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Capital \$5,799,200
 Rest 1,920,000

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BRANCHES IN GREAT BRITAIN—London, Glasgow, Edinburgh, and other ports. The City of London Bank (Limited), Liverpool, Commercial Bank of Liverpool.
 A general banking business transacted. Letters of Credit issued, available in China, Spain and other foreign countries.

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Bank of Ottawa.

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Capital paid up \$1,000,000
 Rest \$360,000

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 Robert Blackburn, Esq. George Hay, Esq.

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We receive accounts of corporations, manufacturers, firms and individuals on favorable terms.
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CIGARS!

Smoke the brands made by

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COLUMBUS, SELECTS & GONDOLeros

No better value in the market. Made at our factory in

WINNIPEG, - MANITOBA.

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 F. E. Brydges, Vice-President. E. S. Williams, Sec.-Treas.

THE VULCAN IRON COMPANY,

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BRASS & IRON FOUNDERS;

Light and Heavy Forgings, Engine and Boiler Works.
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GENERAL BLACKSMITHING,

All Kinds of Machinery.

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

INTEREST ALLOWED ON DEPOSITS.

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WHOLESALE DRUGS,

17 Owen Street, - - WINNIPEG.

A Full Assortment of Drugs, Patent Medicines
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DRY GOODS,

FANCY GOODS,

Smallwares,

TOYS, BEADS, &c

WHOLESALE ONLY.

Cor. Bannatyne & Princess Sts., Winnipeg.

RICHARD & CO,

Importers and Wholesale Dealers in

Wines, Spirits and Cigars

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IMPERIAL BANK OF CANADA.

CAPITAL (paid up) \$1,500,000.00
 REST \$600,000.00

E. S. HOWLAND, President. T. A. MERRITT, Vice-President

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BRANCHES IN THE NORTHWEST.

Winnipeg, C. S. Hoare, Manager

Brandon, A. Jukes, "

Calgary, S. Barber, "

Portage la Prairie, N. G. Leslie, "

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Correspondents—London & Southwestern Bank, Man-

chester & Liverpool District Banking Co. (Limited). E.

W. Yates & Co., Liverpool.

The Western Canada Loan & Savings Co.

CAPITAL, - - \$1,400,000.00.
 RESERVE FUND, - - \$800,000.00.

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 BRANCH OFFICES: Winnipeg, - W. M. Fisher, Manager.

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 MORTGAGES, MUNICIPAL DEBENTURES & SCHOOL
 DEBENTURES purchased. Scrip held for use of Clients.
 Clients title deeds are not sent out of the Province but
 are lodged in the Company's vaults at Winnipeg, where
 they may be examined at all times. Agents at all principal
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 For further information write to the Manager of the
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W. N. JOHNSTON & CO.,

Importers and Dealers in

Leather, Findings, Plasterers' Hair

HIDES AND OIL.

23 and 25 Alexander St. West, Winnipeg

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REGINA, N.W.T.

Wholesale Druggists

Dealers in Drugs, Patent Medicines,
 Toilets, etc., etc.

We carry the largest CIGARS and Tobaccoists' Sun-
 line of dries in the West.

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70 ST. PETER STREET, MONTREAL.

A FULL ASSORTMENT OF

INDIAN, CEYLON, CHINA AND JAPAN

TEAS.

We make a specialty of CEYLON and INDIAN Teas,
 and carry the largest assortment of any House in the
 Dominion.

Represented in Manitoba, Northwest Territories and
 British Columbia, by

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RUBLEE, RIDDELL & CO

Commission Merchants

AND IMPORTERS OF

Green and Dried Fruits.

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WINNIPEG.

HENDERSON & BULL,
 WHOLESALE COMMISSION MERCHANTS
 ESTABLISHED 1882.
 41 BANNATYNE STREET EAST, WINNIPEG.
 AGENTS FOR
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 Sugars and Syrup.
 THE EDWARDSBURG STARCH Co., Ld. Montreal
 Starch, Etc.
 THE CANADA JUTE Co., Ld. Montreal
 Bags, Jute and Cotton, Hessians, Twines.
 (Millers and Grain Merchants supplied at lowest prices.)
 LONGFORD LUMBER COMPANY, Orillia
 Pails, Tubs and Woodenware.
 SIMCOE CANNING COMPANY, Simcoe
 Canned Goods.
 CUDAHY BROS. Milwaukee
 Lard, Pork and Smoked Meats.
 PIONEER OATMEAL MILLS, - Portage la Prairie
 Oatmeal, Pot and Pearl Barley.

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The Ames, Holden Company,

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Dealers in

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 WINNIPEG.

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PORTER & RONALD,

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GLASSWARE

LAMPS, CHINA

CHANDELIERS,

CUTLERY,

SILVER-PLATED WARE & FANCY GOODS

330 MAIN ST., WINNIPEG.

GROCERS, ATTENTION!

ASK FOR THE CELEBRATED

"Reindeer Brand"

CONDENSED MILK,

Condensed Coffee and Milk,
 Condensed Cocoa and Milk.
 THE BEST IN THE MARKET.

FOR SALE BY ALL WHOLESALE GROCERS.

MANUFACTURED BY THE

Truro Condensed Milk & Canning Co. Ld
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HENDERSON & BULL, Agents,
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MILLER, MORSE & Co

WHOLESALE

Hardware,

Cutlery,

Ammunition,

Guns, etc.

