east at 50c.

Oats—Quiet, with sales here at 35c on track and outside at 30 to 32c.

Grain and Flour—Car prices are: Flour (Toronto freights)—Manitoba patents, \$5.30 to \$5.50; Manitoba strong bakers', \$4.90 to \$5.10; Ontario patents, \$4.50 to \$4.90; straight roller, \$4.10 to \$4.15; extra, \$4.00; low grades, per bag, \$1.25 to \$1.75. Bran—\$17.00. Shorts—\$18 to \$19. Wheat—White, 92 to 93c; spring, 91 to 92c; red winter, 92 to 93c; goose, 80 to 82c; No. 1 hard, \$1.02; No. 2 hard, 99 cents; No. 3 hard, 91 to 93c; No. 1 regular, 87 to 89c; No. 2 regular, 78 to 80c. Peas—No. 2, 62 to 63c. Barley—No. 1, 55 to 56c; No. 2, 52 to 53c; No. 3 extra, 50 to 52c; No. 3, 48 to 50c; two rowed, 64 lbs, average about No. 3 extra in color, 51 to 58c. Corn—70 to 71. Buckwheat—53 to 55c. Rye—91 to 92c. Oats—34 to 35c.

Butter—There has been a fair supply of butter lately, but dealers report a really good butter to be scarce. Good dairy tubs are wanted at 18c, and large rolls, medium grade, can find a ready sale at from 14 to 15c. For low grades the demand is dull and little is being bought. It ranges from 11 to 13c. Quotations are: Butter, good to choice, northern and western, tubs, 17 to 18c; large rolls, medium to good, 14 to 15c; common, 11 to 13c; creamery, tubs, 25 to 26c; rolls, 28 to 29c.

Cheese—The demand is steady for September cheese at 11c. Summer makes are dull and very little is moving.

Apples—\$1.50 to \$2.50 per barrel. There is no active enquiry for dried apples and prices remain unchanged at from 4 to 4½c for large and 4½ to 4¾c for small lots. Evaporated are dull at from 6½ to 7c for large lots on track and 7½ to 8c for small lots here.

Eggs—The demand is strong for good fresh in cases at 18c. Lined are plentiful and rather dull at from 14 to 15c.

Hides, etc.—Trade is quiet and almost dull. Green hides are bringing 4½c, and cured 5c f.o.b. No. 2 are selling at 3½c and No. 3 at 2½c. For sheep and lambs 5c of an advance has been made, the present price being 95c. Calfskins at 7c.

Meats—The demand is stronger and prices a little firmer, as the supply of poultry has been light this last week. Lamb is selling at 6½ to 7½c. Mutton is dull at from 5 to 6c. Beef is steady at from 3½ to 4½c for forequarters and 6 to 8c for hind.

Poultry—The receipts of good poultry have

been hardly equal to the demand and prices are somewhat firmer. Next week, no doubt, the market will be better stocked. Turkeys are in active demand and firm at 10c.

Dressed hogs—Receipts here were light. Packers bought selected weights at \$5.25 to \$5.50. Very few cars were purchased to arrive. One western, 130 lbs and up, was taken at \$5.45, and one of 140 lbs at \$5.40.

Cured meats—Mess pork, United States, \$13.75 to \$14; short cut, \$16 to \$16.50; b.con, long clear, per lb. 7½ to 8c; lard, Canada, tubs and pails, 9½ to 10c; compound do. 8½ to 9c; smoked meats—hams, per lb., new, 10½ to 11c; bellies, per lb. 9½ to 10c; rolls, per lb. 8½ to 8¾c; backs, per lb., 10½c; dressed hogs, \$5 to \$5.40 per cwt.

## Montreal Markets.

The continuance of mild open weather to so late a date in December has completely upset ordinary business arrangements and is responsible for a good deal of suffering among the laboring classes and many complaints of "bad trade" among merchants and dealers.

Flour—Shading prices is reported: Patent winter, \$5.05 to \$5.20; patent, spring, \$5.15 to \$5.25; straight roller, \$4.70 to \$4.85; extra, \$4.25 to \$4.35; superfine, \$4.00 to \$4.25; fine, \$3.50 to \$3.75; city strong bakers, \$5.00 to \$5.10; Manitoba bakers, \$4.60 to \$5.00; Ontario bags—extra, \$2.10 to \$2.20; superfine, \$2.00 to \$2.10.

