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Souris, " Neepawa, Man.

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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.

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

WINNIPEG, NOVEMBER 21, 1892.

## British Investments in American Industries.

British investors have had occasion to express much dissatisfaction with their investments in American breweries three or four years ago. The London *Stavist* has this to say on the subject: "The English directors of some American breweries are now disposed to regard the disastrous state of their affairs as the result chiefly of their bad management in America. It is to be noted, however, that in most cases this is the same management which, before the breweries were sold to English companies, had, according to the prospectuses, made them highly prosperous, and that, in some instances, the English directors, after visits to America, have expressed full approval of the management which is now strongly condemned. There may have been mismanagement, but the great mistake, as we have constantly pointed out, was that twice or three times their value was paid for most of the breweries, and the difficulties which were almost certain to arise in carrying them on by British companies were resolutely ignored."

## Fertile Alaska.

The nature of the whole land can be roughly divided into three conditions, writes E. J. Glave in the October *Century*: Snow and ice-fields bury the coast-range and choke up every hollow; to the immediate north the valleys are rocky and barren, but the vast interior beyond is richly clothed in luxuriant vegetation. Scientific authorities theoretically mapped out giant ice-fields as spreading over the entire land from the Fairweather and Mount St. Elias ranges north almost to the valley of the Yukon.

Colossal heights mantled in never-melting snows tower thousands of feet in the air, but

within the shadow of these mighty uplands, in the sheltered hollows beneath, lie immense valleys carpeted in richest grasses, and gracefully tinted with wild flowers. Here in the summer a genial climate is found, where strawberries and other wild fruits ripen to luxuriance, where there are four and a half months of summer and seven and a half of winter. In June and July the sun is lost below the horizon only for a few hours, and the temperature, though chilly at night, has an average of sixty-five degrees in the daytime.

## Protecting Fish.

One more fishery commission is to be added to the many that have gone before, most of them having previously originated in Europe. This time the commission is to be international, Canada and the United States being the two countries directly concerned. The commission is, it seems, an outcome of the conference which took place last winter between members of the Canadian Government and the authorities at Washington. One expert will represent each country on the commission, and through him will be presented whatever information on the subject each government has collected within a given time, say the last two years. Close seasons and modes of destruction will be among the subjects of enquiry. Opinions change as to the sort of engines with which fish can be captured without wastefully or seriously reducing their number. Some twenty years ago, a British commission came to the conclusion that no amount of fishing, by any known engine of destruction, could materially lessen the quantity of fish in the sea. Even at that time there were reasons for doubting the accuracy of this view of the case, and now we believe no one is permitted to doubt, after he has examined the subject, that it is not borne out by the facts which experience has collected in recent times. We may expect that some restraint will, as a result of the commission, be put upon fishermen, for the purpose of preserving from serious deterioration the fisheries near the coasts of the two countries.—*Monetary Times*.

## Lessening Cost of Production of Precious Metals.

The report of Dr. David T. Day, special agent of the census office covering the mineral industries of the United States, speaks of the tendency of cost of production of the precious metals as follows:

"Nearly every improvement which tends to reduce the cost of production, whether it is an improvement in metallurgical processes, which enables the extraction of a larger proportion of the metals from its ores, or to extract it at less cost; whether it be the building of railroads, which reduces the cost of transportation of the machinery and supplies used at the mines, and with these reduces the cost of labor, nearly everything in fact that tends to make gold more abundant increases in a still greater degree the production of silver. Hence it is evident that the relative value of gold as compared with silver will continue to increase unless free coinage is given both metals and some international agreement is established fixing the relative value of the metals independent of their abundance."

## Lumber Cuttings.

Microscopical investigation, says the *Lumberman* has proved that the pores of wood invite the passage of moisture in the direction of the timber's growth, but repel it in the opposite direction. This fact accounts for a phenomenon which is often noticed, and which puzzles a good many people, namely, why two pieces of timber sawn from the same section of a tree sometimes appear to possess very variable degrees of durability. If the wood, say, of a gatepost is placed right end up, the moisture in the soil will affect it; but the rain falling on the top will do it little harm; if, on the other

hand, the butt end of the tree is put uppermost, the top of the post will decay, because the moisture of the atmosphere will penetrate the pores of the wood more rapidly in this position. Many people have noticed that the staves in a wooden tub appear to absorb moisture irregularly, some getting quite sodden, while others remain comparatively dry, and apparently almost impervious to moisture. In this case the dry staves are in the position in which the trees grow, while the saturated ones are reversed.

W. Margach, Ontario Crown timber agent at Rat Portage, says the town is rapidly progressing in population and manufacturing. The lumbering industry this year has been very successful, and a greater quantity has been manufactured than in any previous year. This quantity will be over 60,000,000 feet, board measure. There will also be taken out 100,000 cedar posts and 5,000 telegraph poles. There are three mills on the Rainy river which cut a 3,000,000 feet board measure. Two of these supply the local demand. Settlement is progressing quite favorably. A large number of the settlers are from the older parts of the province, and are well satisfied. The demand for labor, Mr. Margach says, is brisk, as large numbers of men are required in the lumber camps. People who do not wish to go into the camps can find employment in taking out railway ties, cedar posts and other timber. Almost all the lumber manufactured at Rat Portage is shipped out west, and as the west develops so does the lumber trade.

The saw mill at Birtle closed down for the season on Nov. 5th. The amount cut, says the *Birtle Eye-Witness*, was much less than intended, as the water was too low during the early part of the summer for running logs. The cut for the season will foot up nearly a million feet. In addition to lumber, shingles were made, and flooring siding, coiling, and shiplap were dressed. The high water in September brought all the logs down and Messrs. McArthur expect to get an early start next spring.

Cameron & Kennedy, of Rat Portage have sent out a big gang of men to the woods. They have a contract for supplying ties to the C. P. R.

The Canadian Pacific is so flooded with traffic, says the *Minneapolis Lumberman*, that it has refused to take shipments of lumber and shingles from the Pacific coast,—to be turned over to lines in the United States. This is resulting in a good many shingles which would have gone to the Canadian Pacific being turned over to the Northern Pacific, which while better off for cars than its neighbor is unable to furnish cars as rapidly as desired. The shingle manufacturers of Washington are clamorous for cars, but they are probably being quite as well served as are the shippers of lumber in other localities.

Between the Kootenay river and the Rocky mountains, in British Columbia, says the *Lumberman*, maples are found quite abundantly, but compared with the pines and other coniferous timber they are so small as to appear more like shrubs than trees. But on the flat lands of the coast the maple attains great size, being often two and a half to three feet in diameter, though the trunk is often forty to fifty feet in height. The settlers call it the vine maple. The wood is very cross-grained, and when dressed resembles bird's-eye maple quite closely, the grain being really very fine and handsome, and polishes beautifully, but requiring considerable labor. It must, in time, be recognized as of value for a furniture or cabinet wood. Back from the coast, in the valleys, may be found vast quantities of common poplar, cottonwood, white birch, alder, willow and yew. Compared with the other timber these species are so small as to not be considered of any value by the explorers, but the time must surely come when they will all be wanted for lumber. That time will come with the building of railroads and the settlement of the country to the eastward, which is nearly all a comparatively treeless prairie.



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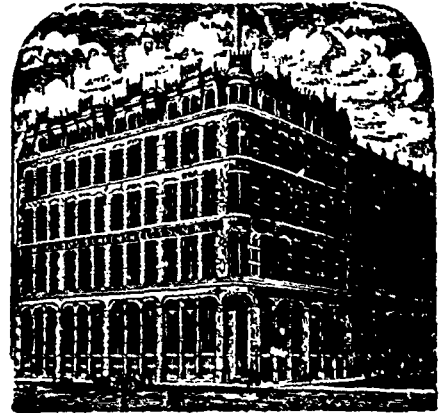
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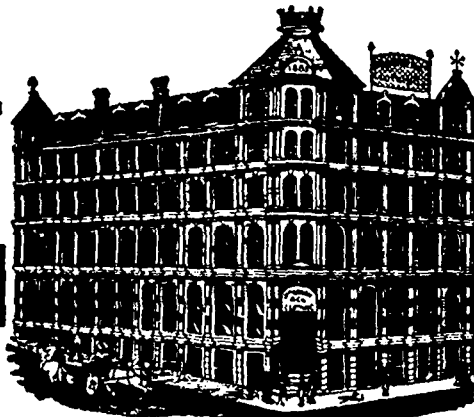
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Specially Selected for the Northwest.

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### Wholesale Grocers' Annual Meeting.

The annual meeting of the Dominion Wholesale Grocers' Guild was held recently in Hamilton. The following were the delegates present: From Montreal—Messrs. Hebert, (President), Childs and Geoffrion; from Toronto—Messrs. Blain (vice president), Ince, Davidson, Sloan, Eckardt, Larkin, Smith, Wills, (secretary); from Hamilton—Messrs. McPherson, Turner, Bristol, Stuart, Balfour, Harvey, Gillard; from Berlin—Mr. Roos; from Brantford—Mr. Watts; from London—Messrs. Masurot, Smith, Soreaton.

The business programme was not lengthy, neither were the remarks of members. President Hebert is a model chairman. Not only does he know when and how to put a bridle upon speakers' tendency to be diffuse, but he brings to bear upon the proceedings the expeditiousness of a thorough business man. He is a popular, as well as efficient presiding officer, as his re-election and the terms in which the thanks of the Guild were conveyed to him must be taken to signify. This meeting probably breaks the record for despatch. The delegates assembled at 3:30 on Thursday afternoon and had virtually transacted all their business by 7 p.m.

The report of their proceedings, as furnished by Secretary Wills, reveals nothing in the nature of a departure. The sugar situation was discussed, but it was resolved to take no action at present for the regulation of trade in that staple. The tobacco and starch agreements received some attention in the way of discussion, but there was nothing done in relation to either of them. The question of manufacturers, canners particularly, selling to retailers was before the meeting a while, and was disposed of in a resolution referring it to the local Guild. An important matter was brought up by Mr. Blain. It was the question of railway discrimination between Montreal and Toronto. This was shown to seriously handicap the wholesale grocers of the latter city. On dried fruit alone the difference was nearly 20c a hundred weight. The rate for dried fruit from Montreal to London, for example, is only 17½c, while from Toronto to London it is 28. Add to this 9c that Toronto merchants pay for ocean freight and the total freight to London from Toronto is 37c, or 19½c more than if shipped from Montreal. The Montreal delegates appeared to be as much surprised at this difference in favor of their city as were the Toronto Merchants, and showed no disposition to ask more than fair play. Their concurrence was as hearty as that of the other members of the meeting in the resolution authorizing Mr. Blain to bring this matter before the Council of the Toronto Board of Trade.

The Guild is evidently not in the low state of debility that it ought to be in, according to prediction, by this time. It was felt in many quarters that the relinquishing of the sugar clause would cause it to crumble to pieces. But it has more vitality now than it had when it limited the price of sugar, and the principle of union among its members is something stronger than a clause—it is the development of friendly feeling. That had really been hindered by the sugar clause, which tended to breed mutual distrust. The wholesale grocers now like to get together to enjoy each others' company, and if they liked each other less, such hospitality as the Hamilton Guild dispensed at this meeting could not fail to melt down mutual repugnances and drive out old grudges. After adjourning at 7 on Thursday evening the members assembled again at 7:30 at the Hamilton Club, upon the invitation of Mr. Balfour in behalf of the Local Guild. There they sat down to a capital dinner. Under its refining influence the spirit of speech making soon got moving itself aright in the company, and all waxed silver-tongued. But the centrepiece of the after-dinner proceedings was the presentation to Ex-President Ince of an address and a magnificent silver cabinet. That graceful act was very becomingly per-

formed. Mr. Ince was the first President of the Guild, and had continued at its head for seven years. Thus he had guided it through the first and formative years of its life, and an almost filial tone was proper in an expression of that association's gratitude to him. Mr. Ince's reply well befitted the occasion. An item of the closing business was the following well-deserved expression of thanks un-animously voted to and suitably acknowledged by President Hebert.

That the Dominion Wholesale Grocers' Guild desires to place on record its appreciation of the ability and zeal which the late rest of the Guild have received from the hands of President Hebert during his occupation of the position of President, and hereby tenders him its most hearty thanks for the many services he has so willingly and gladly rendered the Guild.

President Hebert, Vice-President Blain and Secretary Wills were re-elected to their former respective offices.

Upon the motion of Mr. Blain it was resolved to hold the next annual meeting in Toronto.

### Timber Wealth of British Columbia.

British Columbia has long been famed for its magnificent scenery of mountain and river. Who has not heard of Mount Hooker, a part of the world famed Rocky Mountains, which in this province reach their highest point, 16,760 feet, with Mount Brown at 16,000 feet and Mount Murchison 15,700 feet, while there are others of nearly the same height. The Fraser river with its many remarkable windings, and the Columbia river, over 1,200 miles in length, flowing finally into the Pacific Ocean, are points of interest not quickly forgotten by the student of history and certainly not by those whose privilege it has been to visit this picturesque corner of the Dominion and view for themselves these strange sights.

But British Columbia, we opine, has acquired greater fame by reason of its wonderful timbers than through any other condition, physical or climatical. Canada's popular elocutionist, Jessie Alexander, has sung its praises, telling how she one day, along with some friends, stood in admiration viewing one of the big trees of Vancouver in which were located six gentlemen waiting to be photographed. Four were mounted, and the others were in a carriage. "The huge tree," Miss Alexander says, contained horses, vehicles and men, and yet there was room for our party."

A country on which nature has bestowed such wealth of attractions can live no hermitical existence, and as the Niagara Falls of our own province is sought for by travellers near and far, so we can understand that few take a journey on our national highway, the Canadian Pacific, without striving to go its full length and include a visit to the coast.

As Canadians, however, we consider this Coast province with admiration not only from an esthetic side, but as business people, from a strong utilitarian point of view. The wealth of its mineral and forest resources must bring wealth to our country as a whole. Are we not one united Dominion? The prosperity of each individual part is the prosperity of the whole. Especially the lumbermen of Ontario are interested in British Columbia's progress, for where better, as our Ontario forests become denuded, can they look, for safer investments, with larger possibilities in the investment, than in this corner of the Dominion? The truth is that a large amount of Ontario capital is already placed in the lumber business in that country. We are knit together now by a mutual interest. Few finer and more extensive saw mills are found anywhere than those of the McLaren-Ross Lumber Co., at New Westminster and Barnet, which have been erected chiefly with Ontario capital. Our news columns of the past few months have recorded the incorporation of the Toronto and British Columbia Lumber Co., with a capital of \$1,000,000, and which is composed almost entirely of capitalists of Toronto and neighborhood, several prominent

lumbermen from Barrie being interested. The managing men in many mills of the province is not a few instances hail from Ontario, and in the manufacture of Ontario's timber obtained the skill and experience that had made their services sought for elsewhere. And experience is a necessity with any workman who undertakes to handle the fine timbers that are grown on the Pacific coast. It is here that Douglas Fir is found, celebrated for its strength and straightness. It frequently grows over 300 feet high, and has squared forty-five inches for a length of ninety feet. Practically these timbers find no competitor either in our own country or across the border, evidenced in the fact that a growing trade is found for them in California and other points of the United States where Oregon pine had hitherto held the market. Red cedar is fast acquiring a strong position as a commercial wood both at home and abroad. It grows to a large size and is frequently found 200 feet in height and twenty feet in diameter. For inside finish it takes a beautiful polish, and many of the most palatial residences in this section of the Dominion and elsewhere, as well as in the eastern states, are finished in British Columbia red cedar. Not the least essential qualification is its durability, causing it to be largely used in the manufacture of doors and sashes. Only two months ago we gave an account in these columns of the phenomenal growth of the trade in red cedar shingles. This wood would appear to be "par excellence" the material for shingles. In less than a year the trade in red shingles on the coast has increased more than 200 per cent., and large quantities of these are coming into Ontario and Quebec. The durability of the red cedar for shingles is its greatest recommendation, cases being cited of shingles that have shown little appearance of wear though in use for a score of years and more.

An obstacle to an extension of trade in the east has been the high rates of freight charged by the Canadian Pacific, but it is anticipated that the new railway, in connection with the Northern Pacific, about to be built, will have the effect of materially reducing freights east. A correspondent of the *Monetary Times*, writing on this point, has recently said: "Given satisfactory freights, the lumber trade of this province must grow to gigantic proportions, as British Columbia woods are superior to any in the world."

British Columbia relies for her lumber trade in a large measure on the export to foreign countries. The financial depression, which has overshadowed South America for the past two years, is fortunately disappearing, and this is an important field for British Columbia lumber. Naturally the people of the coast are anxious for the completion of the Nicaragua Canal. Today the journey from Victoria to Great Britain is about 16,000 miles. The consequences of a change to probably 8,000 miles would be so far-reaching in results that it is difficult to imagine the impetus this measure would necessarily give to commerce on the coast, and especially to the lumber trade. A lumber journal of Melbourne, Australia, from which we quoted last month, has intimated the boon it will be to the people of these colonies when they can receive their lumber from British Columbia via the projected canal in place of, as now, by the circuitous route around Cape Horn. British Columbia has an increased interest in Australian lumber trade at the present because of recent retaliatory legislation against the United States which practically shuts out Oregon pine, and, conversely, enlarges the field for Douglas Fir.

The provincial legislature of British Columbia has, by a recent order in council decreed that all sales of timber by the Government shall in future be conducted by public competition on lines similar to those adopted by the Ontario Government. This step may be taken as an evidence of the value placed by the province on its timber resources and the necessity to conserve this wealth to the province.—*Lumberman*.



# The Commercial

WINNIPEG, NOVEMBER 21, 1892.

## EXPORTING CATTLE.

The scheduling of Canadian cattle by the British authorities, has stirred up considerable interest all over the Dominion in this matter. The export cattle trade of the country is a very important one, and Great Britain is our only market at present for any large quantity. Anything that would injure the sale of our cattle in British markets, would be a serious matter. British farmers of course suffer from the competition of imported animals, and they are anxious to have every restriction possible against imports. Backed by the farmers, there is a considerable interest in the Old Country ever ready and watching for an opportunity to place obstructions in the way of importing cattle. This, no doubt accounts to some extent for the great watchfulness of the British authorities, in looking for traces of disease among imported cattle. Of course these authorities are anxious, upon principle, of preventing the introduction of contagious diseases, but in this department they seem to be over zealous. In the care of the Canadian cattle, it is a disputed question as to the nature of the disease discovered among them, some competent authorities declaring that the disease with which the few affected animals were afflicted, was not the contagious one, but only a comparatively harmless affection. Be this as it may, the British authorities lost no time in scheduling Canadian cattle. To the uninitiated, this means that Canadian cattle arriving in British ports must be slaughtered at the docks, as they will not be permitted to pasture with British farmers. Heretofore, Canadian cattle have enjoyed the special privilege of being allowed to be passed into the country for grazing and feeding, while imports from other countries had to be slaughtered on arrival.