Princess St., WINNIPEG.

J. H. ASHDOWN,

Wholesale Dealer & Importer of all kinds of

Shelf and Heavy Hardware,

STOVES AND TINWARE,

PAINTS, OILS AND GLASS,

RAILROAD and MILL SUPPLIES,

The Trade furnished with our Illustrated
 Catalogue on application.

Corner Main and Bannatyne Streets.

WINNIPEG.

Cornell, Spera & Co.,

WHOLESALE IMPORTERS OF

MEN'S FURNISHING GOODS,

Smallwares, etc.

MANUFACTURERS OF

Overalls, White and Regatta Dress
 Shirts, Flannel, Cotton & Tweed Shirts

Our stock for the coming season is replete with all the
 Novelties. The inspection of buyers cordially invited.

CAMPBELL, SPERA & CO.,
 27 PORTAGE AVENUE EAST,
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H. A. Nelson & Sons

TORONTO —AND— MONTREAL

DIRECT IMPORTERS AND
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Fancy Goods and Toys.

ALL THE NEWEST NOVELTIES

FROM THE

European and American Markets.

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

FIRST ARRIVAL!

PRIME NEW VALENCIA RAISINS

1,000 Boxes now in Store.

ALSO NEW CANNED GOODS.

New Season

*Japans, Congous
 and Indian Teas.*

LYON, MACKENZIE & POWIS,

WHOLESALE GROCERS;

Cor. McDermot & Albert Sta., WINNIPEG

Redwood Brewery

Fine Ales, Extra Porter
 and Premium Lager.

Most Extensive Establishment of
 the kind in Western Canada.

Edward Drewry,

PROPRIETOR,

WINNIPEG. — MANITOBA.

Highest cash price paid for good
 Malting Barley.

Benny, Macpherson & Co.

SHELF AND HEAVY

HARDWARE,

METALS, Etc.

388, 390 & 392 St. Paul St, MONTREAL

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To whom all enquiries should be addressed

The Commercial

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

Seventh Year of Publication.
ISSUED EVERY MONDAY
SUBSCRIPTION, \$2.00 PER ANNUM.

ADVERTISING RATES.	
1 month weekly insertion.....	\$0 20 per line.
3 months, do	0 75 "
6 " do	1 25 "
12 " do	2 00 "

Transient advertisements, 10 cents per line each insertion.

Blue Book and Job Printing Departments.

Office, 4 and 6 James St. East,

JAMES E. STERN,

Publisher.

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

WINNIPEG, APRIL 1, 1889.

THOS. WHITEHEAD, general storekeeper, Neepawa, Man., has assigned.

SPENCER & PERKINS have opened in the dry goods line at Nanaimo, B.C.

Mrs. AND Miss FOX will open a fancy goods store at Portage la Prairie, Man.

CUMMINGS & Co., groceries and liquors, Winnipeg, will go out of the liquor department.

KILLBNEY, Man., is to be made a port of entry for stock coming from the United States.

STRACHAN & Co., lately from Winnipeg, have opened in the dry goods line at Morden, Man.

THE Port Arthur board of trade has purchased Daniel's block, for \$3,500, for board purposes.

HOLLAND, Man., and Saltcoats and White-well, Assa., have been made money order offices.

SCHMIDT & BUSS, wholesale dealers and jobbers in fish, Winnipeg, have dissolved partnership. F. F. Schmidt retires, and J. B. Buss continues the business.

VANCLAROOM & RENWICK, general merchants, Arden, Man., have taken W. T. Clark into partnership under the the style of Van-Claroom, Renwick & Co.

P. MCCONNELL, flour and feed, etc., Deloraine, Man., has taken P. Guilmette into partnership. They have rented new premises and will do business on a larger scale.

THE Regina board of trade has passed a resolution urging upon the Dominion Government the importance of the immediate construction of the Regina & Long Lake Railway.

WM. BLACK has been appointed by the Macleod board of trade, to go east in the interest of immigration to that district.

A. O. HASTINGS, who has for some time represented the Ogilvie Milling Co., Winnipeg, on the Pacific coast, was in the city last week.

JOHN MAIR, of Carleton, Saskatchewan, purposes moving to Moose Jaw, Assa., says the Prince Albert Times, where he intends starting business.

BYRDON & MCINTOSH, musical instruments, sowing machines, etc., Winnipeg, have dissolved partnership. W. A. McIntosh continues the business.

THE Winnipeg water-power bill to permit of the utilizing of the water-power of the Assiniboine river at Winnipeg, has passed its third reading at Ottawa.

BLUE sandstone of an excellent quality for building purposes has been discovered in the Turtle Mountain, Deloraine district. It is said to be in abundant quantities.

C. CLIFFE, bookstore and proprietor of the Mail newspaper, Brandon, Man., lately burned out, has bought out the business of J. E. Hunter, books, stationery, etc., Brandon.

CHALMERS BROS. & BETHUNE, hardware dealers, Manitou, Man., have rented a building at that place and filled it with an assortment of agricultural implements from the works of the Patterson & Bro. Co.

DAWSON, BOLE & Co., the enterprising wholesale dealers in drugs and medicines, of Regina, will extend their premises by connecting an adjoining store with their present quarters. The addition will be stocked with fancy goods.

THE Manitoba Mortgage Company at its annual meeting held in London, England, on Wednesday, declared a dividend for the year of four per cent. Prospects were said to be decidedly improving and events justify a reconstruction of the Company.