Oatmeal, etc.—Granulated and rolled oats, \$4.60 to \$4.65 per barrel, and \$2.25 to \$2.75 per bag; standard and fine oatmeal, \$4.50 to \$4.60 per barrel, and bags \$2.17. Pot barley \$4.00. Pearl barley No. 1, \$7.25 per barrel \$3.75 per half bbl.

Rran—There is a good demand for brand with sales of car lots at \$16.50 for choice Ontario and we quote \$16 to \$17; shorts, \$18 to \$19 and moulie, \$23 to \$26 as to grade.

Oats—Receipts during the week have been liberal. Quite a number of sales have been made in the country at 30 to 31½c per 34 pounds f.o.b. Here the sales of 10 to 12 cars were made at 34½ to 35c per 34 pounds and a car of very choice No. 2 Ontario white at 35½c, but 35c is considered an outside figure for choice white.

Wheat—We learn of sales of No. 1 regular Manitoba wheat on Montreal account at 92½ to 93½c c.i.f. Boston for English account. No. 2 regular is quoted at 82½ to 83c, and No. 3 at 72 to 73c. No 2 hard Manitoba wheat is quoted here at \$1.00 to \$1.02. Sales have been made in the west at \$1 to \$1.01 Montreal freights.

Barley—The market keeps exceedingly quiet and in order to make sales lower prices have to be accepted. There have been a large quantity sold west of Toronto for shipment via Portland and Boston, at equal to 47½c laid down here. The freight rate on this is 40c. We quote 45 to 47c for good to choice feed barley, malting 52 to 58c.

Dressed Hogs—Further sales of car lots have taken place in this market at \$5.60 per 100 lbs. and small lots of soft hogs have placed at \$5.50 and under. A fair range of values is from \$5.50 to \$5.70 as to quantity and quality.

Butter—2,700 packages have changed hands for export account at 23½ to 24c for choice late made creamery, some earlier makes being reported at 22½ to 23c. Eastern townships have

sold at 18 to 20c, with the sale of 2 cars of western reported at 17 to 17½c, the latter for choice and close selections, other quantities ranging from 15½ to 16½c.

Cheese.—There have been a few sales in this market by dealers to shippers at 10½ to 10¾c for finest, but the majority of holders refuse to let go at under 11c and we quote finest at 10¾ to 11c, with a few under priced selling at at 10 to 10½c, and poorer grades at 8½ to 9c.

Dressed poultry—Sales of turkeys have been made at 9 to 10c; chickens, which are in good demand, bring 7½ to 8c, while old hens have sold at 6 to 6½c and one poor lot went as low as 5½c. Geese are slow sale, and quoted at 6 to 7c; ducks at 8 to 9c.

Eggs—lined stock selling at 15 to 16c, and fresh held at 18 to 20c. Sales of fresh hold cold storage stock have been made for English account at 8s 6d f.o.b. here. There is a good enquiry for fresh held stock, but the Englishman has not yet taken very kindly to our lined eggs.

Apples—Sales of round lots having been made all the way from \$2.00 to \$2.50 the latter figure being for a car load of fancy red stock. Small lots of fancy fruit have commanded \$2.75. We just heard of a sale in this market at \$1.75, said to be fair fruit. Dried apples—4 to 5c per lb., as to quality. Evaporated apples—A few sales were made at 6c, and we quote 6 to 7c as to quantity.

Hides—Prices have dropped. We quote: No. 1, 4½c; No. 2, 3½c; No. 3, 2½c; tanners are paying 1c more; lambskins, 80c; calfskins, 7c.—Trade Bulletin, Dec. 18.

## The Grain Blockade.

The blockade of east bound grain along the Western railroads has in the last week grown to proportions which may fairly be called sensational. All reports during the last fortnight have agreed in describing an enormous increase in the grain offered to carriers from the farms. In the country elevators of Minnesota and Dakota alone the supply was swelled last week by half a million bushels, yet in the same time the stock in New York City fell off nearly half a million, and the grain afloat for Europe decreased by three and a half millions. That this grain was not held back at the farms was shown by the number of grain cars brought from the harvest country into Chicago; a number which rose during the last two weeks from 6,453 in 1890 to 14,469 in 1891. It is naturally at this great center of interior distribution that the transportation system has broken down most completely.