There is a difference of opinion as to the effect the taking away of this privilege will have upon the Canadian export cattle trade. Some claim it will not be serious, while others go so far as to declare it will prove an advantage in time. A good many lean cattle, known in the trade as "stockers" are shipped from Canada to Britain and are fattened there. If the cattle must be slaughtered on arrival in British ports, the shipment of lean or partly fattened animals will be cut off, as they will be unfit for slaughtering on arrival in the British ports. Canadian farmers will therefore only find sale for fat animals, and this it is claimed will be a benefit to them in the long run, as they will make more money out of fat animals than by selling them in an unfinished condition. THE COMMERCIAL has heretofore expressed this same opinion. It does seem that if British farmers can make money by buying lean Canadian cattle and fattening them there, that the Canadian farmer could do better by fattening the cattle himself, when we consider the abundant supply of cheap fodder here, as compared with the cost of fattening an animal in the Old Country.

As regards the shipment of cattle, THE COMMERCIAL has on previous occasions expres-

sed a belief that the shipment of dressed meats might be advantageously substituted to some extent, at least, for the exportation of live stock. At present, however, facilities for the transportation of dressed meats are inadequate. We have in Western Canada a great field for the development of stock raising, and any question regarding the exportation of live stock, is of great moment to us. THE COMMERCIAL, however, looks forward to the establishing of an export trade in dressed meats, via our northern Hudson Bay outlet, as the future hope of the stock-raising industry of Western Canada.

## SANITARY SCIENCE.

Those who give some attention to hygiene and sanitation will be pleased to learn that a bureau has been organized in connection with the World's Columbian Exposition, to prepare a collective exhibit illustrative of the present condition of sanitary science. In comparison with the inestimable importance of the matter, sanitation is neglected to a surprising extent. The civilized world has certainly made some progress in the line of sanitary reforms, but it does seem that but little has been accomplished, in comparison with the advancement made in less important matters. In America, perhaps, sanitary science is more neglected than in the more progressive countries of Europe. In fact, the disregard for sanitation shown in the management of many of the cities of this continent, is a frequent matter of comment from Old World visitors. We do not know that Chicago itself, where the exhibition is to be held, has very much to boast of, as regards the sanitary condition of the city.

To those who have given even superficial thought to the questions of hygiene and sanitation, it does seem strange that there is so much neglect of these important matters, both in a public and private way. As individuals, we build our houses without a thought as to requirements of health. In our cities the large number of persons who live in rented houses, seldom give any particular attention to the matter of the healthfulness of the houses into which they may propose to move. With diphtheria, scarlet and typhoid fevers and other deadly diseases lurking around, one would suppose that great care would be taken in selecting a residence, not only as to the sanitary condition of the building itself, but also as to the healthfulness of the locality in general. Yet parents will move their little ones into a house which presents every favorable condition for the lodgement of disease, without a thought as to their responsibility in the matter.

The same neglect is often shown in a public way. As the parents are largely responsible for the health of their families, so the rulers of countries, divisions of countries and civic corporations are responsible for the health of the people. In the conduct of a town or city, what more important matter is there than the public health? yet often a most sadly neglected feature of civic government. The greatest disregard for public health is perhaps shown in the management of the affairs of the smaller cities and towns. In the matter of sanitation, the authorities should take the lead, and not

only carry out necessary public works in the interest of public health, but also compel private parties to observe sanitary rules in constructing their buildings, and in other necessary ways have a watchful regard for the health of the people. Private and public disregard for hygiene and sanitation may both be characterized as simply criminal.

To show what may be accomplished for a community through regard for public sanitation, the case of the city of Munich may be used as an illustration. When that city was devoid of sewerage and pure water supply the death rate from typhoid fever—preeminently a disease revelling in filth—was 21.20 per ten thousand. The illustrious scientists, Pattenkofer, was consulted, and recommended the establishment of a system of sewerage and the introduction of a water supply from a new source. Upon the inauguration of the new systems the death rate was reduced to 13.30 per ten thousand; partial progress further reduced it to 9.26 and the completion of the cloacine caused the rate finally to fall to 1.75 per ten thousand, at which it has approximately remained.

At the World's Exposition, it is proposed to illustrate every possible phase of the great questions of hygiene and sanitation. This will give medical men, architects and others a fine opportunity of studying the latest developments of sanitary science. Those especially who have charge of departments relating to public health, either in municipal or in more enlarged spheres of operation, should make use of this opportunity of acquiring additional knowledge in a direction which is certain to be of great value to them.

## The Money Market.

There has been a hardening of rates for money, helped on by the larger institutions and lenders, until the call and time rates have come together at 5 to 6 per cent. Yet at the close there is plenty of money seeking employment at these rates, since foreign banks and bankers have been free lenders, as rates on the other side have not kept pace with our market, but rather have remained at old figures, for the reason that general trade and manufacturers are as inactive there as they are here. The enormous movement of grain at the west has required heavy shipments hence; but towards the close of the month the return flow began to offset the outward movement. As a result, the banks began to gain in their reserves, which had been practically exhausted during the month.

Gold has ceased to be exported, and there have been some predictions of imports before long, but they have not yet materialized, and sterling exchange has ceased to attract attention or be an important factor in the monetary situation. Silver has advanced in sympathy with the rupee in India and the demand from China, together with reduced production by our mines, some of which have been closed.

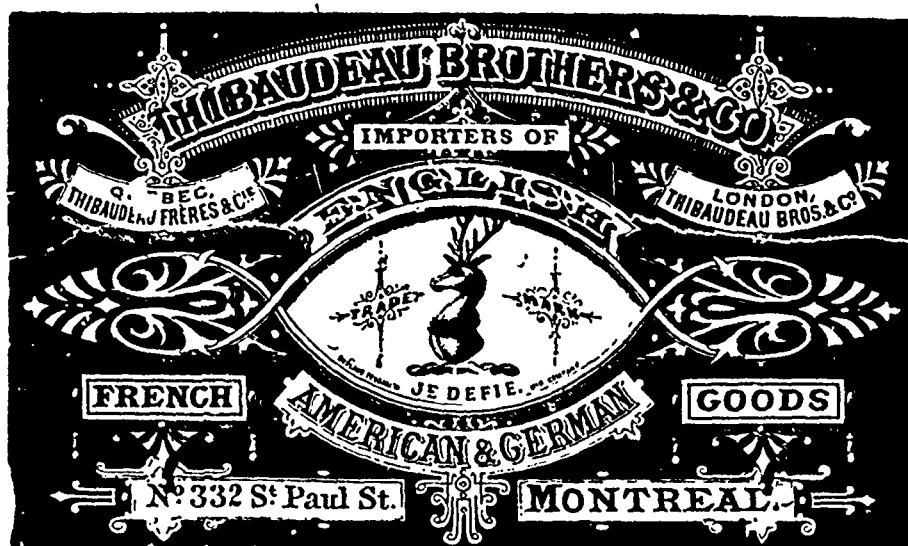
The prospects of some favorable action, in the direction of international bimetalism, by the coming conference, owing to the increasing unsatisfactory financial and trade relations of England with her Indian Empire, have also caused some investment and speculation in silver, on the belief that the decline was too low and must be followed by a reaction, by the operation of the natural laws of supply and demand.—New York Bankers' Magazine, for November.

### Decline in British Shipbuilding.

The *Shipping Register* shows that last year there was built in British shipyards 1,031 vessels, with an aggregate tonnage of 1,293,558 tons; in 1890 the production was 1,276,129 tons; and in 1889, 1,326,140 tons, which last was the largest output ever recorded in the history of British shipbuilding, while all three years record a larger tonnage than was turned out in the phenomenally active year of 1883. It is computed that at the present moment 15,000 men are idle between Glasgow and Greenock. This is due to the collapse in the Clyde shipbuilding trade. The decline has been steady and gradual—not the result of a sudden disaster, or of exceptional circumstances. Out of 143 building berths between Glasgow and Greenock, only forty-nine, or about one-third, are in use, and as this industry in good times employs from 60,000 to 60,000 men, it follows that there are between 30,000 and 40,000 men not at work on the Clyde, who find employment there when the trade is brisk. About one third of this number is said to have migrated to Belfast and Barrow, and the east coast. Thousands of men are to be seen all day long standing idly at the street corners, with blank look and dejected air. In Dumbarton riveters are offering to work as laborers, rather than remain in idleness, but the Greenock platers are prevented from so occupying their time by the iron law which forbids their laborers working for less than 7d an hour. This decline is very serious, and, of course, accounts to a considerable extent for the dullness in the British iron trade. In these days, no industry can decline without soon affecting all other industries. Ever, where is the complaint heard throughout Great Britain. Perhaps the shipbuilding trade is more subject to fluctuations of this character than any other large industry. It is something like railroad building in the United States. When this is very brisk all the iron and steel industries are fully engaged, which, in turn, bring activity to all other industries. On the other hand, when railroad building declines, the iron and steel industries are the first to feel the shock which sooner or later is felt by all others. The prospects for shipbuilding do not improve, but rather grow worse. Furthermore, American shipyards are becoming better equipped; and it is evident that very soon more ships will be built here, and that this country will have a larger share of the world's trade. In truth, it can hardly be questioned that all the more advanced nations are determined on the policy of giving employment to their own people; building their roads and ships; making their cotton, woolen and other goods, and, in short, largely supplying the more important needs of their people. This must leave for Great Britain only the less important nations; those having less money and poorer credit, like the South American States. Nevertheless, the English people have been wonderfully prosperous in the past; they have enormous investments all over the globe; they are owners of much of the best paying property in the United States, and, therefore, if the industries at home decline, there is not the slightest danger of want coming to their doors, but it would really seem as though the golden era of British industry was past.—*New York Bankers' Magazine*.

### Fort William Coal Docks.

The great coal docks and the immense work occasioned thereby, furnishing employment for scores upon scores of laborers, are a source of revenue to the business men of Fort William of no small magnitude. It is therefore a source of pride and pleasure to the average citizen to take a stroll alongside of the long chain of elevated tracks and watch the processes by which the large coal-laden vessels are emptied, and the long train of cars loaded for shipment to the cities and towns of the west. To one unacquainted with the machinery and methods adopted, the first visit to the coal docks is very interesting, and almost every day strangers



may be seen singly or in groups watching with deep interest and evident satisfaction the steam coal baskets at work. It is the marvel of all with what rapidity and precision they perform their labor, each one having ability to remove hundreds of tons daily from the holds to the docks. Looking at the tremendous quantity of coal now on hand, the first question that presents itself for our consideration is: what shall be done with all this? Is not the supply greater than any immediate demand can be? And then learning that a large number of vessels shall even yet bring in cargoes of coal, it would almost appear that reckless extravagance was indulged in, in piling up such mountains of coal. But when we begin to ask on the other hand, what shall be the demands upon this accumulation of millions of tons? The answers flow in upon us in such a way as to leave no doubt but that even the present large stock will be none too large for the winter's drain upon it. The Canadian Pacific Railway itself has marvelous facilities for the consumption of coal. The engines devour it like great and greedy monsters, and the amount needed to drive her mammoth elevators, and run her machine shops is of no small measurement. Those with a hundred and one minor enterprises lend their aid to demolish it. Cities, towns and villages all the way to the Rockies draw their fuel from here or there or so, so that we would not be surprised if there should be but a small quantity left when navigation opens next spring.—*The Journal*.

### Price of Silver.

The price of silver fluctuated during the last fiscal year from \$1.02 per fine ounce, which was the price at the beginning of the year, to \$0.855, March 28, the lowest price, closing June 30, at \$0.873, a variation of \$0.17 an ounce during the last fiscal year.

Since July 1, 1892, the price of silver still further declined, until on August 11, 1892, it reached 83 cents a fine ounce, the lowest price silver ever reached. Since then the price has advanced, and at the present writing, November 1, 1892, it is \$0.86 per fine ounce.

At the lowest price of silver during the fiscal year, the commercial value of the pure silver contained in a silver dollar was 66 cents; at the highest price, it was \$0.786, and at the average price, \$0.724.—*New York Bankers' Magazine*.

We learn that the publishers of the *Dominion Illustrated Monthly* intend issuing a very handsome Christmas number about the end of November. It will be a large work, comprising

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literary articles by prominent Canadian *litterateurs*, and richly illustrated, and supplemented by three large colored works of art, one of which—"The Rise and Fall of a Canadian Politician"—is bound to be a great hit. We await the publication of this holiday issue with much interest and feel confident that it will be a brilliant success.

In Australia sheep raising is conducted on a mammoth scale. The *Wahundrie* clip, for example, 2,000 bales raised from 140,000 sheep. Sheep in Australia are shorn by machinery, and the shearer manipulates cutting knives at the end of a power tube instead of the old time shears.

The brewing interest takes the lead in manufacturing industries at New Orleans, according to the census office report. There are eight establishments engaged in the business. This industry in the south has developed under the facilities afforded by means of refrigeration.

The New York board of trade and transportation at a recent meeting held a lively discussion on the subject of immigration. James H. Seymour introduced a resolution to request congress to consider the desirability of prohibiting immigration for three years. This resolution was adopted. The board also referred to a committee of five the question of national quarantine. Mr. Wise also introduced a resolution on the subject of restricting immigration, reciting that a grave question now confronts the people of this country by reason of the promiscuous and unrestricted immigration from other countries.



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## Manitoba.

Langman & Co., late of Moosomin, have opened a store at Birtle.

James Smith, stoves and tinware, Virdon, is giving up business.

Mrs. T. Mettensett, fruit and confectionery, Winnipeg, is closed out.

G. W. Rae, general dealer, Newdale, has moved into his new store.

Thos. Green, butcher, Braudon, has sold out to Chambers & McCallum.

Several miles of new electric street railway has been opened in Winnipeg.

R. D. Martin has opened a grocery and boot and shoe store at McGregor.

D. F. Peters, general store, Whitewater, is succeeded by C. J. Colorihue & Co.

George Dickinson, liv-ry, Selkirk, has been burned out; loss partial; no insurance.

Mrs. L. Barnard, baker, fruit and confectioner, Minnedosa, has sold out to B. Foster.

Ben. Hallonquist, general dealer, Oak Lake, has opened a branch business at Alameda, Assa.

J. H. Skinkle, formerly hardware merchant of Carberry, has purchased Rutherford's hotel at Balmoral.

R. G. Atkinson has retired from the firm of Holden & Co., furniture, Melita, and Mr. Wight, of Boissevain, has taken his place.

The Carberry blacksmiths, Duff, Boyd and Owens and Thompson Elliott of Petrel, have entered into an agreement to commence the cash system on the 15th inst. and continue it until the 1st of May.

Thompson, Codville & Co., wholesale grocers, Winnipeg, have moved into the Lyon block, formerly occupied by Mackenzie, Powis & Co., where they have enlarged space and better facilities for their business requirements.

G. F. Stephens & Co., wholesale paints etc., Winnipeg, have doubled the capacity of their warehouse by taking the adjoining store in the block, formerly occupied by Strang & Co. This gives them sixty feet frontage by 100 feet deep, and four floors, including basement.

At a meeting of the Winnipeg Jewelry company held Monday evening, W. F. Doll resigned his position as president of the company, as his stock has been purchased by the new president and directors, who will carry on the business. J. F. Howard succeeds Mr. Doll as president, and J. K. Strachan is the new secretary treasurer. The company will occupy the old premises.

## Alberta.

A small amount of platinum has been mined on the Saskatchewan this year.

The coal men have formed a combine, says *Edmonton Bulletin*, and put up the price of coal delivered to \$3 a ton. Last winter it was \$2.50 and \$2.75. It is now \$2.50 at the pit mouth.

A new law firm has been established in Lethbridge under the name of West & Alexander. The senior partner was until recently in business in Calgary, and the junior member has been in the office of Conybeare & Gallier for the last five years.

A deputation of the Calgary board of trade waited on Hon. T. M. Daly, on his recent visit to that place, and submitted petitions to him regarding immigration, irrigation, the post office, the allocation of school lands for university purposes, military depot at Calgary, an experimental farm, and an asylum and penitentiary for the district of Calgary.

Threshers are charging 3 cents a bushel for oats and 4 cents for barley and wheat, says the *Edmonton Bulletin*. A thresher purchased recently by a joint stock company of farmers known as "The Poplar Lake Thresher Company," in connection with the Patrons of In-

dustry, is threshing for members of that society at 2 cents for oats and 3 cents for wheat and barley.

Senator Cochrane, of Alberta, has been east establishing a market for rancho dressed beef. He has arranged for the shipment of large quantities to eastern points, and thinks the trade will be of benefit to ranchers. Asked if he had tried the experiment of shipping dressed beef to the European markets, he said, "No, as proper facilities for such a trade had not been provided."

At a recent meeting of the Lethbridge board of trade it was moved and carried, "That in the opinion of this board the promotion of irrigation in a portion of southern Alberta is absolutely necessary for the development of a district which but for the scanty rain fall in certain seasons would be one of the richest in the Dominion. That to properly place the matter before the government, a commission, composed of say, one representative from the several districts of Calgary, Macleod and Lethbridge, be appointed to collect evidence, as to the necessity of irrigation, and that the boards of trade of Calgary and Macleod be asked for their opinions in this matter, and if they are prepared to act in conjunction with us; also that we subscribe a sum of, say two hundred dollars to cover our portion of the necessary expenses."

An informal meeting of a number of prominent ranchmen took place at Macleod recently, at which the question of the alarming increase of wolves throughout the country, and the best means of exterminating them was discussed. Some years ago, says the *Macleod Gazette*, most of the larger ranches, with the idea of keeping down the wolves, imported hounds supposed to be capable of carrying out that plan. Since then the wolves have increased enormously, being now almost as plentiful as they were in the old buffalo days, and effectually proving that where they were in question the dogs were not in it. Such being the state of affairs it came to be generally understood that some energetic policy of extermination must be inaugurated, the loss of stock on the ranges, from wolves alone, having become a most serious item in the yearly balance sheet. With this end in view most of the ranchers throughout the Willow Creek district have already banded themselves together into an association, and they propose to offer a bounty for every wolf, of \$5, in addition to which they will purchase the hide of the dead animal making in all between \$7 and \$8 per head, and Secretary Campbell has been instructed to communicate with all other ranches in the district, and so make the scheme general. It is proposed to form a fund for the payment of the bounties by levying a tax of 20c per head per colt and 10c per head per calf, on this year's branding. This scheme will supply a want that has been long felt, and we have no doubt will be entered into by ranchers generally throughout the district. It may seem a large outlay at first, but it is decidedly economic in the long run. Old stockmen have computed that every wolf in the course of a year gets away with about \$50 and \$60 worth of stock, and that is putting it at a low rate. Every wolf killed at that rate means a saving of some \$10 or \$50 in one year only, a sum that is well worth expending \$3. Let the rest of the ranchers of this district follow the lead set them by the Willow Creek stockmen and the wolf question will soon be settled.