J. STEWART, A. Wright and others have purchased the plant of the Portland Cement Company, Winnipeg. They have also bought out the lime kiln at Little Stoney Mountain, and purpose going extensively into the manufacture of pottery and building material.

HUGH MACKAY, who in company with J. Densmore, opened a boot and shoe store at Regina a few weeks ago, was found dead in bed one morning last week. Mr. MacKay started the Colonization store at Regina in 1882, and afterwards formed a partnership with Wm. Cruickshank. He retired from this business about a year ago.

THE bulk of the grain in Horison's elevator at Carberry, Man., burned recently, belonged to the Manitoba Milling Company. The company had about 7,000 bushels, and is supposed to be well insured. Horison had \$2,000 insurance on the elevator, but may not recover his full claim, owing to a mistake in having the insurance on the building only, and not on the fittings. The Adam Mackenzie who had about 900 bushels of grain in the building, was a farmer in the vicinity and not Mackenzie of Brandon.

J. B. FERGUSON, stationer, etc., Winnipeg, who lately bought out the business of G. C. Mortimore here, will move into the McIntyre Block, where he has leased premises. This will give him a very much better stand than the one at present occupied.

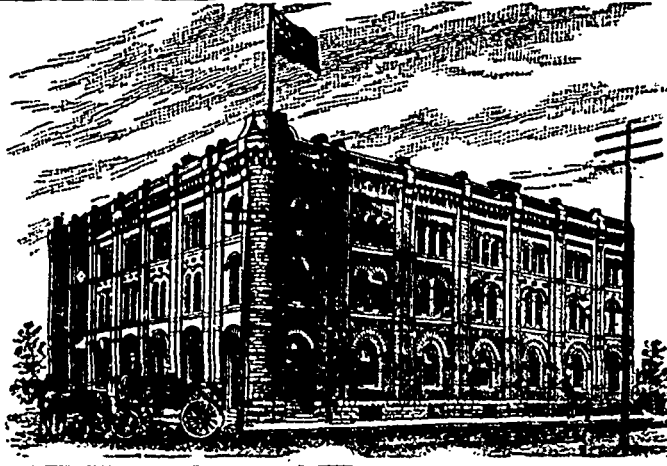
MANITOU Mercury: Seeding has been general throughout the district this week. One farmer near Manitou had three seeders at work on his field on Thursday. The weather has been so favorably and the ground is in such splendid condition for sowing that farmers are very much encouraged and anticipate an abundant harvest and a profitable season.

AT the annual meeting of the Royal Soap Manufacturing company, of Winnipeg, held on Monday the following directors were elected: W. R. Allan, president; S. A. D. Bertrand, vice-president; M. Bull, managing director; L. S. Hill, secretary-treasurer, and H. F. Despars. This progressive local institution is steadily coming to the front, and it is now in a better position than ever to handle the trade of this country. It will be noticed that M. Bull is now the managing director, and his accession to the company will give it additional strength.

A MEETING of the Winnipeg Grocers' Association was held Thursday evening in the Odd-fellows hall. Thirty-one members joined the association. The report of the committee on constitution and by-laws was presented; A board of directors was appointed, consisting of W. Hunter, president; A. R. Christie, vice-president; C. D. Anderson, treasurer; A. Thompson, secretary, and J. B. Bell, A. Hardy, J. W. Horne, Philip Marion, Thos. Huntly, W. Cummings and John G. Hargrave. Committees were struck, one for each ward of the city, to wait on the grocers who have not yet joined the association. The association adjourned for one week, to meet then in the committee room, civic offices. It was decided that the regular meeting should be held on the second Thursday of every month. D. West gave notice of a motion to be brought up next week for closing shops at 8 o'clock.

THE last Canadian Gazette contains a report of the late annual meeting, in London, England, of the Bank of British North America. The chairman said: "We are able to declare a dividend of forty shillings per share—that is at the rate of 4 per cent. for the half-year, which, together with the 3½ per cent. for the previous half year, makes 7½ per cent. for the whole year. At the same time we possess a reserve fund amounting to £250,000. I think, therefore, that I may say that this is not an unsatisfactory report. We have opened one new branch at Brandon, west of Winnipeg. I may say that Winnipeg is already bearing good fruit, our branch there having now been opened two years. I hope that Brandon may also be of use to us. I think I can honestly say that we are doing a prosperous, sound business all round." The reserve fund has been increased from £241,348 a year ago to £250,000; deposits and current accounts increased from £1,419,297 to £1,939,705; bills payable and other liabilities increased from £1,333,136 to £1,615,458; cash in hand from £367,283 to £528,078; cash at call £560,492, making a total of £1,089,170.

GOODS SOLD TO THE TRADE ONLY.



GOODS SOLD TO THE TRADE ONLY.

G. F. & J. GALT,
DIRECT IMPORTERS
TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES
 CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

British Columbia.

A fire in Victoria destroyed King's bakery. Loss \$100, fully insured.

T. L. Brown & Co. have opened a gents, furnishing store at Nanaimo.

Local competition in coals at Vancouver has brought the prices down from \$10 to \$6.50.

The steamer Barbara Boscowitz was sold at Victoria under mortgage for \$20,000, R. Johnson of Nanaimo being the purchaser.

Real estate keeps on the move with a steady upward tendency in prices, says the Westminster *Columbian*. Foreign capital is being invested in city property.