Until a few days ago, the vessels on the great lakes have transported, by way of Buffalo, the bulk of the east bound grain. But the setting in of winter, and the consequent close of lake navigation, suddenly threw the whole burden upon the Chicago and New York trunk lines. It was at once discovered that they had not cars enough, or even switching facilities enough, to carry out their grain orders. High premiums over ordinary rentals were offered to get the use of cars owned by connecting lines; finally a familiar bit of railroad sharp practice was resorted to, and the Eastern companies which accepted through freight cars for New York from the lines west of Chicago purposely neglected to return them, hoping to keep the cars, despite rentals and penalties, for their own necessary uses. One trunk line alone is said to have appropriated 3,000 cars by this method.—N. Y. Evening Post.

## A Month's Wheat Trade in England.

The *Miller*, of Dec. 7, reviews the wheat trade for November as follows:—

The month's trade commenced on Monday, November 2, with a strong and active market at Mark Lane, the Russian prohibition of maize, barley, oats and millet exports being regarded as likely to put vigor into the whole course of winter trade. The price of all sorts of wheat was advanced 1s per qr., and for fine Australian 4s was refused. On the 3rd at Liverpool and Hull there was a pause, the big shipments advised from America, and receipts of 131,000 qrs. of wheat into Liverpool, sobering the northern markets. On the 4th the Scotch markets were 6d dearer for wheat and flour. On the 5th the Birmingham and Bristol markets were 1s dearer for wheat, but Manchester was not changed. On the 6th and 7th the whole list of country markets showed an advance, farmers finding a good local enquiry from millers at an average of 37s per qr., against a previous level of 36s per qr. On November 9 at Mark Lane a big business was done on the strength of a rumor that wheat shipments from Russia would be prohibited on the following day. Prices were again 1s up for English, and 1s 6d advance was made on foreign, the South Australian, for which 4s was refused on the 2nd, making 47 6d on the 9th. On the 10th Liverpool was 3d per cental dearer on the week, and Hull was 2s per qr up. On the 11th Glasgow was 1s dearer for both wheat and flour, and a similar advance was made on the 12th at Birmingham, Bristol and Plymouth. On the 13th London and Liverpool were steady at the recent advance, but the ukase was now awaited rather anxiously by holders. On the 14th the country markets were again 1s dearer, with 3s making for average wheat, against 37s the week before. On the 16th, however, London was rather reactionary. The weather was muggy and against good condition in samples, while there were reports of very large Russian wheat shipments hurried off while Russian Ministers still debated about the ukase. On the 17th, with large shipments from America, Liverpool went back 1d. per cental, and Glasgow on the 18th was a dull market, whereat prices were difficult to maintain. Mark Lane gave way 6d. per qr. on the 20th. On the 21st the country markets were irregular, Bedford, Canterbury, Chester, Dorchester, Northampton, Norwich, Oxford and Shrewsbury quoting 39s., against 38s. for most lots of ordinary good wheat, while Aylesbury, Carlisle, Colchester, Doncaster, Gloucester, Newdale, Peterborough, Wisbech, Worcester, Taunton and Reading were in buyers' favor. On the 23rd at Mark Lane the publication of the long expected ukase failed to steady the market, which had begun to decline on the 20th, when news came of a million qrs. of Russian wheat having been shipped between the 1st and the 18th of the month. On the 23rd it was ascertained that 725,000 qrs. were on passage from Russia to the United Kingdom, and this news, together with the period of the year, one always against business, fairly took the heart out of trade. The top price of flour, owing to a certain want of fine qualities, advanced to 42s., as compared with a previous quotation of 39s. per sack. This rise, however, had no counterpart in transactions for ordinary sorts. On the 24th Liverpool was again 1d.

per cental lower for wheat, and on the 26th Birmingham and Bristol were 1s per qr. cheaper. On the 27th London was apathetic, and the country markets were not encouraging to holders. The country markets of the 28th were generally cheaper, though a few exchanges were firm. The last day of the month witnessed a quiet market at the London Corn Exchange.

November has been a month of mild and seasonable autumn weather, and sowings of wheat have made good progress all over Western Europe, including the United Kingdom. In America, on the contrary, somewhat excessive cold has been felt. The price of English wheat for the month is 37s. 11d., against 32s. 4d., 30s. 1d., 31s. 10d., 30s. 8d., 31s. 2d., 30s. 11d., and 31s. 5d., in the seven preceding years, going back from 1899 to 1884 inclusive. In 1883 the average was higher; still farmers have a distinct improvement for which to be grateful. The large competitive deliveries of foreign wheat make the recovery from October, when the average was 35s., all the more satisfactory to home growers. The recent receipts of foreign flour have been somewhat depressing, and a greater quantity than usual is on the seas; at the same time the normal increase in wants from day to day, which is an annual event with the arrival of winter, is now at hand, and there are already signs that the recent apathy in enquiry is about to be replaced by a fair and steady demand.