## Northwest Ontario.

Grading on the Port Arthur, Duluth & Western railway has reached and laps the international boundary on the United States side. The end of track is now less than two miles from the boundary.

## Saskatchewan.

A couple of fur buyers from the United States are visiting the town, says the *Prince Albert Times*. They have purchased some nice fur.

## Freight Rates.

In addition to a charge of 1½ per hundred pounds that the railways of Canada have decided to charge on and after Nov. 14, for delivering and collecting freight in first, second, third and fourth classes, as noted in last week's paper, they will also make a charge of one cent per hundred pounds on freight in fifth class. This extra charge is to be made at points where the delivery and collection of goods was made free of charge over the usual freight rate.

A special joint tariff sheet, all rail on wheat in carloads from grain shipping stations in Manitoba, Assinibola and Saskatchewan for export via New York has been issued by the C. P. R., the M. & N. W., and the G. N. W. C. R., in connection with the Rome, Watertown and Ogdensburg and West Shore railroads. The tariff became effective on the 15th.

The Minneapolis *Northwestern Miller* of Nov. 12, says: "While the close of navigation is not far away, the Minneapolis mills have so far been able to make all their seaboard shipments by lake and rail. The lines via Duluth are practically closed, as is also the Washburn route. The Soo and West Superior routes are open, and likewise those via Milwaukee and Chicago, except via the Anchor line. The Soo road has plenty of cars and is getting a big business via Gladstone. At Gladstone there are probably 50,000 bbls. of flour, but boats capable of carrying 25,000 bbls. are leaving that port about every other day. In shipping circles it is thought that boats will stop running about Nov. 20. Some freight men say that every indication points to a weakening of ocean rates as soon as the closing of navigation takes effect. Through rates from Minneapolis were obtainable Wednesday as follows in cents per 100 lbs.: To London, 41½c; Liverpool, 39½c; Glasgow, 41½c; Leith, 41½c; Amsterdam, 45c; Bristol, 42½c. These rates were for immediate shipment, and owing to frequent fluctuations in the ocean part, might not be obtainable later than the day named."

The *Chicago Trade Bulletin* of Nov. 12 says: "The general complaint is about the scarcity of cars, but in parts of the west the supply has increased. All rail rates are steady on the basis of 25c flour and grain, 30c boxed provisions and 35c bulk provisions to New York. Through rates by lake and rail quotable at 20c per 100 lbs on flour, 9½ to 9c per bushel on wheat, and 8½ to 9c on corn to New York. Rates to New England steady at 10½c corn and 6½c oats. Through rates to Liverpool were firmer, being quotable at 30.65 to 22.08 per 100 lbs on flour 17½c per bushel for wheat, 17c on corn, and 2½ to 49.69c per 100 lbs on provisions. Lake freights were in good demand and the offerings of boats only moderate. Rates advanced 1½c, and closed at 3c for wheat and 2½c for corn to Buffalo."

## The Indian Wheat Crop.

The Statistician of the department of agriculture gives a summary of the final report of the Indian Government on the wheat crop of 1892. The total crop is put at 5,442,000 tons, or 203,168,000 bushels of 60 lbs. This marks it as the smallest crop harvested in any year since annual estimates were inaugurated in 1884. In the final report of last year the crop of 1891 was stated at 6,842,000 tons, or 255,334,667 bushels, but the present return changes the estimate for 1891 to 6,876,000 tons, or 256,704,000 bushels. On the basis of this revised estimate the crop of the present year shows a falling off from that of 1891 of 53,536,000 bushels, or 21 per cent. The area is returned at 24,058,000 acres, against the revised estimate of 26,576,000 acres harvested in 1891. The normal or average area under wheat is placed at 26,544,000 acres, showing a falling off of acreage in 1892 from the average of 2,456,000 acres. These figures indicate a yield per acre of 8.4 bushels for 1892, against 9.8 bushels last year, and an average, calculated from the normal area and outturn, as given, of 9.5 bushels

### Assiniboia.

Major C Bell, of Virden, has purchased the Commercial hotel at Whitewood.

Wm. Ferguson, of Brandon, will open in the liquor business at Moosomin, says the *Journal* of that place.

W. W. Bole has been appointed agent at Moose Jaw for the Confederation Life Association, vice R. L. Alexander who has moved to Edmonton.

The two papers at Moosomin have been purchased and will be amalgamated. J. J. Young, late editor of the *Regina Leader*, will have the management.

E. Walton, of Medicine Hat, has purchased a band of oxes which he will add to from time to time. The number of sheep ranchers, says the *Times*, is increasing rapidly in this district.

### Grain and Milling.

The flour mill at Emerson is to be moved to Edmonton, Alberta.

Lawrence Coffey, a wealthy grain merchant of Toronto, is dead of paralysis.

The machinery for the roller mill which is being built at Edmonton, Alberta, is arriving.

The elevator at Balgonie, Assa., is ready to receive grain. Its capacity is 30,000 bushels.

The new elevator now being erected at La Riviere, Man., by Ironside & Motheral is about completed.

The exportation of oat meal from the United States is growing into a business of very extensive proportions.

The joint stock flour mill company at Oxbow, Assa. is building, and expect to have the mill in running order by the middle of December.

Over 150,000 bushels of wheat have been marketed at Methven, Man., to date. Prices remain unchanged at that point at 49c to 50c for No. 1 hard to farmers.

James Richardson, grain merchant, and one of the leading men of Kingston, Ont., died last week from paralysis, aged seventy-three years. He amassed a large fortune.

It is stated that the Russian government propose to impose an export duty on grain, of one to two copecks per pood in order to amass a fund for the erection of government elevators.

There is a buyer here at the Farmer's Elevator now, says the *Regina Leader*, representing the Lake of the Woods Milling Company. The price of No. 1 hard is worth 49 cents; No. 2 hard 46 cents; White Fye 46 cents.

At a recent meeting of the Winnipeg grain exchange it was agreed that all quotations for wheat secured from outside markets should be prices for cash and May. For some time past no New York report has been received, but an endeavor will be made to especially arrange for these in the future. By an understanding with the board of trade, the presidents of the grain exchange and the board, together with the secretary, will hereafter be the permanent committee, having entire charge of the rooms. A committee composed of Atkinson, McMillan, Sawlf, McGaw and Martin, were appointed to confer with the board of trade in regard to securing the erection of grain elevators in Winnipeg. Oscar McBain was elected a member of the exchange.

A few threshing machines are still operating, says the *Pilot Mound Sentinel*, but many have gone into winter quarters. The season has been most favorable both to the threshers and the farmers, and also agreeable to the men employed in assisting. With the exception of one or two short storms, nearly every day since harvest ended has been delightfully fine, and grain has consequently been prepared for market in excellent condition. Where the stacks that stood over from last season were well built, the grain proved quite dry, and as a rule the oats are good. Although in many cases grain in these last year stacks is by no means bad, the

low price has caused many farmers to give up the intention of threshing them, and the grain will be fed to cattle in the sheaf.

### Toronto Markets.

Millfeed—Steady, with a fair demand. Bran sold at \$9 f.o.b. northern freights. On spot cars are worth \$11.50 for bran and \$12.50 for shorts.

Wheat—At the opening there was a firmer market, but later in the day business was done at old figures on Ontario. There were several sales of red winter at 64c straight and of white at 65c straight. Spring, dull, at 60 to 62c here. Manitoba wheat quiet. On call 91c was bid for No. 1 hard February and 84c for No. 2, but none was offered. For No. 2 hard 75c spot was bid and 77c February. No. 1 frosted wanted at 63c spot and 65c January or February.

Barley—There were more inquiries for the better grades from the States to-day, but they did not result in any increase in business. A few cars each of No. 1 were bought north and west at 47c and east at 48c. On spot 45c was bid for No. 2 and 50c for No. 1.

Oats—Were quiet and easier. A few cars white sold west at 23 to 23½c. On track here there were sales at 31½ to 32c.

Grain and Flour—Car prices are: Flour (Toronto freights), Manitoba patents, \$4.35 to \$4.45; Manitoba strong bakers', \$3.90 to \$4.10; Ontario patents, \$3.40 to \$3.50; straight roller, \$3.20 to \$3.40; extra, \$2.90 to \$3.00; low grades per bag, \$1 to \$1.50. Bran—\$11.50 to \$12.00. Shorts—\$12.50 to \$13. Wheat—straight west and north points)—White, 65 to 66c, spring, 60 to 63c; red winter, 64 to 65c; goose, 58 to 60c; spring Midland, 63 to 65c; No. 1 hard, North Bay, 91 to 92c; No. 2 hard, 81 to 82c; No. 3 hard, 75 to 76c; No. 1 rosted, 63 to 65c; Peas—No. 2, 57 to 60c. Barley—No. 1, 50 to 51c. No. 2, 45 to 46; No. 3, extra, 39 to 40c; No. 3, 38 to 39c; two-rowed, 54 pounds, averaging about No. 3, extra color (outside), 40 to 45c. Corn—60 to 62c. Buckwheat—Outside 44 to 46c. Rye—56 to 57c. Oats—31 to 32c.

Produce.—Stocks of poultry were pretty well cleaned up Wednesday and to-day's offerings were light. The demand, however, was light and the feeling a trifle easier. Potatoes continue firm and cars of good stock cannot be obtained on spot now under 65c. Out of store dealers ask 70 to 75c per bag for small lots. Eggs are in good demand and firm. There is a scarcity of reliable stock. Case lots of fresh eggs are firmly held at 17 to 18c, while limed stock moves slowly at 15 to 15½c. Trade in baled hay and 1 baled straw is slow at present and prices rule easy. Honey is moving out a little better at 13c for sections and 8 to 10c for extracted. Other lines of produce are unchanged, as quoted. Quotations are: Beans, per bush, out of store, \$1.20 to \$1.30. Dressed meats, per lb.—Beef, fore, 4 to 5½c; hinds, 5 to 7½c; veal, 6½ to 7½c; mutton, 5 to 6c; lamb, 6 to 8c. Dried apples—Jobbing at 4½c. Eggs—Fresh, 17 to 18c; limed, 15 to 15½c. Hay—Timothy, on track, new, \$9. Straw—\$6. Hides—sured—5 to 5½; green, No. 1 cows, 4½c. Skins—Sheepskins, 75c; calf, 5 to 7c. Hops—Canadian, 1892 crop, 16 to 18c; old 12 to 15c; Honey—Extracted, 8 to 10c. Potatoes—Per bag, out of store, 65 to 70c; on track, 55 to 60c per bag. Poultry—Chickens, per pair, 35 to 50c; geese, per lb. 5½ to 6c; ducks, per pair, 40 to 65c; turkeys, 9 to 10c per lb.

Dressed Hogs and Provisions.—Offerings of dressed hogs continue light and prices are firmly maintained at \$6.40 to \$6.50 for good weights, but a few heavy or very light weights have been taken at \$6.00 to \$6.25. Quotations are: Mess pork, United States, \$14.50 to \$15.50; short cut, \$16 to \$17; bacon, long clear, per lb. 8 to 8½c; lard, Canadian, tubs and pails, 9½ to 10½c; compound do 7½ to 9c; tierces, 9 to 10c. Smoked meats—Hams, per lb. 11½ to 12½c; bellies 12½ to 13½c; rolls, per lb. 9 to 9½c; backs, per lb. 11 to 11½c.

Butter—The market keeps firm, owing to moderate arrivals and a brisk local demand. Stocks are well cleaned up at the close of each day. The small supply of store packed butter at present on the market is held at 12 to 16c. Dairy butter in tubs and rolls is coming forward more freely, a few extra choice lots bring 18 to 18½c, but the bulk of the receipts are let go at 16 to 18c.

Quotations are: Butter, good to choice selected dairy, tubs, 16 to 18½c; medium do, 16 to 18c; good to choice store packed, in tubs and pails, 14 to 17c; common do, 12 to 14c; large rolls, good to choice, 10 to 18c; creamery, in tubs and crocks, 22 to 24c. Cheese, choice colored, jobbing at 11c.

Cattle—Trade was pretty much a repetition of Tuesday's market to-day. There was a fair amount of buying, but at no better prices. Mr. Jas. Eskins took six or seven loads of fat stockers and "short keep" cattle for export at prices ranging from 3½ to 4c per pound. His purchases about took up all the offerings and terminated this season's trade in export cattle. In butchers' cattle there is no change to note. The demand continues fair for good animals and for these prices are well maintained. Inferior and common cattle, however, are dull and easy, ranging all the way from 2½c per pound up. Good to choice loads sold from 3 to 3½c per lb. The outside figure though was rather exceptional and was only paid for really good fat animals. A good supply of stockers came in and sold at the old price of from 3 to 3½c per pound. Messrs. Aikens & Flanagan purchased 200 cattle for the distilleries, averaging from 950 to 1,050 pounds, at these figures. Bulls were slow of sale, at from 1½ to 2c per pound.

Sheep and Lambs—Only 125 were offered, and trade was necessarily of small dimensions. The demand was not very active, however, owing to mild weather, and prices had an easy tendency. Sheep sold at \$3.25 to \$4.50 per head and lambs at \$3.25 to \$3.75 apiece.

Hogs—Market unchanged and easy at Tuesday's prices. Best light, fat hogs, weighed off car, sold at \$4.75 to \$5 per cwt., while store hogs were dull at 4 to 4½c per pound. Rough, heavy hogs were hard to sell at 4 to 4½c per lb. The mild, wet weather and liberal offerings were principal causes of the weak feeling—*Empire*, Nov. 12.

### Shut Up in a Bank Vault.

W. S. French says: "I noticed a news item in the papers the other day giving the experience of a bank cashier who had been accidentally locked up in his own vault, and being heard by the janitor was released after a few hours of torture. It made me shudder when I read it, for it recalled an incident in my own life. I was a clerk in the First National Bank of Louisville, Ky., at the time, and one evening, just at closing time, I took my hat to leave the office, and seeing a paper flutter on the edge of a shelf in the vault, and thinking it a deed we had been looking for, I stepped in to secure it. At the same instant the cashier, whose back had been to me, turned and closed the heavy door without even glancing in, as he supposed I had gone. I screamed, yelled and kicked, but the noise of closing and locking the safe completely drowned my voice, and the fact flashed across my mind that I was buried alive, for I knew the cashier would not be back till morning. I beat the door and screamed till I lost consciousness. When I came to, I found myself lying on the floor of the bank, while the cashier was dashing cold water into my face. The time was about nine o'clock at night. I learned that the cashier, when getting ready to retire, became impressed with the idea that he had failed to lock the vault properly, and it worried him so that he could not resist coming down to see. After getting there, he opened the vault and I was saved. My experience is all I want in that line. It has taught me what it is to be buried alive."—*St. Louis Globe-Democrat*.



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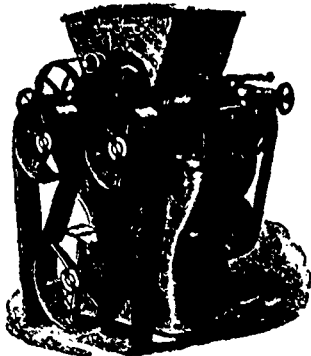
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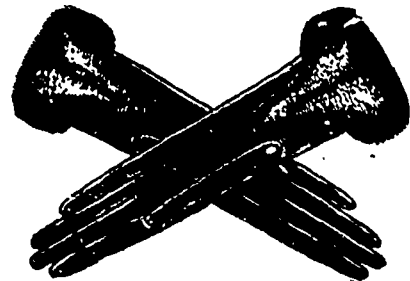
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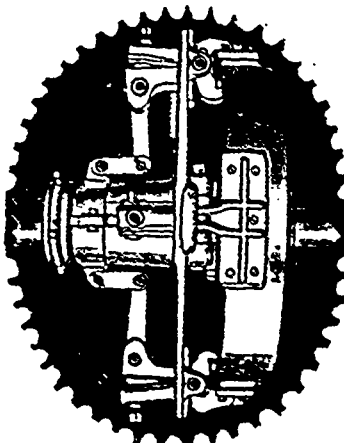
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WINNIPEG MARKETS.

(All quotations, unless otherwise specified, are whole sale for such quantities as are usually taken by retail dealers, and are subject to the usual reductions for large quantities, and to cash discounts.)

SATURDAY AFTERNOON, November 19.

**DRUGS AND CHEMICALS.**—Business in this branch is more of a light sorting nature at present, and the demand for heavy drugs is not brisk. Opium is firm, and likewise quinine. Balsam copaiba is higher outside. Senega root is higher. Chloride lime is easier, as is also canary seed. Quotations on another page have been carefully revised, and a number of changes will be noted.

**FISH.**—About the same varieties are to be had at steady prices. Whitefish are held at 8½c, lake trout, 9c; British Columbia salmon, 14c. In cured fish, haddies are offering at 10½c per lb. and bloaters at \$1.75 per box. Oysters, \$2 per gallon for standards and \$2.25 for selects.

**FUEL.**—There is no change in the situation yet as regards wood fuel, though lower prices are hoped for, but it is expected it will be a few weeks yet before any change can be made. At present prices for wood continue very high, and wood of all kinds is about as scarce as it has been for some time back. There is a difficulty in getting cars to bring in supplies. Now that winter has apparently set in, cordwood will be hauled out of the woods more largely, and if cars can be secured, it is expected that the supply will soon be more abundant and prices easier. Pure tamarac wood is not to be had, wood called tamarac being a mixture of pine, spruce and tamarac, and this is quoted in car lots on track here at \$5.50 per cord, the retail price delivered in the city being \$1 per cord more. Oak wood is held about the same as mixed tamarac. Poplar is quoted at \$3 to \$3.50 in car lots as to quality. Coal is unchanged at \$10.50 retail price delivered for anthracite. The winter's supply of anthracite is now about all landed at lake ports. A few cars are now being shipped daily from the new Souris coal mines, but the quantity does not go far toward meeting the demand. What is shipped goes principally to Winnipeg, Brandon and one or two other leading points. Two new drifts are being opened at the mines and a new 9-foot seam of coal has been struck. It is expected the mines will be sufficiently developed to allow of an output of 100 cars or more per day in a few weeks.

**GREEN FRUITS.**—Jamaica oranges are the principal sort of this fruit in the market. The few Floridas that have come forward show that the fruit has not reached a sufficient stage of maturity yet. Lemons are in rather light supply. New Messina Lemons are expected here next week, and in the meantime buyers are holding off as much as possible to await the arrival of this more favored variety. The varieties to be had are not plentiful and are not regarded with favor. Bananas are very hard to get. Owing to cold weather it is almost impossible to handle this fruit. The season for grapes, in everything but Malgas, is about over, though a few California grapes might still be scared up. Apples are firm for good fruit. Cranberries are lower.—Prices are: Jamaica oranges, \$6.25 to \$6.50 box; Viridilla lemons, \$3 to \$3.50 box; bananas, \$3.25 to \$3.75 bunch; California winter pears, \$4.50 per 40lb box; Ontario apples, \$3.50 to \$3.75 per barrel for fair to good fruit; Cape Cod cranberries, \$5.50 to \$9 barrel, and Malaga grapes, \$3.50 per keg.