Dempsey & Parrott, restaurant keepers, Nanaimo, have dissolved partnership; Parrott retiring to take a position with the Lake Shore and Eastern Railway, Seattle.

It is reported that the Bank of British Columbia will at once proceed with the erection of a building for banking premises on its own property, corner of Hastings and Richards Streets, Vancouver. The edifice will be a stately one, says the *World*.

The election at Nanaimo on the by-law to borrow \$30,000 for streets, roads and general improvements, has resulted in the defeat of the by-law by a large majority. Nanaimo evidently is not going to go into debt for public improvements, though in a new town this is often necessary.

Vancouver's system of water works has been completed. The water is brought from the Caplano river on the opposite side of Burrard Inlet, and is carried in pipes across the mouth of the inlet, at the first narrows. Considerable difficulty was experienced in placing the pipes under the waters of the harbor.

The Vancouver *World* says: No less than twelve flat cars were loaded in the Canadian Pacific Railway yards here with buna verta timber, which strongly resembles oak, from Central America via San Francisco, for New York, where it will be manufactured into cigar boxes and furniture. The sticks were about twenty-four inches square and of considerable

length. The train loaded with these will leave for the East this afternoon.

The Vancouver board of trade protests against the custom of allowing large tracts of Provincial Government lands to fall into the hands of speculators. The board has passed the following: "Resolved, that the Government be requested to make such amendments to the Provincial Land Act as will reserve the Crown lands suitable for farming intact for actual settlers. This is an important matter, and one which the board should follow up.

The British Columbia Canning Company of London, England, has been incorporated with a capital of \$500,000. The company comprises a number of English capitalists and several British Columbians. The following canneries were purchased by the company: Windsor Cannery, Skeena River; British Columbia Cannery, Fraser River; Rivers Inlet Cannery and the Windsor Cannery, Skeena River. The firm of Findlay, Durham & Brodie will be agents for the firm in British Columbia and London.

H. C. Elliott, of Coal Harbor, is just building a new stern wheel steamer for Captain Holman and Joseph C. Armstrong, of New Westminster. The boat when completed will be 68 feet long, have 14 feet beam and 4 feet draught and will be capable of carrying 100 tons of freight. The cost of her construction will be between \$5,000 and \$8,000. She will run to connect the Harrison Hot Springs Hotel with the C.P.R. at Harrison River bridge, and during the summer will carry excursion parties around Harrison Lake.

It is said that the widest span in the bridge for the C. P. R. Southern connection, across the Fraser River, at Mission Station, will be 60 feet. This, it is considered, is too narrow, as it will be almost impossible for steamers to pass under the bridge in safety when a strong wind is blowing. The steamer Irving now plying on the river, is 40 feet wide, which would leave her only 10 feet to work on passing under the bridge. Unless the main span is widened navigation will be rendered dangerous. The Westminster board of trade may take up the question.

JAMES PYE,
FLOUR MILL BUILDER

CONSULTING ENGINEER, &c.

218 Third Avenue South,
 MINNEAPOLIS, - MINN.

A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 8th, 1887.

JAMES PYE, Esq., Minneapolis, Minn., U.S.A.:

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

Yours very truly,
 THE PORTAGE MILLING CO.
 Jas. MacLenaghan, Managing Director.

The provincial estimates have been brought down in the Assembly. Summarized under the different headings, the expenditures are estimated as follows:

Public debt.....	\$133,831 55
Civil Government (salaries).....	82,220 00
Administration of justice (salaries).....	78,876 00
Legislation.....	16,250 00
Public institutions (maintenance).....	16,050 00
Hospitals and charities.....	25,750 00
Administration of justice (other than salaries).....	49,000 00
Education.....	130,250 00
Transport.....	5,000 00
Rent.....	48 50
Revenue services.....	9,000 00
Public works.....	277,075 00
Miscellaneous.....	41,080 00

Total.....\$864,431 05
 Total estimated revenue.....\$699,491 05

Winnipeg Board of Trade.

The council of the Winnipeg board of trade met Monday afternoon. Mr. Scarth, M.P., having submitted a copy of the Weldon bill, for extending the provisions of the Extradition act, for the consideration of the board, a resolution was passed endorsing the provisions of the bill, and Mr. Scarth was telegraphed to that effect. This course is one that has been adopted by the principal boards of trade in Canada.

A deputation was appointed to interview the post office officials regarding the mail on the through train to the Pacific coast, which leaves here on Wednesday.

A resolution was passed asking the city council to take some steps to secure a share of the immigration now coming into the Province, by at least placing a man at the station to present the advantages offered by this locality as a field for settlement.

Some communications from Mr. Van Horne regarding the board's application to Ottawa for having the grain standards for Manitoba chosen in this Province by Northwest representatives, were considered, and a vote of thanks was passed to Mr. Van Horne for his assistance.

Action was taken by the council to petition the Dominion Government to appoint official weigh-masters at points in the province where sufficient volume of grain business is done to give fees to an official to perform the duties required.

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Mill Supplies, Paints, Oils, Glass, Putty, etc., etc.

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CORRESPONDENCE SOLICITED.

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WHOLESALE DEALERS IN

Boots, Shoes and Rubbers

AGENTS FOR

GOODYEAR RUBBER COMPANY OF CANADA.