December has no deficiency in supplies to fear. In addition to the grain on passage of which 1,500,000 qrs. are due to arrive by Christmas, the sales from farmers in this month are seldom small. Accepting wants as likely to equal 2,250,000 qrs., and that farmers will sell half as much wheat as will be imported, we shall find that the month's requirements are practically provided for without any subtraction from the present rather liberal stocks in the granaries of the great ports. To reduce these must be the task of the early months of 1892. That prices are now on a fair basis seems to be affirmed on consideration of what America can do to supply the place deserted by Russia, as well as to keep her own accustomed rank as a source of a clear half of the breadstuffs imported into the United Kingdom. That wants between now and next harvest can be met without dangerous depletion of ordinary reserves was the theme of our October review; Russia's defection, while adding to the difficulties of the task, cannot be held to defeat its achievement. At the present moment the last rally of Russian shippers is still impressing the market, but when the 725,000 qrs., now on passage from Russia have been absorbed the folly of neglecting to replace what Russia would ordinarily have shipped in December and January will be demonstrated. Such neglect would almost certainly be part and result of the reduction of present prices, which are sufficient but no more than sufficient, to attract to our shores the absolutely necessary supply of grain.

### British Columbia.

G. Roberts, contractor, Victoria, has left the place.

W. Bredemeyer, mining engineer, has moved to Tacoma, Wash.

William Brown, hotel, Vancouver, has sold out to P. F. Emerson.

John Mercer, blacksmith, Chilliwack, has assigned to L. W. Poisley.

A large addition has been commenced to the Hotel Vancouver at Vancouver.

Jas Fraser, watchmaker, Chilliwack, has again located at New Westminster.

Win. Bell, of Winnipeg, has arrived at Vancouver with a car of poultry from Ontario.

Thos. E. Atkinson, drugs, etc., Vancouver, has sold out his cigar business to Robinson.

J. Mason & Co., real estate and commission, Vancouver, have admitted Ralph Purdy into partnership.

A. Goldstein, clothing, Vancouver, has admitted his brother Isaac in partnership, under style of Goldstein Bros.

Revolstoke will shortly have a water works system, an arrangement having been made with a syndicate which will put in the requisite plant.

T. Hooper has completed the plans of a new brick block for Simon Leiser, of Victoria. The building will be at the corner of Store and Johnson streets, and will be four stories.

A meeting was held recently at Nelson to condemn the mineral act passed last session, which has been found to be very unsatisfactory in many particulars, and Mr. Sprout was appointed to explain the defects of the act to the government.

Justice Drake has given judgment in the assessment appeal case of Wilson & Dalby against the City of Victoria reducing the assessments very considerably. The judgment also pointed out that the city had no right to assess improvements and that all such assessments were illegal.

### Inexhaustable Surplus.

Liverpool Corn Trade News Dec. 1.—America with her apparently inexhaustable surplus is daily lowering the standard of prices, while at the same time freights are falling steadily, a somewhat unusual coincidence. The fear that the 100 steamers usually engaged in the Mediterranean trade will glut the American ports with tonnage has been the cause of a decline in rates of 6d or 1s per qr, but when it is considered that approximately 100 steamers will be required week in week out for the next seven months in the American trade, to carry the 1,000,000 qrs., of wheat, maize, rye, oats, etc., that Europe needs weekly, it seems a little surprising that the markets should be so affected.

### Assiniboia.

The Regina Standard is now an eight page paper, printed entirely at home, and is one of the best papers west of Winnipeg.

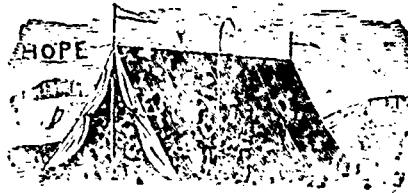
A Maple Creek correspondent says: Gallagher & Sons, and Mr. Kobold and Mr. Jannings shipped from here last week ten cars of beef cattle. Mr. Gallagher purchased four carloads from H. A. Greely, Mr. Kobold four cars from Mr. Carter, and Mr. Jannings one carload from T. Dugal and McCarty brothers. The cattle were in first class condition and were all for the Winnipeg market. The highest prices ever paid here before for two-year-olds were obtained for these shipments, the prices ranging from \$40 to \$45 for two and three-year-olds.