**PAINTS, OILS AND GLASS.**—Business in this branch is now quiet. The busy season in the trade is over for this year, and the long dull season, which is the annual experience of this branch in this northern clime, has been entered upon. Dealers report that the past season's trade has been a brisk one with them, being one of the best years ever experienced here. Changes in prices will not now be of frequent occurrence, and in fact prices are little more than nominal in some lines, in the absence of business. Glass is very firm, owing to light stocks. On account of the cholera scare last

summer, importations were light, and stocks are accordingly low. There is some excitement in the local trade, owing to cutting by two or three manufacturers, who, it is said, have been selling even below cost. The other manufacturers have maintained their prices, and allowed those who were cutting to do the business. It is expected that this will have the effect of stopping the cutting, as the former business that is done at a loss, the sooner the foolishness of the thing will be apparent.

GENERAL WHEAT SITUATION.

Prices have continued low and without much change. On Thursday, United States markets were slightly lower. The visible supply statement showed an increase of 2,486,000 bushels for the week, making the total supply now 67,203,000 bushels, as compared with a total of 38,823,000 bushels a year ago. The corresponding week, a year ago, there was a decrease in the visible of 113,000 bushels. On Tuesday, prices were again slightly lower in the United States markets, due to lower cables and a large increase in wheat on ocean passage. The English visible supply was reported to have increased 691,000 bushels for the week. Prices made a slight recovery on Wednesday in United States markets. Duluth and Minneapolis received 835 cars of wheat between them for the day, and 338 cars on Tuesday. There was very little change in prices on Thursday, and no new features of interest. On Friday a terrific storm raged over a vast area of the western and northwestern states, cutting off all communication with the south. Duluth was the only point heard from, and prices there were easier.

**LOCAL WHEAT.**—Wheat was rather slower in movement this week, there being quite a falling off in receipts at country markets, as well as in rail shipments eastward. Still, there was a fairly large movement going on all around. The lighter deliveries in the country may be due to a decision on the part of farmers to hold the balance of their crops more generally for higher prices, as there was nothing in the weather conditions to affect deliveries. At some points, however, farmers' marketings were larger than during previous weeks, while some markets which were brisker earlier, showed a slackening up. A large quantity of the Manitoba crop (probably over one-half the total surplus) has already passed from the farms into elevator storage, or has been moved eastward. Manitoba farmers, in spite of low prices have kept full pace with the farmers south of the boundary, in their mad rush to market their wheat crop this year, and to this one fact may be attributed the very depressed state of wheat values. Such a large proportion of the crop marketed so early in the season was never known before. As regards the Manitoba crop, considerable of the wheat now in store is held on account of farmers. More grain is now beginning to go eastward all rail via North Bay, instead of via Fort William and the lakes. Wheat for Eastern Canada points may be shipped to North Bay for orders, but grain intended for export via Boston or New York, according to the decision of the railways, must be forwarded direct to these ocean ports. The closing of navigation is uncertain, but shipments via the lakes are drawing to a close. The rate from Fort William to Buffalo is quoted at 4½ to 5c on wheat. To eastern Canada points, lake and rail, 8 to 12c bushel. There has been no general change in prices in Manitoba markets. Prices for good to choice samples of hard wheat to farmers in Manitoba country markets range from 48 to 51c per bushel as a general rule. A lot of No. 3 hard sold on track Fort William on Friday at 62c. Stocks in store at Fort William on Nov. 12 were 1,512,247 bushels, being an increase of 236,269 bushels for the week. The movement to establish a system of storage elevators in Winnipeg is taking shape.

**FLOUR.**—While the mills are all doing a large business, millers declare that they are not mak-

ing any money, and this is attributed to the very low price of wheat. Wheat is remarkably cheap, and of splendid quality, but flour sales east and for export are claimed to be more than correspondingly low. In this case abundance of good and cheap raw material does not make money for the millers, and they say that if wheat was worth 75c instead of 50c a bushel, there would be more money in the business for them. Grain men talk the same way, to some extent, for though prices are very low locally, they are not low enough, compared with export values, to leave much margin for shipping. It is one of the general rules of trade, that when prices are very low, business is done on a smaller margin than when values are high or nominal. This is now claimed to be the case with the grain and flour trade, the margin being so small that sometimes a loss is made instead of a profit. Prices are quoted as follows to the local trade in small lots per 100 pounds: Patents \$2.05; strong bakers' \$1.85; XXXX 80c to \$1; superfine 65 to 70c. Less than 100 pound sacks 5c extra per hundred. Brands of some mills sell at 5 to 10c under these prices.

**MILLSTUFFS.**—Unchanged and in fair demand. Bran quoted at \$8.50 to \$9 and shorts \$10.50 to \$11 per ton.

**OATS.**—Rather easier locally. On the Winnipeg street market loads are taken at 20 to 22c, and 23c for milling samples. In Manitoba country markets prices range from 14 to 17c per bushel of 34 pounds. Cars on track at country points offered about 17c for ordinary feed quality.

**BARLEY.**—Dull and very low prices offered. Winnipeg brewers are paying about 25c per bushel for malting samples and feed quality worth on the street here about the same as oats. Cars on track feed barley offered about 19c country points.

**FEED WHEAT.**—Scarce locally, and bringing 25c to 30c per bushel for local use in the city.

**Ground feed.**—Best quality of grain chop brings \$13 to \$14 per ton, as to quality, and lower quantities \$11 to \$12 per ton.

**MEALS, ETC.**—\$2 is about the top range for best brands of rolled or granulated. Rolled and graduated oatmeal held at about \$1.95 to \$2 per sack; according to brand, and standard meal 5c lower, these being prices to retail traders. Cornmeal \$1.65 to \$1.70 per 100 lbs. Split peas \$2.60 to \$2.65 per 100 lbs. Beans, \$1.75 to \$1.80 per bushel. Pot barley, \$2.50 to \$2.60 per 100 lbs. Pearl barley, \$4.00 to \$4.20.

**BUTTER.**—Good butter is not very plentiful. Stocks in the city are light for this time of the year, and receipts are not coming forward freely. Prices have shown a further gradual appreciation, and really good round lots of country dairy would now command 18c per lb. Small lots of selected, 1 to 3c higher.

**CHEESE.**—Business in round lots of cheese is about over. Factories are believed to be about cleared out, and the weather is now too frosty to ship with safety. Jobbing dealers at 10½c to 11c as to quality.

**EGGS.**—Lined sold at 20c per dozen, called fresh scarce at 22 to 23c.

**CURED MEATS.**—Dry salt long clear bacon, 9 to 9½c; smoked long clear, 10½c; spiced rolls, 10½ to 11c; breakfast bacon, 13 to 13½c; smoked hams, 12½ to 13c; mess pork, \$16 to \$17 per barrel. Sausage quoted: Pork sausage, 9c; bologna sausage, 9c; German sausage, 9c; ham, chicken and tongue sausage, 9c per half-lb packet.

**LARD.**—Compound held at \$1.70 per pail. Pure at \$2.25 per 20 pound pail. In tins, 12 to 12½c per pound.

**DRESSED HOGS.**—Packers complain that our quotations last week for dressed hogs were too high. The range of prices as quoted by THE COMMERCIAL last week were paid, and about the same range has still been paid this week, but as we stated last week, the top price was paid by retail butchers for only a very few



hogs. This should be a sufficient distinction to be understood by shippers. Shippers who send a rail lot of hogs to this market cannot expect to get the same price all around that is paid by a city retail butcher for a single choice hog, taken from a farmer's wagon. The retail butcher will generally pay 40c, and sometimes almost 10c above the market price in quantities, for a choice hog bought on the street market from the farmer's wagon. While 67c and even 70c has been paid this week on the street, the real market value for rail lots of packing hogs is from 57c to 64c as to quality, choice medium fat bringing the top price, while offerings average heavier weights than is desirable.

**DRESSED MEATS.**—Beef steady at 50 for good city dressed, by the carcass, and some choice has been sold for 54. Country beef offering liberally on the market, and selling at 3 to 4 1/2, or about 4c for fores and 5c for hind quarters. Mutton 10c.

**POULTRY.**—Prices are easy and tendency lower. The quantity of Manitoba poultry offering is larger than in former years. Quotations are: Turkeys bring 10 to 12 1/2c per lb; ducks and geese, 9 to 11c; and chickens 8 to 10c as to quality.

**VEGETABLES.**—Potatoes have sold mostly at 30c. Following are prices at which dealers buy from growers on the market: Potatoes 30c per bushel; turnips 15 to 20c bushel; cabbage 40 to 60c dozen; celery 25 to 40c dozen. Onions 1 1/2 to 2c per lb. Carrots 30 to 40c a bushel; beets, 30 to 40c bushel; parsnips, 1 1/2 to 2c lb.

**HIDES AND TALLOW.**—Prices are not changed for hides. Country frozen hides are beginning to come in, and bring 3c, uninspected as they run. We quote: No. 1 cows, 3 1/2c; No. 2, 2 1/2c; No. 1 heavy steers, 5c; No. 2 steers, 4c; No. 3, 2c lb. Real veal 8 to 13 lb skins, 4 to 5c per pound, or about 40c per skin. Kips about same as hides. Sheep and lamb skins 50 to 55c each for recent take-off. Tallow, 4 1/2c rendered; 2 1/2c rough.

**WOOL.**—Offerings light. Dealers paying 9 1/2 to 10 1/2c for unwashed Manitoba fleeces, as to quality. Washed 15 to 16c.

**SENEGA ROOT.**—Firm and higher at 30 to 38c.

**HAY.**—Baled on track \$6 to \$6.50 per ton; loose on the street market about \$4 per ton.

**LIVE STOCK.**—Several train loads of cattle have gone eastward. One train load of Manitoba northwestern cattle went to Windsor, Ontario, distilleries, for fattening.

**Chicago Board of Trade Prices.**

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

Wheat was dull and easy on Monday, prices closing 3c lower than Saturday. Corn declined 1c and oats were 2 to 1c lower. Closing prices were:

	Nov.	Dec.	Jan.	May
Wheat	72 1/2	73 1/2	—	75 1/2
Corn	41 1/2	41 1/2	—	40 1/2
Oats	30 1/2	31 1/2	—	32 1/2
Pork	—	12 07 1/2	13 40	13 60
Lard	8 80	—	7 82 1/2	—
Ribs	—	—	6 52 1/2	7 00

Prices of wheat declined further on Tuesday. Opening about 1c lower prices declined 1/2 to 1c more, and closed 1 1/2c lower for December. May wheat was not as weak as December, and closed 3c lower. Corn declined 3c and oats were about 1c lower. Closing prices were:

	Nov.	Dec.	Jan.	May
Wheat	71	72	—	73 1/2
Corn	40 1/2	41	—	40 1/2
Oats	30 1/2	31	—	32 1/2
Pork	—	12 12 1/2	13 52 1/2	13 72 1/2
Lard	8 95	—	7 87 1/2	—
Short Ribs	—	—	6 92 1/2	7 10

Wheat made some gain on Wednesday, closing 2 to 3c higher, though the feeling was unsettled. Business was of a local nature and buying on a more liberal scale advanced the prices. Closing prices were:

	Nov.	Dec.	Jan.	May
Wheat	71 1/2	72 1/2	—	73 1/2
Corn	41 1/2	41 1/2	—	40 1/2
Oats	31	31 1/2	—	30 1/2
Pork	—	12 20	13 07 1/2	13 85
Lard	9 00	—	7 05	—
Short Ribs	—	—	7 02 1/2	7 20

On Thursday wheat was firmer on steady cables. There was not much change in values. December closed unchanged and May 1/2 higher. Closing prices were:

	Nov.	Dec.	Jan.	May
Wheat	71 1/2	72 1/2	—	73 1/2
Corn	41 1/2	41 1/2	—	40 1/2
Oats	30 1/2	31 1/2	—	32 1/2
Pork	—	12 85	14 00	—
Lard	—	9 46	8 17 1/2	—
Ribs	7 25	—	7 12 1/2	—

There was no wire from Chicago on Friday, on account of the great storm, but later it was learned that December wheat closed at 73 1/2c, and May at 79 1/2c.

On Saturday May wheat at Chicago opened at 79 1/2c; declined and closed at 79 1/2c.

**Duluth Wheat Market.**

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

Monday—November, 70c; December, 70c.
Tuesday—November, 69 1/2c; December, 69 1/2c.
Wednesday—November, 69 1/2c; December, 69 1/2c.
Thursday—November, 69 1/2c; December, 69 1/2c.
Friday—November, 69 1/2c; December, 69 1/2c.
Saturday—November, 69 1/2c; December, 70c; May, 70 1/2c.

A week ago November closed at 70 1/2c. and December delivery at 70 1/2c.

**Winnipeg Wheat Inspection.**

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

Grade.	Oct. 22	Oct. 29	Nov. 5	Nov 12
Extra Manitoba hard	1	0	5	0
No. 1 hard	30	21	39	23
No. 2 hard	155	168	183	100
No. 3 hard	42	49	75	64
No. 1 Northern	13	11	5	13
N. 2 Northern	32	21	14	14
No. 3 Northern	4	0	0	0
No. 1 White fyfe	6	0	4	1
No. 2 White fyfe	4	3	0	3
No. 1 Frosted	9	14	18	18
No. 2 Frosted	6	9	17	4
No. 3 Frosted	0	0	0	6
Rejected	68	49	64	40
No Grade	8	5	2	4
Feed Wheat	0	2	2	1
Total	377	352	403	276
Same week last year	254	630	430	617

**Live Stock Markets.**

A few cattle were still going forward from Montreal. At the East End abattoir, Montreal, there were between 600 and 700 head of cattle offering. The attendance of butchers was small, the demand slow and prices lower especially for inferior stock. A few head sold for 4c; but 3 1/2c was about the idea for the best class of cattle offering, while inferior cattle sold down to 2c and under. The 700 sheep and lambs offered sold slowly. Good lambs brought \$3.25 to \$4, and inferior \$2.25 to \$2.75. A few calves offered sold at \$4 to \$12.

Liverpool Cable of Nov. 14, says. The receipts of Canadian cattle here to-day were light and the general supply only fair, but prices did not show any improvement, 5d being the top figure for finest steers. Prices ranged as follows: Finest steers, 10c; good to choice, 9 1/2c; poor to medium, 8 1/2c; inferior and bulls, 5c to 6 1/2c.

**Fur Trade Prospects.**

Bach, Becker & Co., exporters of raw furs and skins, Chicago, under date of October 22, write as follows: Bear.—The finer grades of black, such as are suitable for boas and trimming purposes, have met with fair request in the United States, Canada and Europe, and suffered hardly the decline of 20 per cent. reported in the June sales on black bear, while brown skins, which held their own, were in

better demand on the other side. The coarse and lower grades, usually used for robes and rug purposes, are neglected, and no immediate chance for improvement. Large and complete specimens of silver tip, grizzly and polar bear, suitable for mounting, are likely to meet with favor and are apt to sell to good advantage to parties making extensive preparations for the exhibits in the World's Fair.

Beaver.—One of the most popular furs and of exceptional merit, has been neglected for some months, and although we notice more inquiry in the past few weeks for both pale and dark skins, prices, particularly on fall collections, will rule materially lower than a year ago, when there was a scarcity and a strong demand at the same time, and though it is generally presumed that large accumulations of this article are now being carried over, this is not likely to be the case, as the collection has been gradually diminished to scarcely one-fifth of what it was but a few years ago.

OTTER have sold very freely; Western, suitable for plucking and dyeing purposes have been particularly in good request, and in many instances have taken the place of seal and beaver. Southern, dark and suitable for natural use, have also shared liberally in the demand; and we look for the prices on this article to be fully maintained.

MIKSK sold well during the greater part of the season, but remained quiet during the summer months during which time, thanks to the designer for fickle fashion, this article was given a new sphere in the world of styles, in which the animal is reproduced in almost life-like form and worn as a neck scarf, besides other new tasteful varieties of wearing apparel, all of which combine to make mink a very popular fur. We are pleased to say that with this favorable turn there is a possibility that mink will sell excellently during the season, as stocks on hand have during the last two weeks been very much reduced.

SKUNK—Have successfully held their own against the best imitations made of opossum and raccoon, which for a time threatened to impair the value of this article, and prices for the more desirable classes remain firm, with good prospects for the future.

It is to be hoped that the quotations on this article during the coming season will not fluctuate oftener than the market itself, as it has certainly been most interesting to watch the various opinions of the market, as compared to its actual value during the last season. It will be remembered that our quotations on skunk (excepting the earliest collection of a year ago) did not vary more than 10 per cent. during the entire season of 1891-1892, while we have seen quotations issued at one and the same time, by different houses, varying all the way from 20 per cent. to 50 per cent. in point of price, some being limited to a certain time of shipment, others having the conditions of "large," "fine," "prime," "black," for which grade the remarkable price of two dollars was held out, while the highest actual market value at that time, based on a fair classification, was \$1.50.

RACCOON—have been bought freely from the beginning of the season, and this demand kept up right along for nearly all descriptions, from the heavy and rough skins suitable for dyeing to the medium and cheaper grades used for coat purposes, etc.; and it is in the latter branch of the trade that the larger part of raccoon, formerly bought by Russia and other European countries, were consumed. Stocks now on hand are exceptionally light, and we are of the opinion that prices for the coming season may perhaps rule somewhat higher than at the outset of last year.

OPOSSUM—have proven a general surprise, even to the closest observers of the trade, and as for demand have led all other articles on the list with the supply almost totally used up. To make any kind of prediction as to the ruling value of this article in the near future simply impossible, as opinions of the trade are

very much divided and the course of the market must therefore remain a matter of conjecture.

**Muskkrat**—have been neglected, and the available supply is consequently large, their former usefulness in the home manufacture of caps, linings, etc., having been gradually substituted by cheaper European furs, both in this and the old country, aside of the heavy duty imposed by Russia, which practically prohibits exportation to that country, which was formerly one of the largest consumers. We must therefore conclude that lower prices in muskrats will prevail from the outset of this season, unless they are benefited by the better demand for mink, for which they are the nearest substitute.

**Red and Gray Fox**.—The former have been fairly well consumed, being largely taken by the cloak trade; prices will likely rule again about the same as last season. While gray fox, after a long period of dullness, were in the early part of the season much inquired for, a reaction set in leaving a liberal supply in the hands of both dealers and manufacturers and prices will therefore open lower.

**Marten**.—The darker sorts being also used to some extent for neck scarfs, met with fair request, while the paler skins are rather neglected, though prices on both will likely remain unchanged.