525 Main St., - Winnipeg.

WANTED—A PURCHASER FOR A HALF INTEREST in a well-established country General Store. Must understand the business and devote his whole time to its management, as the proprietor has other interests requiring his attention. Capital required \$4,000 to \$5,000. For further particulars apply to GRANT & HORN, Produce Merchants, 56 Princess Street. WINNIPEG.



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LACE LEATHER, Etc.

Cotton and Woollen Mill Supplies.

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QU'APPELLE, - - - ASSINIBOIA

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WINNIPEG.

The Commercial

WINNIPEG, APRIL 1, 1888.

THE GROCERS' ASSOCIATION.

The retail grocers of Winnipeg formed an association some time ago, for the purpose of affording mutual aid and protection in carrying on their business. After a season, however, the society was allowed to become disorganized. A successful effort has now been put forth to reorganize the association, and it has now been resuscitated and placed in a healthy condition. This early move to reorganize the association would indicate that the society as formerly existing must have proved beneficial to the members. Had it been otherwise an effort to reorganize would not likely have been made. The new association appears also to be heartily supported by the city grocers, a large number having attended the meeting called to resuscitate the association, and all were in favor of keeping up the institution.

Undoubtedly the association can be made to serve a very useful purpose, but its usefulness will depend largely upon the conduct of its members. The first thing that is needed is the co-operation of all or nearly all the grocers of the city. It is not enough to join the association and stop there; but to give hearty assistance in carrying out the objects and furthering the plans of action which may be adopted. Honesty in carrying out any agreement which may be resolved upon, is also necessary on the part of all the members. If a certain course of action is resolved upon, all the members should honestly endeavor to carry it out to the letter, regardless of any individual advantages which might be gained by slyly evading the agreement. Jealousies and suspicions one of another should be dismissed. There is always likely to be jealousies among men in the same lines of trade in small towns, but in Winnipeg business should be sufficiently developed and of sufficient magnitude to overcome these little personal jealousies.

One difficulty in keeping associations of this nature together, arises from the fact that very often a small minority will disagree with the majority, on a certain policy or line of action. The minority, who are overruled, "kick" against the conclusions arrived at, and very often lead to the rupture of the association. A

deadly rupture may not at once occur, but the association is weakened by the internal strife, and disintegration has begun. The policy which should be followed in such associations is therefore to oppose a proposition, if such is the wish of a minority of the members, until the proposition is adopted by the majority. But once adopted by a majority, the minority should be prepared to not only acquiesce in the proposal, but to assist in carrying it into full effect, just the same as if they had been in favor of the policy. If this line of action is followed, and each member honestly endeavors to carry out the aims and objects of the association, it will certainly prove a valuable auxiliary to the retail grocery trade of the city.

The retail grocery trade is the most important line of business in this city, and this is true of almost any city. The grocer is the best known and the most frequently sought for among business men. Days and weeks may sometimes pass without the necessity arising for a visit to the dry goods store, the hardware store or the druggist (the less frequent to the latter the better as a general rule), but the grocer is in request every day by almost every household. Credit also enters largely as a matter of necessity, into the grocery trade, and this is one point upon which a well conducted association can be of great value. If the cash is not at hand, the purchase of dry goods and many other commodities can be delayed for a season, but in the matter of groceries the case is different. When they are wanted, they are, as a rule, like revolvers—wanted badly and immediately. It will not do to wait till the end of the month for the wages wherewith to buy a bag of flour, when the children have nothing to eat. The groceries must be had at once, whether or not the cash is in hand, and hence credit is an important feature of the retail grocery trade. The most important business, the grocery trade is at the same time the most largely represented. In this business competition is the keenest and profits are the smallest—so much so that the profits are frequently represented by loss, even when an apparently fair trade is being done. The magnitude of the business, the keen competition and the extent of credit in this particular branch, render an association of retail grocers more necessary than in any other line of trade. It is therefore to be hoped that the city grocers will all take a hand in the association, and pull together to make it a success.

The meeting together of a number of men interested in a similar business, in order to talk over their trade affairs, should alone be a matter of interest and mutual benefit to those concerned. A great deal can be learned from the exchange of ideas alone. The opinions of different persons expressed upon a subject, will induce a train of thought and lead to the development of new ideas. The social intercourse brought about by the meetings of the association, should also prove advantageous to the grocers. But unless some active, aggressive line of policy is adopted, the mere meeting together for social and trade discussion will hardly keep the association together. If the members take hold and work together, however, they will, in such an important trade, find plenty to do of a practical nature. Indeed, several questions of importance to the grocers of the city have already been considered to some extent. One of these is what is termed the peddling nuisance. The city is infested with peddlers, who continually go from house to house disposing of commodities mostly belonging to the grocery trade. These peddlers pay no taxes, rent, fuel etc., while the grocer is at a heavy expense under these various heads. The grocers complain that while they pay a heavy tax to the city and to the landlord, the peddler gets off free. They therefore ask that the peddlers be taxed to a proportionate amount with themselves, and that peddling without a license be prevented. Farmers come into the city and peddle their produce from house to house, and then endeavor to sell any balance they may have left, to the grocer. This the grocers consider as hardly fair to them, when they are paying heavy taxes, rent, etc., and doing so much to build up the city.

The credit system is also one which the grocers can consider carefully to advantage. Of course it will be difficult to make any cast-iron rules, but in some respects benefit can be had from co-operation. There are many instances of professional dead-beats, who obtain all the goods from a dealer which they can on credit, and then transfer their undesirable patronage to another unfortunate. Such parties should be made known to the association so that their credit could be cut short. A dead beat should not be allowed to work his little game more than once.