**R. E. Trumbell,**  
—WHOLESALE—  
**WINES, LIQUORS and CIGARS**  
VIRDEN, . . . MAN.

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

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**Gillies' Series of Pens.**

NO.	DESCRIPTION.	PER DOZ.
202	Railway Pen, fine point	40c.
212	Peruvian Pen, medium point	70c.
222	Queen Pen, fine point	70c.
232	Ledger Pen, fine point	60c.
242	Beaver Pen, turned up point	60c.
252	Commercial Pen, medium point	60c.
262	Electric Pen, fine point	45c.
282	Public Pen, fine point	40c.
302	Falcon Pen, medium point	60c.
402	Lorne Pen, extra broad point	60c.
502	Windsor Pen, medium point	50c.

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MONTREAL AND TORONTO.  
**THE J. C. McLAREN BELTING CO.**

Every Attention paid to  
Orders.  
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Appointments Perfect.  
Graduated Prices.

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**WINES, LIQUORS AND CIGARS.**

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BAG FACTORY IN THE DOMINION**

Capacity Equal to all others Combined.

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MANUFACTURERS OF

**JUTE AND COTTON SACKS,**

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We have in Stock a full Assortment of JUTE and COTTON BAGS in every  
Size and Quality. Also Hessians, Burlaps and Twines of all sorts.

**PRINTING SACKS IN COLORS A SPECIALTY.**

MILLERS AND GRAIN MERCHANTS will Consult their interests by Obtaining Quotations from us before ordering elsewhere.

**W. F. HENDERSON & CO**

(LATE HENDERSON & BULL.)

151 Bannatyne Street East,

Winnipeg.



### Toronto Grocery Market.

The movement in general groceries has been very quiet all week owing to the warm and rainy weather. The advent of a cold spell is expected to help business materially. Values locally show no change as compared with a week ago. Sugar is lower abroad, but there is no change here.

Sugar, syrup and molasses—Sugar is very quiet and there have not been so many complaints of cutting this week. Still it is being done. As a rule low grade yellows are selling at 3½ to 4½c, but large buyers have purchased ½ to ¾c below these figures. The Empire's London cable says: "Cane steady; little doing; beet opened lower; now firmer." Syrups dull and easy at 2½c up. Molasses unchanged. Sugars—Granulated, 1 to 15 bbls, 5c; do., 15 bbls. and over, 4½c; grocers' A, 1 to 15 bbls, 4½c; do., 15 bbls. and over, 4½c; Paris lump, boxes, 5½ to 5½c; extra ground bbls, 5½c; do, boxes or less than bbls, 5½c; powdered bbls 5½c; do, less than bbls, 5½ to 5½c; refined, dark to bright, 3½ to 4½c; Trinidad, raw, 3½ to 4c; Demerara, 4½ to 4½c. Syrups—D., 2½ to 2½c; M., 2½ to 2½c; B., 2½ to 2½c; V. B., 2½ to 2½c; E. V. B., 2½ to 3c; ex super, 3 to 3½c; XX., 3½c to 3½c; XXX and special, 3½ to 3½c. Molasses—West Indian, bbls 30 to 45c; New Orleans, 28 to 35c; fancy, 45 to 50c.

Teas and coffees—In neither teas nor coffees has there been any change for some days. Stocks of teas in retailers' hands are running low, but no movement is expected by jobbers until after the year's business has been closed up. Quotations are Rio, 15c to 20c; Jamaica, 18½ to 20c; Java, 27c to 32c; Mocha, 29 to 33c; Porto Rico, 25 to 28c.

Dried fruit—Demand continues good, especially Malaga fruits. Prices generally are weak and unprofitable. Currants command fairly steady prices, the bulk of them going at 5½ to 6c in bbls. Date: rule at 6c, with a range of 5½ to 6½c. Figs are irregular. Small sizes are plentiful and offered at low prices, but 10 and 12 lb. boxes are scarce and firmer at 11 to 12c. Good brands of 7-crown are moving at 16 to 17c, and fancy selected at 20 to 2½c. Mats dull, 5 to 5½c. Prunes firm and very few here yet; the early arrivals have been sold and the later shipments are not in. Valencia raisins are going at 7½ to 6c for finest brands but there are considerable offerings at 5½ to 5½c. Nuts are moving freely at quotations. Currants—Barrels, new, 5½ to 6c; half barrels, 5½ to 6½c; cases, 6½ to 6½c; Vostizza, new, cases, 7 to 10c; Patras, bbls, 7 to 7½c; half bbls, 7½ to 7½c; cases, 7½ to 7½c. Raisins—Valencias, 5½ to 6c; do, selected, 7½ to 8c; layers, 8½ to 9c; Sultanas, 10 to 13c; London layers, \$2.25 to 2.50; black baskets, \$3.50 to \$3.75; do ½ boxes, \$1.20; blue baskets \$4 to \$4.50; finest Dehessas, \$4.75 to \$5; do ½ boxes, \$2; muscatel, 2 cr, \$2.25; do 3 cr, \$3. Figs—Eldes, 10 lbs and up, 11 to 16c. Malaga 56 lb bags, 5 to 5½c; natural bags, 4½ to 5½c. Dates—Hallowee, 5½ to 6½c. Nuts—Almonds, Tarragona, new, 13½c to 15c; Ivica, 14 to 15c; do, shelled Valencia, 29 to 35 cents; filberts, Sicily, 10½ to 11c; Walnuts, Grenoble, 14 to 15c.