**Lynx and Wild Cat**.—Both shared equal in a strong demand at the height of last season, and as a substitute for lynx, wild cats had reached a fictitious value, and as the latter did not prove profitable, prices gradually weakened until both have reached their former value.

**Wolf** also sold at higher figures, in sympathy with lynx and wild cat, and unless they are used for trimming purposes again, prices will rule materially lower, as we shall have to rely almost exclusively on the demand from robe manufacturers.

With the limited supply of certain skins, as mentioned above, we consider it advisable to let fall collections come forward as soon as possible, as they will sell relatively to better advantage than later on, when prime skins are given the preference.

### Montreal Markets.

**FLOUR**.—A good business has been in progress all round, at about former quotations, with a shading of prices in some instances. Sales of car lots of straight rollers have been made at \$3.45 to \$3.50 on track, and we quote \$3.45 to \$3.65 in car lots, broken lots charging hands at \$3.70 to \$3.80. Quite a lot of red dog flour has changed hands of late at 95c. to \$1.00 per bag, one lot selling as low as 92½c. on track here. There is very little enquiry for extra, as Newfoundland, the Maritime Province and Quebec do not want it as long as they can get good straight rollers at present low prices. A good volume of trade has transpired in spring patents and strong bakers, sales of the latter being reported in round lots at \$3.90 to \$3.95, smaller lots bringing \$4.00 to \$4.05. Medium bakers have sold all the way from \$3.40 to \$3.70. Regarding the export trade, Western mills are full of orders, which they cannot fill fast enough, owing to scarcity of cars on the one hand, and slow deliveries of wheat on the other, the latter being caused by bad roads of late. Some large orders of straight rollers are now being filled by Ontario mills direct to the trade in Newfoundland and the Maritime Provinces. The mills are also shipping to England. We quote prices nominally as follows: Patent, spring, \$4.20 to \$4.35; patent, winter, \$4.00 to \$4.15; straight, roller, \$3.45 to \$3.95; extra, \$3.05 to \$3.13; superfine, \$2.25 to \$2.95 fine, \$2.45 to \$2.60; city strong bakers, \$3.90 to \$4.00; Manitoba bakers, \$3.45 to \$3.90; Ontario bags, extra, \$1.45 to \$1.55; straight rollers, \$1.85 to \$1.95; superfine, \$1.25 to \$1.45; fine, \$1.05 to \$1.10.

**OATMEAL**.—The market has undergone very little change since our last report, although one or two mills are said to be cutting prices, by

offering to lay down car-lots of rolled and granulated at \$3.75 on track here. Three or four of the large mills, however, refuse to sell under \$3.85 per bbl. We quote jobbing prices as follows:—Rolled and granulated, \$3.95 to \$4.10; standard \$3.85 to \$4.00. In bags, granulated \$2.00 to \$2.05, and standard \$1.90 to \$1.95.

**WHEAT**.—No. 2 Ontario red winter wheat, which sold on this market about ten days ago at 76c. has been offered at 72c. within the past few days. Regarding Manitoba wheat, No. 2 hard has been sold at 60c at Port Arthur. No. 1 hard has been sold for January delivery, North Bay, at 89½c. to 90c., and No. 2 hard at 82c.

**Oats**.—Sales of No. 2 have been made at 32 to 32½c per 34 lbs, with more offering at the outside figure. The market is quiet under fairly liberal offerings both here and in the west.

**Barley**.—A lot of 15,000 bushels of malting barley was offered at 50c, but could find no buyer. A lot of choice malting was sold in the west at equal to 53c laid down here. We quote malting grades at 50 to 55c as to quality, and good feed barley is quoted at 42 to 44c. A lot of Manitoba feed barley was sold at 43c here.

**Mill Feed**.—Bran continues to meet with fair enquiry, and sales of car lots of Ontario have been made at \$13.50 and as low as \$13.00 to \$13.25 for other brands. We quote \$13.00 to \$14.00. Shorts are quoted at \$15.00 to \$16.00 and middlings at \$16.00 to \$17.00. Mouille is quoted at \$20.00 to \$24.00, with lower prices for inferior brands.

**Butter**.—Holders of creamery butter have realized by this time that prices here are too high to admit of business to any extent. Factorymen have been in the city during the past week or ten days trying to get 24c for their late make, but they find that buyers are not at all anxious to look at it at 23c. A ship per stated to-day that he would not place creamery for export at over 22½c, and dealers who supply the local trade say there is no profit in buying creamery at over that figure. A prominent dealer stated yesterday that he always lost money when he had to pay 23c and 24c for his full supply of creamery. It has invariably been found that when values reach 23 to 24c the demand falls off, never mind how small stocks may be. The high price of creamery has thrown the demand upon dairy butter, and a good business has been done therein both for the local and Newfoundland trade. Several sales of fine Western and Kamouraska have been made at 19c, and another lot of Kamouraska is being offered at 19c without meeting a buyer. Some holders, however, want 20c. We quote:—Creamery, choice fall, 22½ to 23c; do, good to fine, 21½ to 22c; Eastern Townships dairy, choice fall, 20½ to 21c; do, good to fine, 19 to 20c; Morrisburg and Brockville, 19 to 21c; Western, 16 to 19c. Roll butter.—Only a few lots are arriving, sales of which are reported at 17 to 19c for Western.

**Cheese**.—The market during the week has been quiet but decidedly firm, and buyers themselves acknowledge that in order to fill orders for finest western they would have to pay 10½c, while some holders of this class of cheese refuse to name anything under 10½c. Considerable business is reported in French Octobers at 10½ to 10¾c, and sales of underpriced goods have been made all the way from 9½ to 10½c as to quality. The statistical position in Canada is certainly favorable to holders, in spite of a full fall make and the fact that a few factories are still making cheese. The statement made by us last week to the effect that the bulk of the factories closed on October 15th should have read October 31st.

**Eggs**.—The market is steady under a good local and export demand, sales being reported to the local trade at 15½ to 16c for Montreal lined, and 17 to 30c for fresh held as to age. English demand continues good, and the shipments this week will be heavy.

**Pork, Lard, etc.**.—There is a good demand for new packed Canada short cut mess pork,

with sales reported in a jobbing way at from \$17 to \$17.50 per barrel, although some report business at \$16.75. Now Chicago mess pork is quoted at \$16.25 to \$16.50, although it could not be laid down from Chicago at under \$16.20. In lard there is a fair business reported, with sales of round lots of compound lard at \$1.32½ per pail, and we quote at \$1.32½ to \$1.40 as to quality. At these prices, however, the market is firm and the demand is improving. Pure leaf lard is selling fairly well at \$1.70 to \$1.80 per pail. Smoked meats are enquired for, but owing to the small receipts of dressed hogs there is quite a scarcity of breakfast bacon, which we quote at 11½ to 12c per pound. A good demand exists for hams at steady prices. We quote: Canada short cut mess pork, per barrel, \$17 to \$17.50; Canada clear mess, do, \$16.25 to \$16.75; Mess pork, American, new, do, \$16.25 to \$16.50; Extra mess beef, do, \$11.50 to \$12.50; Hams, city cured, per pound, 11½ to 12c; lard, pure, in pails, do, 8½ to 9c; lard, compound, in pails, do, 7 to 7½c; bacon, per pound, 11 to 12c; shoulders, per pound, 9½ to 10c.

**DRESSED HOGS**.—A bunch of fine hogs was sold at \$6.50 and choice fresh killed might bring \$6.75 per 100 lbs.

**DRESSED POULTRY**.—A good demand is experienced for turkeys, which have sold at 9c. to 9½c. and 10c. per lb. in cases. Chickens have been placed at 6½c. to 8c. as to quality and size of package, while geese are steady at 6c. to 7c.

**LEATHER**.—We quote:—Manufactures sole, No. 1, 17c to 19c; do. No. 2, 15c to 16c; waxed uppers, 22c to 26c; sp. its, Quebec, 11c to 12c; splits, Western, 14c to 17c.

**HIDES**.—Lambskins are a little higher, but other prices are unchanged. We quote:—Hides No. 1, 5c; No. 2, 4c; No. 3, 3c; tanners are paying 4 more lambskins, 75c; calfskins, 5c.

**Wool**.—Business is steady, but without any special features, and prices are unchanged. We quote:—Greasy Caps, 14c to 16c; B. A. scoured, 29c to 36c; North West, 15c to 16c; British Columbia, 15c to 16c.

**Apples**.—The local demand is slow, with car lots of choice winter varieties quoted at \$2.50 and fair to good \$2.00 to \$2.25 per bbl. The advices from England are rather discouraging, and Western men are asking for offers on quite a lot of stuff.

**Dried Fruit**.—We quote dried apples 5c to 5½c, evaporated 6c to 7c; dried peaches steady and meeting with good demand at 14c to 15c.

**Oils**.—The past week has been a very quiet one in Newfoundland cod oil, the only sale reported to us being a fair sized lot said to be at a shadow below 35c, and we quote 35 to 36c as to quality. In steam refined seal oil there is very little doing, the market being extremely dull, with prices nominally quoted at 35 to 36c. Cod liver oil is quiet at 69 to 65c.

**Pickled Fish**.—Green cod sold down as low as \$3.60 last week for No. 1. Holders, however, have stiffened considerably in their ideas since then, and it is said that nothing can now be had under \$4.25 for No. 1 and \$4.50 for large. Dry cod is quiet and steady at \$4.50 to \$4.75 per quintal. The cargo of Labrador herrings referred to last week has nearly all been sold at \$5.25 to \$5.50 per bbl., a good portion of it being placed for western account. Good large French shore herring have been sold at \$4.50, ordinary shore herring being quoted at \$4.00 to \$4.25.—Trade Bulletin, Nov. 12.

It seems that an unusually attractive Christmas number of *The Dominion Illustrated Monthly* is to be issued, and the public will await its arrival with interest. If the publishers' announcement be correct, the number will be a remarkably rich one, and speaks volumes for Canadian skill and enterprise. Its large colored supplements will be an especially strong feature, one of them—a 32-page work, illustrating the "Ups and Downs of Canadian Political Life"—will be eagerly looked for in view of recent events.



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*Manitoba Spring Trade, 1893.*

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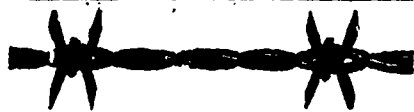
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Ungraded Wheat. Send samples  
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BRITISH COLUMBIA.

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

British Columbia Business Review.

November 14, 1892.

Business shows little or no change since last week. The effect of Christmas holidays is beginning to be felt just the least. But all lines are practically steady and unchanged.

One result of the coal combine reported last week is that a local dealer in Vancouver is importing from the other side, from New Whatcom, where a new mine has been opened up. That certainly looks like carrying coals to Newcastle; but at the present prices of coal the dealer claims he can make money and undersell his competitors.

There has always been a good deal of talk about steamship lines to Australia from here, and fast Atlantic steamers to Canada, etc., but never to the present has there been anything like an approach to a realization. However, Mr. Fullerton, the Superintendent of the C. P. R. Pacific Steamship Coy., has returned from the East with good news, his statements being confirmed by Mr. Van Horns a day or two later at Winnipeg. He states that orders have been placed with the Naval Construction and Armament Company of Burrow-in-Furnace, England, for two vessels similar in size and design to the Empresses which, when completed, will run in conjunction with those at present on the Vancouver China-Japan route. He also states that arrangements are being made for a fast Atlantic service, and that, when this is once inaugurated, the directors will consider the establishment of one to Australia.

Real estate in the cities is quiet. There, is however, a good deal of movement in outside properties and new town sites. On the Island the Canada Western railway is stirring up speculators and several new townsites are being offered on the east coast, Duluth on Duncan's Bay being the latest. Kalso in the Kootenay country is booming, while several new townsites have been put on the market in the Slokan district. A new townsite named Okanagan Falls, at the foot of Dog Lake in the Okanagan district, has just been placed on the market, and several other properties in the same district are being offered.

As will be seen elsewhere a movement is on foot to utilize the immense iron deposits in the province by the erection of blast furnaces, etc. What is at the back of it is not yet known, but, certainly, if it could be made successful it would mean a great deal for the province.

Most of the placer mines of the province have closed down for the season. Results will no doubt be a little disappointing, but so far as can be ascertained a great deal of preliminary work has been done in hydraulicing on some of the principal creeks and it is expected that next spring, all being well, there will be a rich reward for the labor and expense of this season. Perhaps more attention has been paid to placer deposits than ever before since the days of placer excitement.

A curious result of the establishment of no less than five large beer breweries in the province has been the appreciation of and demand for bottles. But a short time ago the shipments of bottled goods received always left plenty of "empties" for bottling purposes and to spare. People were glad enough to give them away to get rid of them. Now the demand for them is very great and Victoria brewers, it is said, are paying 25c a dozen for them, the output of local beer having restricted to foresee the rise in bottles a small fortune could have been made in cornering the supply of "empties."

A great deal of interest was taken here in the presidential elections of the United States, and the rejoicing was still greater when it was ascertained, what had been a general belief for some time, that Cleveland was elected. The significance of this almost universal sympathy with Cleveland, really is that his election means better trade relations with Canada, and a more friendly government to deal with. The election of Cleveland by such an overwhelming majority is itself regarded as the beginning of a tidal wave of reaction against McKinleyism.

It is understood that an American Company has bonded certain new properties on Texada Island, and will put men to work to develop them. Not only iron, but other mineral properties have been bonded, and of course, a good deal of interest is excited in the results of these transactions. Several years ago there was quite an excitement regarding Texada Island more particularly in regard to gold. Whether the attempts then made to determine the value of certain deposits were made under the very best auspices and under the best advice may be questioned. At all events, nothing came of it, but a number of owners of claims never lost faith in the island, which, from a mineral aspect, is certainly a marvellous one, in the combination of economic minerals of value and other deposits its displays, and something like another local excitement is probable. This island is regarded as tributary to Nanaimo, which now, in the language of a newspaper correspondent, boasts of having in the adjacent vicinity, coal, iron, copper, lead, silver, gold, fire clay, pottery clay, sandstones, granites, immense deposits of marble, limestone and nickel. The extent and value of the silver, gold and nickel deposits, of course, require to be determined by actual development, but as to the other minerals, etc., there can be no question as to their existence in large bodies. It is alleged that nickel has been found in veins from 8 to 60 feet in width, the ore of which is equal to that of the Sudbury mines, but of this THE COMMERCIAL cannot speak except from hearsay. It would seem, however, that the mineral resources of Texada Island and vicinity tributary to Nanaimo would some day lead to the establishment of other great industries besides coal mining, and that it is not to the interior of British Columbia altogether we must go for the riches of the earth.

B. C. Market Quotations.

SHIPPING.—The volume of shipping continues large. This is made in port is as follows:

Port.	No.	Tonnage.
Vancouver .....	6	8,963
Victoria .....	1	678
New Westminster .....	1	1,123
Nanaimo .....	7	9,735
Chemalms .....	1	1,636
Total .....	16	21,540

COAL.—J. W. Harrison writes as follows in reference to the San Francisco Coal market: The receipts for the past week consist of 22,968 tons from the coast mines and 7145 tons from Newcastle, Australia. Jobbers report an increase in the volume of business and an improvement in prices. Recent cable advices from England show an advance in coal freights of fully 50c. per ton within the past twenty days. Live reports from Australia are of the same character, freight quotations being much higher and tonnage scarce. Coal coal freights have also been advanced. Owing to this combination of circumstances prices of Coal have been forced upward, and there is every prospect of a still further improvement, as the fall trade, which is near at hand, will increase the consumption. No very marked advance, however, can be expected, as stocks on hand are quite heavy.

FRUITS, NUTS, ETC.—Apples are practically the only fruit in the market, except Japanese oranges, which are coming in freely. Quotations are: lemons \$3.50 to \$4.00; coconuts \$1.10 per doz; bananas \$3.75 to \$4; almonds 20c; walnuts 13c; filberts 15c; pine 20c; Virginia

peanuts 13c; California 10c; Brazil 15c; evaporated apples 17c; do prunes 10 to 13c; do peaches 18c; do peaches 18c; raisins \$2 to \$2.75; tomatoes 90c to \$1.10; pears \$2.15; grapes \$1.75. Cranberries imported are \$12; native stock is quoted at 8c per lb. Oranges are \$4 to 5.

Eggs—Are quoted from 21 to 24c per dozen.

SUGARS—Quotations for B. C. refinery stock are: D. y granulated, 55c; Extra C 55c; Fancy yellow, 55c; yellow, 45c; golden C, 45c; syrup, per lb. 4c; Kappa's syrups, 2 lb. tin, 15c; do, 8 lb. tins, 50c; do, kegs, 35c per lb.

DRESSED MEATS, LIVE STOCK, ETC.—Quotations unchanged. Live steers are quoted at 4c; cows, 3c; dressed beef, 7 1/2c; lamb, \$1.50 a piece; dressed, 55c; sheep, 55c; mutton, 12c; hog, 8c; pork, 11c; calves, 7c; veal, 11c.

FREIGHTS—Business is dull with ships seeking charters. Lumber freights from British Columbia or Pugt Sound are quoted as follows: Valparaiso for orders 36c 3d; direct port on west coast, South America 35c; Sydney 30c; Melbourne, Adelaide or Port Pirie 35c to 37c 6d. United Kingdom, calling at Cork for orders, 50c; Shanghai 42c 6d; and Yokohama 40c nominal. Coal freights are quoted: Nanaimo or Departure Bay to San Francisco \$1.75 to \$2; to San Diego or San Pedro \$2.25 to \$2.50.

FISH—Quotations are: Halibut, 8c; Salmon, 6 to 7c; codfish, 6 to 7c; flounders, 4 to 5c; sturgeon, 4 to 5c, sole, 10c.

VEGETABLES—The market is well supplied in all lines. California onions are quoted 1 1/2c per pound; B. C. onions 1 1/2c; turnips, beets and carrots, \$15 a ton; Fraser Valley potatoes average about \$14 a ton; and Ashcroft, \$18.

DAIRY.—First class dairy butter is worth 24c. Creamery remains unchanged, 20 lb tubs, is 29c and in 50 and 75 lb tubs, 28c. Manitoba dairy is 22 to 24c. Jersey creamery in tins is from 23 to 30c. Cheese is 13 1/2c and steady.

POULTRY, GAME, ETC.—Quotations are: Blue grouse, per pair, is worth 75c; pinta 1, 35c; mallard, 50c; teal, 20c; partridge, 50c; chickens, \$4.50 to \$5.50; ducks, \$6; geese, \$7; turkeys, 15c per pound, live weight. Venison, 5 to 6c per pound.

LUMBER—No change in the situation is reported. A very low rate for export is quoted. The following are schedule prices in cargo lots: Rough merchantable, ordinary size, in lengths to 40 feet inclusive, per m feet, \$9; deck plank, rough average length 35 feet per m, \$19; dressed T. and G. flooring, per m, \$17; pickets, rough, per m, \$9; laths, 4 feet, per m, \$2.