The regulation of prices even on the most staple articles is a difficult question, and it is doubtful if anything can be

gained in this direction. Dissensions are usually occasioned by any attempts to fix prices even on one or two commodities. We believe in the principle of making a fair profit on all commodities sold under ordinary conditions, rather than the plan of selling some articles at or less than cost, in the hope of making up the loss in another way. Still, individuals will have different opinions on this point, and if some grocers will persist in selling sugar, for instance, at a loss, others will follow suit. Cutting of prices to an undue extent is certainly a proper subject for consideration, but nevertheless a very difficult one to deal with.

Other questions will be continually arising, which may be considered by the association, to the advantage of the retail grocery trade of the city, and if the members work together with honesty of purpose, they will find plenty of work of a practical nature to engage their attention.

AN ORGAN.

It has been reported and reiterated on several occasions, that the Local Government of Manitoba has decided to establish a daily newspaper at Winnipeg, or in other words, a Government Organ. We can hardly believe that such is the intention of the Government, or even that the matter has been seriously considered as a Government question. Still, the persistency with which the reports to this effect have been circulated of late, would seem to indicate that there is really something more than smoke in the matter. If the Government really does contemplate the establishment of an organ, the question is indeed a serious one, and it is extremely doubtful if the Government could derive any permanent good from following out its alleged intentions in this respect.

The first question which comes up in considering this matter is naturally this: "What does the Government want with an organ anyway?" One would fancy the very name "organ" would be obnoxious to an honest Government. Let us consider the meaning and associations of the word. Does it mean a newspaper devoted to the dissemination of truthful news? A journal which follows the plan of honestly expressing its opinions; always endeavoring to teach right principles and to protect its readers from shams and rascality? You smile, and no wonder. The alleged organ which started out on these lines would have a decided change in its management before it could get out a second edition.

The nature of an organ is so well known to the well-informed man of business, that it is hardly necessary to describe this particular genus in the journalistic world. There are several varieties of organs, and all are not journalistic organs. One definition Webster gives of an organ is: "An instrument filled with wind from a bellows, and played upon by means of keys." We fancy Webster meant this for the journalistic organ, for in the various definitions which he gives of the word, this seems to be the only appropriate one to apply in this connection. In his reference to keys, he evidently means strings. With this slight correction, the definition is most appropriate. The journalistic organ is pumped full of wind generated in the bellows of the Government offices or the secret rooms of the party, and as its masters pull the strings, the wind rushes forth through the land. The generation of this wind in the Government cellars or party vaults, accounts for the foul odor which frequently accompanies the escaping ether.

To give a definition of our own, we would say that the journalistic organ is an institution devoted mainly to the spreading abroad of false impressions. The organ dare not give a truthful version of anything concerning its masters. Even the most trivial matters of ordinary news are twisted and turned to suit the views of the party in whose interest the organ labors. Nothing from the organ can be relied upon. Where there is political trickery, hoodling and corruption to be defended or hidden, there the organ has its most genial work. It belittles and belies its opponents when they are right, and supports and defends its masters when they are wrong. To the organ black is white, or white is black, as the case may be, and the organ will prove it so. With this character for the organ, which cannot be denied, we ask: What does the Manitoba Government want with an organ?

These remarks about the organ are intended to apply to the straight, direct out and out party machine. There are many journals, in Manitoba and elsewhere, which maintain their personal independence, while at the same time according a general support to a political party in times of election or political excitement. Such journals cannot be classed as organs. Indeed, a growing tendency is noticeable in this country among journalists to shake off personal subjection to party, and accord only such support as may be deemed right in the views of the writers. This is indeed a pleasing tendency of the times. An honest support to a political party on

principle cannot be condemned, and is not condemned in this article. The straight organ is a source of degradation to honest journalism.

We say to the people of Manitoba, beware of the organ. If an out and out Government organ is established in Winnipeg, (a consummation which we hope will not be realized) it will be time to become suspicious. The establishment of a Government organ and mouthpiece here would convey the impression to many that there is something to be defended or covered up which calls for the peculiar work of the organ.

No doubt it is a source of gratification to the Government to have their acts approved of by the press, and the approval of an independent press will count greatly in their favor. But the approval of a Government by their own mouthpiece, should not carry any weight with thinking men, but rather the contrary.

If a number of the private supporters of the Government wish to sink their own money in establishing another daily here, of course it is their own business. They can do what they like with their own money. But it would seem to be in the interest of the members of the Government, to have nothing to do with the scheme, and on the contrary rather to discourage it. The enemies of the Government would certainly declare that public money was being used to bolster and support the organ, if established. The worst scandals in Manitoba politics have been in connection with Government organs, and this should be a very weighty reason why the present Government should carefully guard against becoming associated with a journalistic enterprise of any kind.

We say "if supporters wish to sink their money," because it is evident that another paper in Winnipeg would not be a paying institution. There is no field here for such an enterprise, and it could only be kept up through the sinking of a great deal of capital. The general knowledge of this fact would cause people to be suspicious of an organ, for knowing that it could not prove a commercial success, they would be inclined to think that the money to keep the machine going might not be rightfully obtained.