Canned goods—Demand has continued good for corn, peas and tomatoes, and there has also been more activity in fruits. Values

are unchanged. Fish—Salmon, One's flat, \$1.60 to \$1.70; salmon, 1's tall, \$1.35 to \$1.45 lobster, Clover leaf, \$2.95; lobster, other 1's, \$2.10 to \$2.30; mackerel, \$1 to \$1.10; sardines, French, ½'s, 11c; sardines, French, ¾'s, 17c; sardines, American, ½'s, 6 to 8c; sardines, American, ¾'s 9c. Fruits and vegetables—Tomatoes, 3's, \$1.05 to \$1.10; Corn, 2's, \$1.00 to \$1.05; corn, 3's, \$1.50 to \$1.60; peas, 2's, \$1.10 to \$1.25; beans, \$1; pumpkins, 55c to \$1; strawberries and raspberries, 2's, \$2.25 to \$2.40; peaches, 2's, \$1.90 to \$2.10; peaches, 3's, \$2.75 to \$3.50; plums, 2's, \$1.45 to \$1.65; 3's, \$2.60; pears, 2's, \$1.90 to \$2.00; pears, 3's, \$2.90 to \$3.

Rice, spices, etc.—Both rice and spices are unchanged. The latter continue fairly active. Rice, bags, 3½ to 4½c; do., off grades, 3½ to 3½c; do, Patna, 6½ to 6½c; do, Japan, 4½ to 5½c; Carolina, 8 to 8½c; sago, 3½ to 4½c; tapioca, 4½ to 6c; pepper, black, 12 to 18c; do, white, 18 to 25c; ginger, Jamaica, 25 to 30c; cloves, 15 to 20c; allspice, 12 to 15c; nutmegs, 90c. to \$1.10; cream tartar, 25c. to 35c.

Peels—Some fresh arrivals have prevented a further advance in local prices. Demand continues active and values are firm at 16 to 18c for lemons, 16½ to 18c for orange, and 25 to 28c for citron.—*Empire*, Dec. 18.

### Winnipeg Grain Exchange.

A meeting of the exchange was held on Monday afternoon and the following resolution was passed: "That this general meeting of the Winnipeg Grain exchange desires to place on record the keen appreciation of its members of the loss sustained by the exchange in the death of James Anderson, one of the first and most valued members of the association, and also to convey to his sorrowing family sincere sympathy in their grievous loss." It was further resolved that the members of the exchange should attend the funeral in a body.

Mr. Kerr, of the C.P.R. was present, and announced that he had received word that the Lehigh Valley railway would accept Manitoba wheat, in straight grades, for New York. Connection would be made with the Canadian Pacific at Niagara, and the rate would be the same as via the West Shore. He had wired for further particulars, but had not received an answer yet, and could not say on exactly what conditions the Lehigh Valley would accept business, but presumed it would be the same as by the West Shore. Communications from the West Shore showed that that road was still blocked, and not yet able to handle Manitoba shipments. The resolution fixing grades No. 1 and 2 regular for shipment via the West Shore railway was rescinded, and a motion was passed fixing grades No. 3 hard and No. 1 and No. 2 regular for shipment to New York via the Lehigh Valley. When the West Shore is open again, the exchange will fix grades for shipment by the latter road.

The *Monitor*, of Morden, Man., says: McCorquodale attempted their threshing last week, but on taking the first load to the market, small particles of ice were visible, consequently no buyer would handle it and the threshing of wheat had to be suspended. It is feared that unless some soft weather sets in, together with a few drying days, very little, if any more wheat can be threshed until spring.



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