MEATS—Meats are quoted a trifle stiffer in the east, and the tendency in the local market is to higher prices. Quotations are: Wilshire cured ham, 15c; do backs 14c; do sides 14c; eastern hams 15c; bacon 14 to 14 1/2c; rolls 12c; smoked sides, 12 1/2c; long clear 11c; barrel pork, \$24; 3, 5 and 10 lb tins lard, 13c; 20 lb pails lard, 12 1/2c; 50 lb tubs lard, 12c; tierces lard, 11 1/2c. Commission agents quote American meats f.o.b. Victoria, duty paid as follows: Medium hams, 15 1/2c per lb; heavy hams, 15 1/2c; choice breakfast bacon, 15 1/2c; short clear sides 13 1/2c; and dry salt clear sides, 12 1/2c. Armour's white salt pure lard, 10 lb pails, 14c pr lb.

FLOUR, FEED, GRAIN, ETC.—Absolutely without change. Quotations are: Flour, Manitoba patents, \$5.65; strong bakers, \$5.30; ladies' choice, \$5.70; prairie lily, \$5.30; Oregon, \$5.55; Spokane, \$5.65; Eaderby mills—Premier \$5.65; three star \$5.25; two star \$5.25; oatmeal eastern \$3.40; California granulated in gunnies, \$4.35; National mill, Victoria, \$4.25; rolled oat; eastern \$3 to \$3.25; California \$3.75; National mills \$3.65; cornmeal \$3.10; split peas \$3.50; pearl barley \$4.50. Rice—The Victoria rice mills quote wholesale: Japan rice per ton, \$77.50; China rice do \$70; rice flour, do, \$70; chit rice, do, \$25; rice meal, do, \$17.50; chopped feed, \$31 per ton; bran \$19; shorts \$21; Man. oats, \$28; B. C. oats, \$26; wheat \$29 to \$32; oil cake, \$40; hay, \$16.



Wheat is quoted in car lots for feed No. 2 regular at \$22 to \$23 per ton; oats \$24; chop barley \$25. California malting barley, \$26 to \$27 f.o.b. in San Francisco. California chop, \$32 to 33. The Western Milling Co's quote bran in car lots \$19.50 per ton; shorts, \$20.50; mixed chop, \$25; rye, \$38, patent flour, \$4.60; strong bakers, \$5.30; Graham flour, \$4.40; B.C. wheat is quoted at \$29 to \$30 per ton, and oats at \$25; beans are 4c per lb. Hay is quoted at \$12 a ton on the river bank or \$12.50 placed on the scows.

#### Brief Business Notes.

Steamship Delaware is offered for sale.  
L. B. Trimmers, architect, Victoria, is dead.  
C. W. Monk, Osborne House, Victoria—closed up.  
The Occidental Hotel, Nanaimo, is offered for sale.  
E. A. Morris, tobacconist, has opened in Victoria.  
Fairon & Co., hotel, Vancouver, are succeeded by John Langwith.  
The Hudson Bay Co. on Monday, shipped \$2,000 worth of furs to England.  
John Ross will start a foundry in Vancouver to supply castings to the machine shops.  
The schooner Americans has left Liverpool consigned to Baker Bros. & Co., Vancouver.  
The News-Advertiser Co. of Vancouver have bought out the Vancouver Bookbinding Co.  
Bellamy Bros. have purchased the Wilson restaurant, Victoria, from Wm. K. Tullock.  
J. Hill has been appointed agent for the New York Life Insurance Co. at Wellington and vicinity.  
A local combine to raise the price of coal in Victoria to the old figure, from \$5.50 to \$8, is talked of.

Reports have been received of very rich finds of silver at Boundary Creek, Okanagan, almost pure silver.

The celebrated sealing schooner, E. B. Marvin, has been sold to R. Seabrooke, by auction for \$6,900.

The Victoria Rice and Flour Mill Co., is shipping 3000 sacks of flour to China by the Empress of Japan.

The plant of the Laura Hydraulic Mining Co., Rock Creek, is advertised for sale by the sheriff at suit of Blair & Co.

The Victoria firm of Kirschberg & Landsberg are sending a large private collection of Indian curios to the World's Fair.

A Haslam has resigned as Mayor of Nanaimo, having purchased the electric light works, which has a contract with the city.

The Empress of Japan took out a full cargo on Sunday, principally flour, and 380 Chinese passengers and about 40 in the saloon.

W. M. Wood, Chilliwack, has been appointed agent for the Ontario Mutual Life Assurance Co., in place of L. W. Paisley, resigned.

The Steamer Premier, which had been wrecked on the Sound, by collision with the Willamette, has been raised and towed to Victoria.

R. D. Kinmond, Vancouver, has been appointed representative for British Columbia of Robert Alexander, of Portland, Or., of the Portland Pressed Brick Co.

Samuel Matson and John Hyland have entered into partnership as insurance, financial and real estate brokers, conveyancers, etc., at 43½ Government street, Victoria.

Mr. Nevard, of Vancouver, has purchased D. McRae's interest in the butcher business of Chilliwack. The firm will henceforth be known as Campbell & Nevard.

E. B. Carmichael, President of the Union Steamship line of New Zealand, is negotiating for a line of steamers between Hawaii and Tacoma, Victoria and Vancouver.

The Lumsdon Dyking Co. have completed arrangements for the early prosecution of the work. It is expected that in the course of a few days reclaiming of the Sumas lands will be fairly under way.

Out of the 65 plans for the new government building submitted for competition, five have been selected as the most meritorious. F. M. Rattenburg, of Vancouver, architect, submitted one, and Thos. C. Sarby, Victoria, the other. A final selection will be made in about three months.

Notice is given in the *Gazette* that an application will be made at the next session of the legislature for an act to incorporate a company for the purpose of erecting furnaces and rolling mills; carrying on a general steel and iron business, mining, milling and ship building, and to provide a guarantee by the province of 5 per cent. per annum for 20 years on \$1,000,000 of the capital stock of said company, and for freedom from government and municipal taxation for a like period.

A Victoria exchange says: The method being adopted by many prominent owners of sealing schooners in San Francisco this year, in paying the hunters who have already signed for next season is as follows: \$1.25 each for 100 skins; \$1.50 each for 150; \$1.75 each for 175; \$2 each for 200; \$2.50 each for 250; \$2.75 each for 300; \$3 each for 400; \$3.50 each for 500; \$4 each for 600. This system is not liable to be followed among the local owners of sealing vessels. Their method will, it is understood, be to adopt the lay system, in which the hunters and owners have equal chances, their pay in both instances depending on the ruling price at time of sale. For instance, if the lay is 1.5 per cent. and the skin draws \$10 at the sale the hunter gets \$2. This system will no doubt be adopted by all Victoria owners.

### Business In British Columbia.

J. D. Carscaden, manager of the British Columbia business of Carscaden, Peck & Co., wholesale clothing, etc., Winnipeg and Vancouver, has been spending a week in Winnipeg. Mr. Carscaden thinks that the period of depression in British Columbia, which has been felt for the past year, is now beginning to lift, and he looks for a steady improvement in business there. Ordinary mercantile business he thinks has been rather overdone in British Columbia. There have been too many storekeepers, such branches having been crowded, while many profitable openings in other directions have been neglected. Notwithstanding the depression, the failures have been confined mostly to small dealers. The severity of the depression was due to a combination of circumstances over which the people of the province had no control, and no amount of forethought would have avoided it. While trade had been somewhat overdone at home, there were outside features, all happening at the same time, which greatly added to the dulness. The foreign demand for coal and lumber fell away; the salmon run was light and prices for last year's pack very poor, and the sealing industry was depressed by official restrictions. Added to these was the small pox epidemic which drove away the tourist trade and increased commercial stagnation. It is seldom that a country is obliged to meet so many adverse circumstances, all at once, but the province has passed through this remarkable combination of depressing features, with a comparatively light list of commercial disasters, thus showing that business in the province is on a good foundation. Mr. Carscaden regards the progress and development of the interior districts of British Columbia as the one bright feature of the present year's record. This has done a good deal to make up for the depression in other respects. The development of the mineral, agricultural and live stock interests of the interior he expects will continue to make good progress next year. This will help the coast cities very much, as business will not be so dependent upon the export trade in lumber, coal, etc.

### Grain Shipments via North Bay.

A joint circular has been issued by the Canadian Pacific, Manitoba and Northwestern and Great North-west Central Railway companies, regarding the shipment of grain, flour and millstuffs to North Bay for orders. It provides that shipments of grain, flour and millstuffs will be accepted (subject to the following regulations), consigned to "North Bay for Orders," when intended for "Domestic Consumption in Canada."

Shipping receipts must be qualified with the following words, "For Domestic consumption," and must be plainly endorsed "North Bay for orders," with the name and address of the consignee. This information must be carefully transferred to the way-bill for the information of North Bay agent, to assist him in giving notice of arrival and obtain prompt instructions for furtherance. All way-bills must be drawn at the current "all rail" Montreal rate.

Orders for furtherance of grain, flour and millstuffs from North Bay to New York and Boston for export at a through rate, will not be accepted. Shipments intended for export must be shipped direct to the seaboard under the tariffs and regulations provided for such traffic.

Twenty-four hours will be allowed shippers after the arrival of cars at North Bay to give instructions for final destination. After the expiration of this period a charge of \$2 per car per day will be made for detention. Orders for furtherance must be sent to agent C. P. R., North Bay.

In view of the large crop to be handled, agents and shippers are reminded that it is to the interest of all that the cars be loaded to full marked capacity. Agents will therefore impress on shippers the necessity for full loads. At the same time shippers must not load beyond the marked capacity of cars, as by so doing the safety of trains will be endangered.

Agents must see that shippers enter on shipping bills the correct weight of grain loaded in each car. This is important to prevent unnecessary clerical labor in correcting way bills at weight scale stations.

The maximum weight will be the stencilled capacity of the car. The minimum weight for standard 40,000 lbs. cars will be 36,000 lbs. Exceptions are flour bills, 30,000 lbs; bran and shorts, in straight or mixed carloads, 30,000.

The above requirements will be waived when cars having a less capacity than 40,000 lbs. are provided. In such cases actual weight, but not less than 24,000 lbs., will be accepted. Cars without stencilled capacity will be considered as having a capacity of 24,000.

### European Vineyards.

"According to a report compiled by the French Statistical Bureau," says the *Manufacturers' Gazette*, "the vineyards of Europe cover 22,976,902 acres. Italy comes first with 8,575,000 acres, followed by France with 4,592,500, Spain with 4,012,500, Austria-Hungary with 1,637,500, and Germany with 300,000 acres. The annual average production of the European vineyards is put at 2,652,300 gallons, Italy producing (in round figures) 697,000,000 gallons, France and Spain 608,000,000 each, Austria-Hungary 208,000,000, and Germany 51,000,000 gallons. Spain exports the most wine (200,000,000 gallons), but it is chiefly common wine, and it is estimated at only £12,000,000, while the value of the 56,000,000 gallons exported from France is put at nearly as much. Italy comes third with exports of 45,000,000 gallons, estimated at £2,800,000 while Austria-Hungary exports only 16,000,500 gallons, worth £1,720,000."

W. F. Teetzel, of Nelson, and G. H. Williams of Revelstoke, will open a drug store at Kaslo, B.C.

# Pure Highland Scotch Whiskies.

**THE FAMOUS  
LAGAVULIN DISTILLERY,  
ISLAND OF ISLAY,  
SCOTLAND.**

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

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

**ASK FOR THE LAGAVULIN.**

**MACKIE'S  
PURE OLD BLEND  
10 YEARS OLD.**

**GOLD LABEL**  
AS PATRONIZED BY ROYALTY AND THE LEADING  
PHYSICIANS

Sold only in the Northwest by:  
G. F. & J. GALT. RICHARD & Co.  
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INSURANCE COMPANY

AGAINST—

Accidents of all Kinds.

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Encourage Home Manufactures by  
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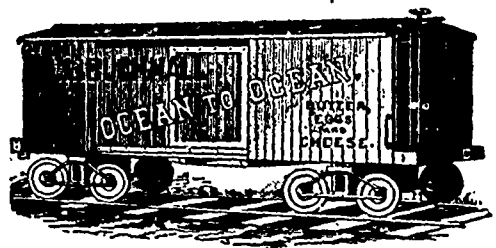
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**Bryan & Co**

WINNIPEG, - MANITOBA.

MUNROE & CO,  
Wholesale Dealers in  
Wines, Liquors and Cigars  
OF THE BEST BRANDS  
9th STREET, - BRANDON

**ROBIN & SADLER**  
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SPECIALTIES  
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—AND—

**Commission Merchant,**

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Cheese and Eggs Bought for Cash or  
Sold on Commission.

FIRST CLASS STORAGE.

ASK OUR TRAVELLERS FOR

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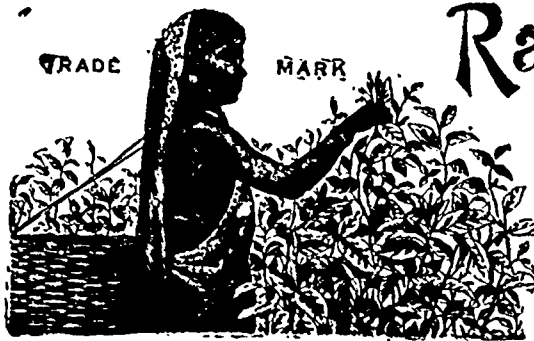
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**Pure Gold Manufacturing Co.**

31 and 33 Front St.,

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Western Sample Rooms: 482 Main St., Winnipeg, (Opp. Imperial Bank.)



**Ram Lal's  
PURE  
INDIAN TEA**

GUARANTEED ABSOLUTELY PURE  
AS MANUFACTURED ON THE  
GARDENS IN INDIA

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

**J. & T. BELL  
FINE  
BOOTS & SHOES  
MONTREAL.**

Representative for Manitoba, N.W.T. and  
British Columbia,  
L GODBOLT WINNIPEG McIntyre Block

**LAKE OF THE WOODS MILLING CO.  
LIMITED.**

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

Barrel 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.

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See it before Purchasing Spring Goods.

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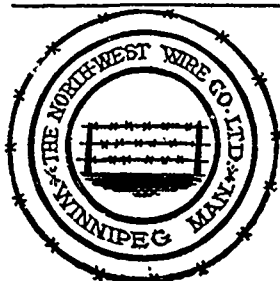
On our Mr. Towers return from Europe we will again show a full range of NEW CHOICE GOODS. Latest Styles. Wait please. Thanking you for past liberal patronage. Filling letter orders a specialty. Call and see us.

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7 VICTORIA SQUARE,  
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**Northwest Wire Co'y., Ltd.**

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— MANUFACTURERS OF —

BARBED WIRE, PLAIN TWISTED WIRE AND STAPLES.

A large quantity of Wire always on hand. Orders filled promptly. Send for our Samples and Prices before ordering elsewhere.

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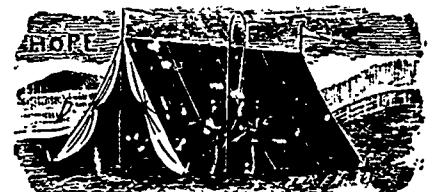
Gloves, Mitts, Moccasins

Canadian, American

— AND —

European Goods.

N.B.—Prompt Attention to Mail Orders.



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Tents, Awnings, Mattresses, Springs, Horse  
Clothing, Sporting Outfits, Moss,  
Fibre, Husks, Hair, Wool, Etc.

TENTS RENTED.

183 McWilliam St., - - WINNIPEG.

**St. Lawrence Hall**

MONTREAL, - - P.Q.

Every Attention paid to Guests. First-class in every Respect. Appointments Perfect. Graduated Prices.

## Coal Rates.

With winter closely approaching the coal question begins to assume a special prominence. In the Edmonton district fuel is obtainable in the shape of both wood and coal, in inexhaustible abundance, the only cost being the labor involved in preparing for use, and bringing to market. The question of how to secure a supply of fuel therefore does not exist in this district. But this same abundance gives rise to the question of how to profitably dispose of it to those less fortunately situated. The question of the export of fuel, both wood and coal, is as important to the Edmonton district, as the question of the import of one or both of these articles is to every other section of Manitoba and the Territories; for this is the only district in which both wood and coal exist so abundantly. As to the quality of both articles, the wood is the ordinary poplar of the west. The coal differs materially from that found in other parts of the west and therefore a more particular description is in order, particularly as it has been the subject of more misrepresentation in times past than anything else connected with the Edmonton district. As a stove coal for household use it excels all other western coals. It is clean to handle as anthracite, lights more readily and burns away entirely to ashes, leaving no shaly matter as does the Banff anthracite. It burns as briskly as the Lethbridge coal, giving as great a heat, and gives off absolutely no soot as does that coal rendering it unsuitable for use in parlor or dry goods stores, or any place where fabrics can be damaged by soot. For raising steam in stationary engines it cannot be excelled. The Edmonton electric light service is the most efficient in the Territories, as it could not be were the coal used in firing the engine not suitable for the purpose, for the evenness of the light depends upon the steam being kept up evenly. It is mined more cheaply than any other western coal, and has only one fault, that it will not stand frequent handling except in winter. The Calgary & Edmonton railway terminates immediately over one coal drift and there are six others immediately opposite on the north side of the river. And yet the shipments of coal from Edmonton last winter, were comparatively insignificant on account of the prohibitory railway rates. Three dollars a ton was the rate on coal from Edmonton to Calgary last winter. It has now been reduced to \$2.60 for 200 miles of haul, a little less than the coal can be delivered on the cars for, and a little more than it could be delivered for were the track extended to the river flat, as it should be. Although Edmonton coal is a good coal, its great recommendation is that it is cheap and abundant; just what the west needs; and when the railway imposes such a high rate upon its transport to market, it not only cuts Edmonton, but it cuts every part of the west where coal is used. Looking at the matter broadly, considering that the first necessity of the west is cheap fuel—that the cheaper the fuel the better country is to live in—that Edmonton can furnish the needed fuel more cheaply than any other point; it seems a strange policy that checks the export of coal from Edmonton by a heavy railway rate and brings in Pennsylvania coal at a rate far below.—*Edmonton Bulletin.*

## Consumption of Coal.

A statistician has lately been engaged in estimating the world's consumption of coal. He divides his figures into four groups, embracing respectively the quantity of coal used in heating steam boilers, in the production of gas, in the extraction of metals from their ores, and for household purposes. It may be taken he says, that the total steam engine capacity of the globe is equivalent to 10,000,000 horse-power, and that, having regard to the utilization of other fuels, the quantity of coal burned with the object of producing steam averages 4.4 pounds per horse power per hour, or an hourly aggregate of 12,000 tons. In all probability however, this is an under-es-

timate, as the efficiency of the world's steam engines is calculated by some to be 20,000,000 horse-power. With respect to the manufacture of gas, the hourly consumption of the illuminating aeriform fluid is given as 5,000,000 cubic metres, which would necessitate the distillation of at least 10,000 tons of coal per hour. More difficult to calculate is the consumption of coal for the production of power and heating gas; it may be estimated, our authority thinks, at 4,500 tons per hour. A large quantity of coal is used in the reduction of metals from their ores. It is calculated that in this way some 9,000 tons of the mineral are consumed every hour. A special estimate gives the quantity burnt hourly by works and factories at 5,000 tons. The most difficult calculation is that of the domestic consumption of coal. It is estimated at 55,000 tons per hour, or 1,320,000 tons per day of twenty-four hours. This figure, however, appears rather small; considering that in Great Britain and Germany alone the daily output of coal in recent years has averaged 600,000 tons, and that the extraction in all other countries may be reckoned as one and a half times this quantity.—*Black Diamond.*

## Wages in Hungary.

The daily wage of a regular hand at the Hungarian iron mines is only 32 cents to 40 cents, and of a temporary hand 28 cents. Boys are paid from 12 cents to 24 cents a day, and women from 12 cents to 20 cents. In the coal mines the wages are rather higher; men are paid from 43 cents to 60 cents a day, boys 20 cents to 28 cents, and women 18 cents to 20 cents. The wages in the iron mines are lower than those in coal mines, because the iron mines are all situated in populous districts where living is cheap. In all small mines tools and blasting materials are given free to the men, but in large mines the men have to pay the cost price of the blasting materials and light. The low rate of wages is astounding to the American mind, but when the cost of living is taken into account, the lot of the Hungarian miners is by no means so bad as appears at first sight. For instance, a very comfortable house can be obtained for \$2 a month. Three rooms such as could be obtained in a tenement house here at \$8 to \$10 a month, cost 60 cents a month there, and an attic can be obtained there at 20 cents a month. Wood and coal can be had on easy terms and in many cases gratuitously. Food and supplies are exceedingly cheap, and many mine owners sell their hands food at next to cost price. In many of the State mines a deduction from the wages of  $\frac{1}{2}$  per cent is made for a music fund. All Hungarians are natural musicians, and Hungary is the home of true and unaffected music.—*Black Diamond.*

## Montreal Grocery Market.

There is a good demand reported for sugar. Raws are steadily advancing, but the price of refined is unchanged at 4 $\frac{1}{2}$ c for granulated and 3 $\frac{3}{4}$ c to 4c for yellows. There are no new developments in regard to the action of the guild, and from what can be learned the matter is still in statu quo.