As a commercial enterprise, the merchants of Winnipeg do not want another daily paper. Such papers are supported mainly by their local advertising patronage and a third paper would only prove an unnecessary tax upon the local merchants, without any corresponding gain. They would be obliged to advertise in three papers to reach the same number of people that they can now reach through the two papers at present established here. The establishment of a third paper would simply divide the field a little more, while the aggregate circulation would remain the same, thus increasing the cost of reaching the people, through the medium of advertising.

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All kinds of HORSE GOODS, SADDLERY HAR-
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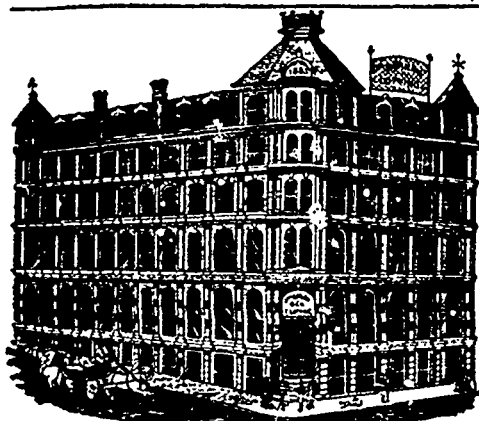
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Boot and Shoe Manufacturers,
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FURNITURE WAREHOUSES, 285 Main St
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Satisfaction guaranteed in every
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CHEMISTS AND DRUGGISTS.

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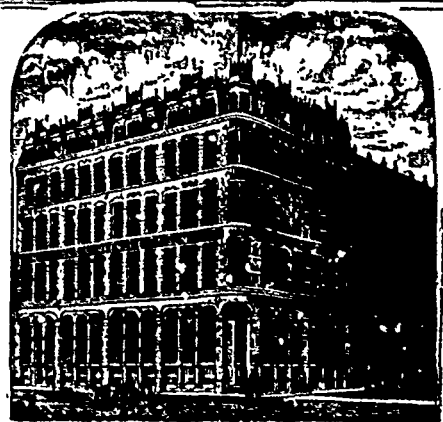
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Gas Fixtures of Every Description,
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Stones, Mantle Pieces, Grates, &c. Special designs fur-
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Complete Set of Samples with

McLean Bros.,

Also with Donaldson's Block, WINNIPEG

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MACKENZIE & MILLS,

WHOLESALE GROCERS

Special attention given to

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CORNER KING AND ALEXANDER STREETS,

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WHOLESALE MANUFACTURERS OF THE

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Fine Shoes, Boots, Slippers,

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Every Variety of McKay Sewn, Goodyear
Welts and Hand Sewn.

36 and 38 St. Peter Street,
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Represented by WM. WILLIAMS,
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A. RAMSAY & SON

37 to 41 Re-collet St., Montreal,

Manufacturers of

Paints and Colors, Varnishes, Mixed Paints,
Silvered Mirrors, Stained and Ornamental
Glass, and Importers of all
Painters' Material.

Plate Glass and German Sheet.

R. RAMSAY & SON.

WINNIPEG MONEY MARKET.

In some lines a slight improvement in remittances from the country was noted, but this did not appear to be the case as a general rule. Reports were usually unsatisfactory, though last week being the end of the month, a quiet week in collections was looked for. In the city there is still a good deal of grumbling about financial closeness, and all around the usual report is that it is a good deal easier to sell goods than to collect the pay for them.

WINNIPEG WHOLESALE TRADE.

Last week was somewhat cooler than the week or ten days previous, though not enough so to check the growing movement of spring and summer goods. Altogether, though cooler, the weather was clear, dry and fine, and favorable in every respect for seasonable business. The movement in lumber and building supplies continues remarkably brisk for the season. Hardware, paints, oils, etc., are also in good request and moving freely. In groceries, provisions, etc., there was if anything a better demand, and in these lines some of the busiest days since the closing of the holiday trade were experienced last week. Fairly brisk business was reported from several country points, and farmers and new settlers have apparently been laying in stocks to some extent for the busy spring seeding time. The cooler weather was welcomed by holders of frozen meats, poultry, fish, etc. A good deal of this kind of stock, especially in frozen beef, is held in the city in cool storage, and where so kept is in good condition. Anything exposed would of course be damaged ere this.

AGRICULTURAL IMPLEMENTS.

Statistics gathered by the secretary of the Winnipeg board of trade, show 2,140 seeders and 2,425 harrows sold in this country by firms having their headquarters at Winnipeg. This represents total sales to the value of about \$200,000. Implement dealers have been greatly annoyed at the delay in the arrival of their goods. Stocks have not come to hand nearly as early and as rapidly as required, and many orders for seeders cannot be filled. It seems difficult to make eastern manufacturers understand that as a rule spring implements are required for use at an earlier date in this country than in Eastern Canada.

DRUGS.

Business continues steady in this branch. Prices are: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.25 to \$2.75; iodide of potassium, \$1.25 to \$1.75; bromide of potassium, 65 to 75c; American camphor, 45 to 50c; English camphor, 55 to 60c; glycerine, 30 to 40c; tartaric acid, 65 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.50 to \$3; chlorate of potash, 30 to 35c; alum, \$4 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5.25; American blue vitrol, 8 to 10c.

DRY GOODS.