Syrup and molasses are moving fairly well. American syrup is quoted at 23c per gallon and Canadian at 1 $\frac{1}{2}$ c to 1 $\frac{3}{4}$ c per pound. Molasses are steady at 31 $\frac{1}{2}$ c.

The local tea market has been quite active during the past week, some 2,500 packages changed hands during the week at 15c to 22c, one broker selling a block of 1,700 for a New York house. Low grade Japans are very firm. The markets in Japan are closed and there are no low grades to come forward and the indications are that the houses who hold the small stocks on spot, which are estimated at 2,000 packages, will, before the turn of the year, make a good profit on their holdings. Blacks are very firm. Teas which could be bought in London at 5 $\frac{1}{2}$ d to 5 $\frac{3}{4}$ d two weeks ago are now held 1d higher, and packings, which were sel-

ling at 6 $\frac{1}{2}$ d, are now held for 6 $\frac{3}{4}$ d to 7d. One block of 2,000 packages were placed here before the advance and the purchasers are in a fair way to do very well on the deal. Pinguey gunpowders are in active demand. Two invoices that were consigned here for China account have been shipped to New York, better prices being obtainable in that market, and another lot of 250 packages has been sold in Chicago at higher than could be obtained in Montreal.

A fair movement is reported in rice both from the mills and wholesale houses. We quote: Standard, \$4 to \$4.20; Japans, \$4.50 to \$5; Patna, \$5 to \$5.50; Carolina, \$7 to \$8.—*Gazette.*

## Chicory and its Uses.

A chicory factory is being built near O'Neill, Nebraska, which is designed to prove of benefit to the farmers in that section by furnishing a market for a vegetable particularly adapted to that soil and climate. One's first thought of chicory is that it's only use is for the adulteration of a higher priced and more valuable article of commerce. That a large amount of chicory is used in the adulteration of coffee is true, but there are those who think the chicory itself preferable to coffee as a beverage and does not have the deleterious effects which sometimes follow the excessive use of that article. It is claimed that chicory does not effect the nerves like either tea or coffee and when properly prepared is really a palatable drink. In the country around O'Neill very many have used chicory in place of either drinks and speak in high praise of it. It is said that early frosts do not hurt it, a good crop being almost a certainty. It is scarcely probable that plain chicory will supplant coffee to any great extent, yet it may prove to be the drink for people whose nerves will not allow them to indulge in anything much stronger than hot water or milk. If so, a new industry for this part of the country may spring up.—*Black Hills Journal.*

## Railways of the World.

At the railway congress lately in session at St. Petersburg the railway mileage of the world was presented in tabulated form. This showed that the mileage, at the beginning of this year, was 167,755 in the United States, 14,032 miles in Canada, and 5,625 miles in Mexico and Argentine Republic. In Europe, the German Empire comes first, with 26,790 miles; France second, with 24,310 miles; Great Britain and Ireland third, with 22,685 miles; Russia fourth with 19,345 miles. Wurttemberg and Denmark are the countries which have made the least progress in the construction of railways since 1886, while in Asia, apart from the 16,875 miles of lines in India, the Trans-Caspian line recently constructed by the Russians is 895 miles in length, the Dutch colonies have 850 miles of railway, the French 65 and the Portuguese 34, while there are 125 miles of China and 18 in Persia. In Africa, the colony of Algeria and Tunis comes first, with 1,940 miles; the Cape Colony second, with about 1,880 miles; Egypt third, with 965 miles; Natal fourth, with 341 miles; while the Orange Free State has 150 miles, and other minor states about 300 miles. In Australia, the figures are 2,703 miles for Victoria, 2,275 miles in New South Wales; 1,645 miles for Queensland; 1,875 miles for South Australia; 401 for Tasmania; and 1,950 for New Zealand. These figures are from the latest obtainable statistics, and show a material difference from those heretofore given.

The Dominion financial statement for October shows a surplus of \$4,623,611. A year ago it was \$3,401,330. The total revenue for October was \$3,340,210; expenditure for October \$2,172,138. The capital expenditure for four months is \$1,364,537, as against \$1,192,948 in the corresponding period last year.

# O'LOUGHLIN BROS. & CO.,

## HEADQUARTERS IN WINNIPEG

# FOR CHRISTMAS GOODS.

Travellers now on the road. Mail Orders Carefully and Promptly Executed.

Wholesale Paper, Stationery and General Jobbers,  
AND STEAM PRINTERS.

134 and 136 Second Avenue North, WINNIPEG, MAN.

### Growth of the Great West.

The Mississippi river has 600 affluents whose courses are marked upon the map, and a drainage area of 1,257,545 square miles. The traveler, embarking upon a steamboat, can sail from Pittsburgh, 4300 miles, to Fort Benton, Mont., and from Minneapolis, 2200 miles, to Port Eads, on the Gulf of Mexico. Should he choose to extend his voyage to the head of navigation upon its forty-five navigable tributaries, his outward journey would exceed 16,000 miles, through 23 States and Territories of the Union.

This stupendous water system is equivalent to a land locked harbor, an estuary, or an arm of the sea, penetrating into the North American continent farther than from New York to Liverpool, with a coast line of 32,000 miles, having hundreds of populous towns and cities, and innumerable ports and havens, from which the agricultural and manufactured products of one-third of the arable surface of the United States can be shipped to all parts of the globe. The territory which it drains is considerably larger than central Europe. Lying wholly in the temperate zone, equally removed from the languors of the tropics and the rigors of the pole, its climate favorable to health and longevity, its calcareous soil adapted to every variety of agriculture, it is the region where the elements of prosperity are most abundant and stable, and the conditions of happiness most permanent and secure, among the habitations of men.

One hundred years ago, the pioneers from New England, the advance guard of the great column of Anglo-Saxon immigration that has during the interval marched to the Pacific, abolishing the frontier and conquering the desert, descended the western slopes of the Alleghenies into the valley of the Ohio and disappeared into its solitudes. Chicago, Cincinnati and St. Louis were outposts of civilization, exposed to the brand and the tomahawk. A few log huts, trading stations and mission-houses were scattered along the crumbling banks of the rivers and in the profound depths of the forests. There were neither highways nor public conveyances, commerce, agriculture nor manufactures; no schools, churches nor society; nothing but nature and its vicissitudes, the savage and his prey. From that unsurveyed wilderness, in less than a century, 21 States have been admitted into the Union, having an area of 800,000,000 acres, a population of more than 33,000,000, and wealth beyond measurement or computation. Sparsely inhabited, with rude and unscientific methods, its resources hardly touched, the States of the Mississippi Valley last year produced more than three-quarters of the sugar, coal, corn, iron, oats, wheat, cotton, tobacco, lead, hay, lumber, wool, pork, beef, horses and mules, of the entire country, together with a large fraction of its gold and silver. Their internal commerce is already greater than all the foreign com-

merce of the combined nations of the earth.

China supports 400,000,000 people upon an area smaller and less fertile. The civilization of Egypt, whose monuments have for 40 centuries excited the awe and admiration of mankind, was nourished by the cultivation of less than 10,000 square miles, in the narrow valley and delta of the Nile. The delta of the Rhine, and the adjacent lands reclaimed from the Zuyder Zee, less than 15,000 square miles, have long sustained the United Kingdom of the Netherlands, and given to a dense population wealth, comfort and contentment. The delta of the Mississippi, below its junction with the Ohio, richer than the Nile or the Rhine, exceeds the combined area of Holland and Egypt, and is destined, under the stimulus of free labor and the incentives of self-government, to build a fabric of society more opulent and enduring. Add to this the inexhaustible alluvion of the streams above, and the fertile prairies from which they descend, and the arithmetic of the past has no logarithms with which to compute the problems of the economic and commercial future of the west. It will be predominant in the development, not of this country alone, but of the hemisphere, and will give direction to the destinies of the human race.

When the first furrow was broken on the prairies of Illinois, there was not an iron ploughshare in the world. Men are yet living who might have seen the first steamboat on western waters, on her trial trip from Pittsburgh, in 1811, and who were in active life when the first passenger rode in a railway train, and the first telegraphic despatch was sent. The early settlers of Missouri had to depend on flint and tinder for fire. Most of the inventions in machinery, nearly all the appliances for comfort and convenience, were unknown to the pioneers of the west. Their victories were won with few of the methods and devices now regarded as indispensable in even the humblest walks of life. When its agricultural, mining and manufacturing resources are fully developed by steam and electricity, the Mississippi valley will support and enrich, without crowding, 500,000,000 people, and be not only the granary, but the workshop of the planet.—Chicago *Industrial World*.

### Alaska Pine.

The name of Alaska pine given to what has heretofore been known as Washington hemlock is apt to be confusing, as none of the lumber will come from Alaska—at least for a good many years. Alaska has a wood which it is not improbable may some day have a commercial value. This is known as Alaska cedar, but it has none of the characteristics of cedar. It is close grained wood, white, with a yellow tint, and much heavier than cedar. It is the wood used by the Indians of that region for the building of their canoes and is unlike any wood of more southern latitudes.—Minneapolis *Lumberman*.

### The Valencia Raisins Market

Although a very large quantity of Valencias was again advertised for sale on Wednesday, a really good demand prevailed, and by far the greater bulk of the fruit found buyers at very full prices. The position of this article is as difficult to forecast as usual, and it must be admitted that the American proverb of "Don't prophesy unless you know" holds good far more in the matter of Valencias than with any other article of produce. It may further be said of Valencias, that no one does "know," and therefore it is most unsafe for anyone to prophesy. The reports of those who are, or at least should be, best informed on the subject, differ so materially that the who's question is one of more or less doubt. There appears to be a consensus of opinion, however, that the crop in the close neighborhood of 30,000 tons, and that probably nearly two-thirds of it are by this time shipped, or in process of shipping. The nation which is responsible for the above mentioned proverb is, contrary to expectations, to a large extent responsible also for having kept the market as steady as has lately been the case. It has for some time past been accepted as an inevitable result of the McKinley tariff, that Spanish raisins would before long cease to be required in the United States; and it was expected that this season the demand for this country would have shown a very serious falling-off. Up to the present time, however, America and Canada have taken between 5,000 and 6,000 tons, and the latest reports from New York are to the effect that the prospects for future business are good. Two reasons have no doubt been at work to bring about this result: the first being the unusually good quality of the Spanish fruit, and the second, and probably the most important, the "ring" or "combination," which was entered into by those engaged in the Californian raisin trade to keep up prices to a fixed point during the early part of the season. While the operations of this ring remain in force there is a good chance for the Spanish growers to get in their fruit, and they are naturally taking every advantage of it in the full knowledge that without the American demand they would have to force off upon the older consuming countries a weight of fruit which would cause in them a serious and unusual depression. With the stock left over, and the vessels just at hand, there is an ample supply for the English markets for the immediate future, but it is reported that the quantity afloat is only limited, as, during the low prices of a fortnight or so ago, shipments fell off very considerably, the growers being unwilling at that time to send on more fruit for fear of causing a further depression in prices. It remains to be seen how far the enhancement of values which has since been brought about will induce the farmers and merchants in Spain to send on further important consignments, which will beyond doubt be required to meet the demand that prevails.—*Produce Markets Review*.

# Morton, Alexander & Morton

**Tanners, Curriers,**

—AND—

**BOOT MANUFACTURERS.**

Sole, Harness and Upper Leathers.

**BOOTS, SHOES AND BOOT TOPS.**

HIDES TANNED FOR ROBES, ETC.

Highest Cash Price Paid for Hides and Skins  
171 and 173 KING STREET,  
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**To the Trade Only.**

—We have a full assortment of—

# Rigby Tweeds in stock for Men's Suitings & Overcoatings

RIGBY CAPE and SPRING OVERCOATS, READY MADE

In a great variety of Patterns

(LETTER ORDERS SOLICITED)

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# Self Reliance.

Help yourself and you will either have others help you—or go up for thirty days. Reliance upon others is not to be recommended, but "The Reliance Cigar" sold by Tase, Wood & Co., is to be strongly recommended. Ten cents or three for a quarter, made from the finest tobacco, grown in Veulta Abajo district, Havana.

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Strong Bakers. Straight Bakers  
Superfine.  
BRAN. SHORTS.  
CHOPPED FEED.

# Grain Shippers

Correspondence from Cash Buyers Solicited.

# LEITCH BROS.,

FLOUR MILLS,

**Oak Lake, - Man.**

# James Carruthers & Co.

**GRAIN EXPORTERS,**

BOARD OF TRADE. CORN EXCHANGE.

**TORONTO, MONTREAL.**

# DICK, BANNING & CO

MANUFACTURERS OF

**Lumber, Shingles and Lath,**

DOORS AND SASH.

MILLS AT KEWATIN. OFFICE: OPPOSITE C.P.R.  
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### Importance of Obeying Instructions.

Several years ago, says an exchange, the Rothschilds held a large quantity of cotton in New Orleans which they instructed their agent in that city to sell when cotton should reach a certain price. The agent, believing that the price of cotton would go beyond the figure named by his employers, held on till he was able to sell it at a price which netted \$40,000 more than he would have got for it if he had obeyed his orders from London. He joyfully informed his employers of his success, supposing that they would share his satisfaction at the result. Imagine his surprise and chagrin when he received a reply saying in substance: "The \$40,000 you made by disobeying your instructions is not ours. It is yours. Take it. Mr. X., your successor, starts for New Orleans to-day." At first thought, this might seem like a strange proceeding, and that very few employers would object to receiving all they could get. But there is a principle involved which justified the action of the company. Supposing, instead of making the 40,000 by disobeying instructions, that amount had been lost. That was probably the view taken. It was not because of the gain or loss in this particular instance, but because of the loss of dependence in their employ, and the possibility of results from a future disobedience of instructions. It is always well to follow instructions, for, in that case, no blame for consequences is possible. The printer's rule, to "follow the copy if it takes you out of the window," is a pretty good rule to adopt in any business, and, if the agent follows instructions, he is safe in the event of any trouble which may be the result.

### New Board of Trade Building.

The new building erected by N. Bawlf, on Princess street, Winnipeg, in which quarters have been secured by the board of trade and the grain exchange, were taken possession of by these bodies on Saturday, November 12. The opening of the new rooms was made the occasion of something of a formal demonstration. Members of the board were out in force, and with a few invited guests made up quite a gathering of representative men of the city.

The Lieutenant Governor sent the following letter which was read:

GOVERNMENT HOUSE,  
Winnipeg, 12th November, 1892

MY DEAR SIR,—Illness prevented my accepting the invitation of the board of trade and corn exchange committees conveyed through you. In tendering my regrets, will you please intimate with what pleasure I remember that I was a member of our first board of trade here and how gladly I would have assented to their request for a brief address had I been able to be present to-day.

The union in one building of the two great commercial associations of our city seems to me very auspicious indeed, and testifies to the closeness of all our relations to the great industry of the province. Great questions such as the carriage of our products by land and water to the seaboard of the Dominion, and will among others, partially or wholly commercial, be submitted for the practical and experienced men of both boards, and great as these questions are to our material development, there are still greater ones which affect our well being, and even continuance, as a nation which may well engage the thoughtful attention of the members of your two great organizations. We live in a land which has been singularly blessed by God with richness and extent of agricultural soil, with timbered areas unrivalled in extent and quality; with coal on our east, west and Arctic coasts, and vast deposits of peat, petroleum and lignite elsewhere, with minerals (precious and economic) so widely diffused that Canada would be celebrated as a mineral country alone, did not our forests and fields claim pre-eminence as characterizing the Dominion. In view of these conditions of attraction we cannot be careless of that wave of European emigration

of which we have had as yet but a ripple, but may have an inconvenient deluge without some principle of selection be adopted. We alone on this continent have now free homesteads to offer, but they should only be offered to those who have proved their capacity in the land whence they came to aid us in our national development; and if it be a laudable work, that of building across this vast continent and between the two great oceans a Canadian nationality which has no bitter memories to recall and only love for the land whence it sprang. A race with that strength and manhood which comes of ancestral traits and our northern climate, then in the determination of these great questions I feel that the two associations can do much, and in wishing them both a happy union to-day let me add my earnest desire for a full measure of future prosperity. I am, sir, very faithfully yours,  
JOHN SCHULTZ.

C. N. Bell, Esq., Secretary.

President Steen made the following inaugural speech:

#### THE PRESIDENT'S ADDRESS.

It is now nearly fourteen years since the Winnipeg board of trade was organized under the Dominion act, and under the presidency of the late Hon. A. G. B. Bannatyne. Although there have been many changes in its membership during these years, there are still a few charter members connected with it, and some are still numbered among its most active adherents. It would be a lengthy undertaking to endeavor to follow this board through its career of usefulness, but enough is well known to the majority of the present membership to obviate any necessity for recapitulation. That its career has been one of great usefulness, no one will now question, and its founders, no matter how sanguine they may have been about the institution they were founding, could have had then but little conception, not only of the usefulness it has shown, but of the power it has wielded as a concentrator, crystalizer and purifier of public opinion in the Northwest.

Owing to political and other prejudices brought by many of us from our former homes in the east and across the Atlantic, too many of our Northwestern institutions have been at times perverted and manipulated to suit interests which should never have swayed them one way or other. In this respect the Winnipeg board of trade has been somewhat of an exception. Composed as it always has been of shrewd business men, combined together for purely business advantages and local trade gain, its membership have invariably risen above all outside prejudices, and discussed all matters at its meetings purely with the aim of promoting the real trade interests of the city in which it held its power, and the great country of which it was the pioneer trade organization. More than this can be said of the Winnipeg board of trade, and that is, that its policy has never been narrowed down by cupidity in which only the interests of trade in this city received consideration. Its membership have realized right along, that the trade interests of the city of Winnipeg and those of the great Northwest are inseparable, and the strongest efforts put forth by the board, and the greatest sacrifices in has made have been in connection with the burning question in which the whole prairie land was equally interested. It cannot be wondered at then, that the board has become practically the pivot of public opinion in the Northwest on all material questions. Its duties being confined to looking after material prosperity and advancement, it has been spared from being dragged into the different public questions affecting race, religion, or in fact any field where too often sentiment and prejudice take the place of reason and common sense. They have never done so in the deliberations of this board, and I may safely say never will; and while they are thus carefully secluded, the board cannot fail to maintain and increase its usefulness, its influence and its power. As to the adjunct of the board, known as the Winnipeg grain and produce exchange, whose daily

meetings are to be held in this hall; I think we can with pride boast of it as the biggest wallop of a baby institution connected with Canadian trade. It is scarcely five years old, and yet old enough to discard the skirts for a pair of pantaloons. It has been a sturdy infant from its birth, and never required a sucking bottle. Already its yearly aggregate of grain transactions is far in excess of that of any similar exchange in Canada; and it is not improbable that some of its youngest members may live to see it the greatest grain market of North America, and consequently of the world. Mr. Bawlf, Mr. Maulson, the Hon. D. H. McMillan and some others may remember the meetings in 1884, when a premature attempt was made to organize such an exchange. The attempt was premature but it gave root to the idea, and the present flourishing exchange owes no small share of its present prosperity and rapid growth since its establishment to the little premature attempt to organize the grain and produce business of this city.

It is singular that such an institution as the Winnipeg board of trade, with its fourteen years of usefulness, should be up to the present somewhat of a gypsy institution, without a home, and at times without a covering. I have seen within seven years when the board did not have a place for the safe keeping of its minute books, except in the secretary's possession, to be lugged by him backwards and forward to and from meetings. Within three years the board changed its place of meeting four different times, its fifth landing place being in the last rooms occupied in the city hall block. Even then it was more or less on sufferance, as more than one loud-mouthed demagogue has raised the cry against the board's occupancy of civic buildings, although they were not occupied without rent being paid. To-day we formally open these rooms, and let the outside world know that the Winnipeg board of trade and grain exchange have at last found a home in a building erected for their special use, and the office accommodation of members of both institutions. We congratulate ourselves upon being thus safely and permanently located and we feel assured that we will have the hearty congratulations of every person interested in the trade prosperity of the Canadian Northwest. We have now commodious quarters, sufficiently large to supply the growing demands of the exchange for several years to come. The building as I have stated has been constructed to suit the business carried on within its walls, and for comfort and convenience it cannot be surpassed, and reflects the highest credit upon Mr. Bawlf the proprietor, and Mr. Barber, the architect, who designed and superintended the erection and finishing of the work. To the friends whom we have invited to be present on the occasion, we extend a cordial welcome, and we ask you to join us in what we may term our house warming for such this formal opening of our new rooms really is. Among those present are representatives of several organizations, with whom the board has worked in harmony on different questions affecting the welfare of the community at large. With the city council the board has been closely linked in the past in a number of public undertakings, and lately when the terrible scourge of Asiatic cholera threatened invasion, the medical association of the city found in the board an enthusiastic ally. It is good to have this harmony, for the Winnipeg board of trade, useful as it may be, can have its sphere of usefulness greatly enlarged by union on points of public interest with other intelligent organizations of this city and the province at large.

Short congratulatory speeches were then given by Hon. Robt. Watson, provincial minister of public works; H. J. Macdonald, M. P. for Winnipeg; J. D. Cameron, M. P.; A. Atkinson, vice-president of the grain exchange; H. Swinford, general agent, N. P. R.; F. H. Mathewson, manager of the Bank of Ottawa; Dr. A. H. Ferguson, representing the Medical association; Mr. Dwight, the manager of the G. N. W., and Mr. Jenkins, manager of

the C. P. R. telegraph company; Mr. Scarth, Mr. Hoare, manager of the Imperial Bank; Mr. McGaw, manager of the Lake of the Woods Milling Co., and Mr. McIntyre, president of the Commercial Travelers' association.

Mr. Bawlf replied to the congratulatory references to himself, and expressed his pleasure at seeing so many gentlemen present interested in the building.

The meeting broke up with three cheers for Mr. Bawlf; and the company accepted an invitation to an adjoining room, where refreshments were served.

One of the most practical speeches was that of F. H. Mathewson, manager of the Bank of Ottawa. He made a few remarks on the superior banking facilities enjoyed by the people of this country, characterizing our banking system as one to be proud of, saying that no country in the world gave greater security to depositors, and referring to the branch system as a unique feature making provision that every town of a thousand inhabitants can have a bank, the benefits of which were being felt throughout the Northwest. He then proceeded to express his opinion as a banker, that it was very important in the interests, not only of the grain trade, but of the city that receiving elevators should be erected in Winnipeg. He said that the security frequently offered by customers to their bankers was not always satisfactory, and that if grain merchants were in a position to offer the warehouse receipts of a strong public company, they would have much less difficulty in financing their business than at present.

Mr. Mathewson's suggestion was well received, and several of the speakers who followed him emphasized his remarks, particularly Mr. Bawlf, who urged that the question should be taken up by the citizens, as this was the proper place for a system of elevators, as in the United States and elsewhere there were elevators at all the railway terminal points; also by Mr. Hoare, manager of the Imperial bank, who said he had long felt the necessity of centralizing the grain business in some way. Mr. McGaw, manager of the Lake of the Woods Milling Co., stated that within the last month he had had communication with people in the east who were spending money in the erection of elevators, with a view to the providing of elevator facilities here. He added that if he should fail, he felt sure that others would take the matter up and push it to successful termination.

### United States Crop Report.

The last official crop report, dated November 10th, is as follows:—The average yield for corn in the seven states are as follows: Ohio, 29 bu; Indiana, 28; Illinois, 25.8; Iowa, 29; Missouri, 28; Kansas, 23.3; Nebraska, 28.7. The average yield of buckwheat is 14.1 bu per acre. In New York, 14.7; Pennsylvania, 14.5; Wisconsin, 13.5; Iowa, 10.7.

The returns of November to the department of agriculture with those of October, indicate the yield of the year of the principal food products, and point approximately to the perfected estimates at the close of the year. The yield of corn averages by November returns 22 bu. per acre, and promises an aggregate production of a little more than 1,600,000,000 bu., while the other great grain, wheat, by the returns of last month pointed to a product based on acreage investigation nearly perfected, not exceeding 500,000,000 bu. with a possibility of shrinkage in the spring and a certainty of light weight.

In the northern states or the Atlantic coast the crop ripened well. In the middle states it was injured somewhat by excessive moisture, causing rot and mould, and in some districts it was shortened by drought. In Ohio the crop is well cured, but chad from drying too rapidly. The Indiana product is in good condition on early planted areas, and better than was expected on late planting and in view of the long continued drought. The local yields are extremely variable. There is much complaint

of lightness of ears and looseness in the cob in Illinois and the same variability in yield, in quality, etc. Some was injured by being cut and shocked too early. There is much chaffy corn and the average weight will be light. Iowa corn has ripened well, heavy frosts being delayed till the last week of October, but late planted is shriveled from the rapid drying of immature ears. Part of the crop is sound and good and a portion very light. The low lying areas were damaged irretrievably by the excessive moisture of early summer. Wet weather in spring and moisture in summer reduced quantity and quality in Missouri. The average in Kansas is reduced by the low yield of seed corn, which is, of course, included in the aggregate. Lower bottom lands here yielded better than uplands, as the season was too dry for a large part of the breadth, scorching winds in June injuring the crop materially. Nebraska corn, where early planted, ripening thoroughly. Some of the latest planting put in with the lister was plowed up and sowed to wheat. Variability of yield makes it difficult to fix average. In low places there was some injury from frosts.

The estimated yield of potatoes is 62 bu. per acre. It is 82 in Maine, 63 in New York, 60 in Pennsylvania, 62 in Michigan, 70 in Minnesota, 51 in Iowa and 47 in Kansas. The crop is almost everywhere light. The tubers are small, as a rule, and rotting considerably in New York and throughout the west. The yield of tobacco is less than last year, the average being reported at 682 pounds per acre of all kinds, against 748 last year. The average yield of hay is 1.17 tons per acre—nearly the same as in 1891.

### England's Decline in Wheat Raising.

The English Minister of Agriculture, Herbert Gardner, speaking recently at the Colchester Oyster Feast, had no remedy to offer to prevent what seems to be the gradual extinction of wheat growing in that country, or to make its cultivation more profitable to British farmers. He suggested that their farmers should devote their skill and energy to other farm products, such as butter, eggs, fruit, etc., which the imports exceeded 20 millions sterling per annum. This is, however, Beerboom's List comments, poor comfort to the ordinary wheat grower, because in the production of butter, eggs, fruit, and poultry, the competition from abroad is almost equally as keen as that in wheat from America.

### Wheat Supply Calculations.

The New York house of Clapp & Co. submitted some weeks ago a tabulated exhibit of the world's wheat production for a series of years, with incidental statistics. A revised statement has been published by this firm, the totals indicating the yearly production of wheat as follows:—

Year	Bushels
1881	1,935,432,000
1882	2,253,932,000
1883	2,051,775,000
1884	2,290,305,000
1885	2,090,475,000
1886	2,117,305,000
1887	2,293,325,000
1888	2,162,178,000
1889	2,060,221,000
1890	2,210,762,000
1891	2,353,807,000
1892	2,299,980,000

For periods of four years each, the earliest shows a yearly average of 2,149,000,000 bushels, the second 2,165,000,000, and the last 2,230,000,000. The indicated production this season is 54,000,000 bushels below the large exhibit for last year, and 70,000,000 above the average for the past four years. The estimated needs for the year for all the countries represented aggregate 2,232,000,000 bushels, or 15,000,000 less than the year's production, exclusive of available surplus from the preceding year. The estimated exportable surplus of countries having an excess is shown to be

371,000,000, and the requirements of importing countries 357,000,000, or 14,000,000 more of supply than the year's needs call for, exclusive of any previous available surplus. In the instance of the United States the crop is estimated at 519,000,000, which is understood to be the consistent deduction from official data; the home requirements are placed at 367,000,000, the exportable surplus 165,000,000—making a total of 532,000,000 bushels for distribution, implying a recognition of 13,000,000 of available surplus from the preceding year, which is probably about 15,000,000 under the mark.

If absolute reliance could be had in the data thus collated, in its entirety, it would be a strong argument against the likelihood of extreme prices of wheat this year, or even any very important advance over current values. But in view of the fact that such statistics can at least be but approximations, with considerable margin for error, there is some room for the view that with the extended use of the grain under current low values there may be a period in the last half of the year when the evidences of probable close marketing of all available surplus by the end of the year will be so emphatic as to give strength and a decidedly improving tendency to values.—Price Current.

### A Month of General Activity.

For a presidential year, and a holiday month, October has been one of the best, from a business point of view, than has been experienced in years. This has been in part due to the accumulation of September business, that had been delayed by the cholera, and in part to the heavy movement of the crops; and, in fact, in a measure to the Columbian celebrations themselves, which brought an immense passenger traffic to the railroads, although at low rates; and millions of people to town as buyers of goods, both at wholesale and retail. Hence the increase in business has been general and well distributed east and west from the two great centers of trade and attraction, New York and Chicago, to which money and crops were brought, and from which goods were sent in increased volume. Not only has this improvement extended to most branches of legitimate business, but it has also stimulated speculation for higher prices in railway securities, or rather stocks, on an expected increase of dividends, based on the larger volume of grain moved during the month, as well as in September, than for the same period a year ago. This has not affected the demand for, nor the prices of railway bonds, however, to any extent, as the latter cannot participate in the increased earnings. Yet this is a significant fact, as it indicates that our railway bonds are held by investors who regard them as safe, being no longer footballs of speculation, as American railway stocks still are, the former having passed out of the stage of doubt as to the certainty of the payment of interest. The only question now, as to the great bulk of our railway properties, being the amount of dividends they will pay on their capital shares, and not as to their ability to pay interest on their bonded debt. This is a marked improvement in the position held by our railway securities in public estimation, both at home and abroad, and the result is seen in the returning foreign demand for our dividend-paying stocks, both for investment and speculation, now that the sale of our securities held abroad to obtain food to make good the deficit in Europe's last year's crops, and to enable Austria to resume the gold standard has ceased.—H. A. Pierce in New York *Banier's Magazine*.

### Cotton Spinning in Japan.

According to the report of the Japanese Cotton Spinning Mills Association thirty-four spinning mills, representing 321,800 spindles, were at work during the first six months of the present year. During that period the quantity of yarn spun by these mills amounted to 41,133,791 pounds, giving employment to 5,420 men and 16,110 women.

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Pullman Palace Vestibuled Sleeping cars and Dining cars on express trains DAILY to

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Office Stationery, Envelopes and small orders not requiring Binding will be forwarded on day following receipt of mail order if received at office by 9 a.m.

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—TO—  
**Ontario & Quebec**

**\$40**

—and to all Points East of Montreal in—

**QUEBEC, NEW BRUNSWICK, NOVA SCOTIA**

At correspondingly low rates.

## TICKETS.

To all Points in the East on sale daily from

**Nov. 28th till Dec. 31st.**

(INCLUSIVE)

**GOOD FOR NINETY -:- DAYS**

With privilege of extension for any time required on payment of a small additional amount.

Stop overs to visit all your friends in the east.

Quickest route, direct trains—no change of cars. No examination and confiscating of baggage — Palace Sleeping cars, Dining cars, luxurious first class coaches and free colonist sleepers on all trains. Tourist sleeping cars to Montreal and Toronto weekly.

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

**ROBT. KERR,**  
 General Passenger Agent,  
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# NORTHERN PACIFIC R.R.

## TIME CARD.

Taking effect on Sunday, April 3rd, 1892.

(Central or 90th Meridian Time.)

North Bound			STATIONS.	South Bound		
Brandon Ex. Tues. Th. & Sat.	St. Paul Ex. Tues. Daily.	Miles from Winnipeg.		St. Paul Ex. Tues. Daily.	Brandon Ex. Mon., Wed. & Fri.	
2.20p	4.25p	0	Winnipeg	1.10a	1.10p	
2.10p	4.13p	3.0	Portage Junction	11.19a	1.20p	
1.57p	3.59p	9.3	St. Norbert	11.23a	1.38p	
1.45p	3.45p	15.3	Carlier	11.47a	1.48p	
1.28p	3.28p	23.5	St. Agathe	12.06p	2.08p	
1.20p	3.17p	27.4	Union Point	12.14p	2.17p	
1.08p	3.05p	32.5	Silver Plains	12.26p	2.28p	
12.50p	2.48p	40.4	Morris	14.45p	2.45p	
	2.33p	46.8	St. Jean	1.00p		
	2.15p	58.0	Letellier	1.24p		
	1.50p	65.0	Emerson	1.56p		
	1.35p	68.1	Pembina	2.00p		
	9.45a	123	Grand Forks	5.50p		
	5.35a	168	Winnipeg Junction	8.50p		
	8.25p	470	Minneapolis	6.30a		
	8.00p	491	St. Paul	7.05a		
	9.00p	533	Chicago	9.35a		

## MORRIS-BRANDON BRANCH.

East Bound.			STATIONS.	West Bound	
Freight Mon., Wed. & Fri.	Passenger Tues. & Sat.	Miles from Morris.		Passenger Mon., Wed., Fri.	Freight Tues. & Sat.
12.20p	2.20p	0	Winnipeg	1.10p	3.00a
7.00p	12.40p		Morris	2.55p	3.45a
6.10p	12.15p		Low Farm	3.18p	9.30a
5.14p	11.48a	10.0	Myrtle	3.43p	10.18a
4.43p	11.37a	21.2	Roland	3.53p	10.39a
4.00p	11.18a	25.9	Rosebank	4.05p	11.13a
3.30p	11.03a	33.5	Miami	4.25p	11.50a
2.45p	10.40a	39.6	Deerwood	4.45p	12.38p
2.20p	10.28a	49.0	Altamont	5.01p	1.05p
1.40p	10.08a	54.1	Somerses	6.21p	1.45p
1.13p	9.53a	62.1	Swan Lake	5.87p	2.17p
12.43p	9.37a	63.4	Indian Springs	5.53p	2.48p
12.19p	9.23a	74.0	Maricapolis	6.05p	3.12p
11.46a	9.10a	79.4	Greenway	6.20p	3.45p
11.15a	8.53a	85.1	Balder	6.35p	4.18p
10.29a	8.30a	92.3	Belmont	7.00p	5.07p
9.52a	8.12a	102.0	Hilton	7.36p	5.45p
9.16a	7.57a	109.7	Ashdown	7.53p	6.25p
9.02a	7.47a	120.0	Wavancia	8.06p	6.38p
8.15a	7.24a	129.5	Roun hwaite	8.25p	7.27p
7.33a	7.04a	137.2	Martinville	8.42p	8.05p
7.00a	6.45a	145.1	Brandon	9.10p	8.45p

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## PORTAGE LA PRAIRIE BRANCH.

East Bound.			STATIONS.	W. Bd.	
Mxd. daily except Sunday.	Mis. fr. M. & W. in. p.m.	Winnip.		daily except Sunday.	Sunday.
11.35a	0		Winnipeg	4.30p	
11.15a	3.0		Portage Junction	4.41p	
10.49a	11.5		St. Charles	5.13p	
10.41a	14.7		Headingley	5.20p	
10.17a	21.0		White Plains	5.45p	
9.25a	35.2		Rustace	6.23p	
9.06a	42.1		Oakville	6.56p	
8.25a	55.5		Portage la Prairie	7.40p	

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