There is not much to report of a local nature in this branch. There has been some grumbling at the slow arrival of goods. Sorting trade is not very brisk yet, though improving and fairly active on some days. Eastern advices

generally report domestic manufacturers as strong in their ideas as to the value of their wares, though one report says that the cotton manufacturers are not as firm in some instances. Woolen goods, domestic and foreign, are generally strong in tone.

FRUITS—GREEN.

The market was about bare of apples at one time last week, and prices advanced to as high as \$5 a barrel, at which price a few were sold. A car lot arrived during the week, and another car is expected to-day. Prices for the future will depend on the quantity arriving. Oranges are in good supply, at last quotations. Large importations of bananas have been made. Some green stuff is also commencing to come in, but in small lots as yet. New maple sugar and syrup is arriving. Prices are:—Choice varieties of apples in good condition, \$1.00 to \$5.00 per barrel. Messina lemons are quoted at \$5.50 to \$6.00 per box. Florida oranges, \$6.00 to \$6.50 per box. Messina oranges, \$5 to \$5.50 per box. California fancy Riverside seedless oranges, \$5 per box. California Washington Naval oranges, \$6 to \$6.50 per box. Bananas, \$3.50 to \$4.50 per bunch. Malaga grapes in 50 to 65 pound kegs are quoted at \$8 to \$10 as to size of keg; Cranberries are quoted: \$7 to \$9 per barrel for sound fresh fruit; frozen cranberries, \$3 to \$5 per barrel. Southern red onions, \$1.25 per crate of 50 pounds; Spanish onions, \$1.75 per crate of about 50 pounds; cider, rectified, in barrels, 35c per gallon. New maple sugar, 1/2 to 1 lb. cakes, 15c per lb.

FRUITS—DRIED.

Prices show little change as follows:—Valencia raisins \$2.25 to \$2.25; Larger Valencias, \$2.75 to \$3.00; London layers \$4.75; Black Basket, 1/2 boxes, \$1.75; Black Crown, \$6.25. Currants 7 to 7 1/2c; evaporated apples, 9 1/2c; peaches, 30c; apricots, 22 1/2c; peeled peaches, 22 to 23c; unpeeled peaches, 17 to 19c; prunellas, 19c; dried apples, 6 1/2 to 7c. Eleme figs, in 10 to 20 lb. boxes, 15 to 18c per lb; one pound boxes, \$1.75 per dozen; cooking figs, 7c per lb; Fancy Tunis dates on stem, 20c per pound; fancy golden dates in 50 lb. boxes, 9c per pound; ordinary dates, 7c per lb; walnuts, 18 to 20c per lb; peanuts, raw, 15c; roasted, 17c; almonds, 18 to 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb; Cocoanuts, \$10 per 100.

FISH.

Cooler weather last week was more favorable to this trade. Supplies of some varieties of frozen fish are still to be had, and where kept in cool storage, are in good condition. Whitefish are plentiful and worth about 5c per lb., in quantities for good. Cured fish are quoted. Boneless cod in crates of small boxes, 5c per pound; in boxes of from 25 to 40 pounds, 7 1/2c per lb; Labrador herrings, No. 1, \$9.50 per barrel; No. 2, \$9.50; No. 1, \$5.25 in half barrels; smoked red herrings, 30 cents per box; St. John bloaters, \$1.40.

GROCERIES.

Sugars have continued steadily on in an upward direction in price, and local quotations are considerably advanced. Several advances of 1/2c have taken place in eastern markets, af-

fecting both white and yellow sugars. Foreign markets are also strong and advancing, owing to prospects of short supplies. New York and West India prices were advancing; and at London quite an excitement prevailed, growing out of speculation and short supplies. Additional reports come from Brazil of great damage to the coffee crop from drought, and an epidemic of yellow fever also prevails, which causes neglect of the crop. The estimates are that the crop will not reach above 1,500,000 bags, though the more conservative put it at 2,000,000 bags. But this is a very small crop, when there should be 7,000,000. This has a strong influence on Rio coffee. The nutmeg crop is reported to be a failure in Banda, which country supplies about three-quarters of the world's supply of this article. Holders are asking stiff prices. Quotations here are:—Sugars, yellows 6 1/2 to 7 1/2c; granulated 9 to 9 1/2c; lumps 9 1/2 to 9 3/4c. Coffees—Rios, from 21 to 24c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan 23 to 40c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. T. and B. tobacco, 56c per pound; P. of W., barks 47c; P. of W. caddies, 47 1/2c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

HARDWARE AND METALS.

Trade is fairly brisk in this branch, the early spring having started the movement. Prices generally have a firm tendency. Nails have advanced slightly here. Iron still maintains a strong tone in British markets. Not much change is expected in quotations before the opening of navigation, though some slight alterations will be noticed in the following price:—Cut nails, 10d and larger, \$3.50 to \$3.60; I. C. tin plates, \$5.75 to \$6.25; I. C. tin plates double, \$11.00 to \$11.50; Canada plates, \$3.60 to \$3.75; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 25 to 40 per cent according to size, off list prices; ingot tin, 30 to 32 1/2c per lb., bar iron, \$3.00 to \$3.2c per 100 lbs.; shot, 6 1/2 to 6 3/4c per lb.; tarred felt, \$2.50 to \$2.60 per 100 lbs. barbed wire, 6 1/2 to 7c.

HIDES AND TALLOW.

The market for hides here continues dull and easy, owing to the very unsatisfactory nature of the leather trade in Eastern Canada. Failures in the leather and kindred lines, such as boot and shoe manufacturers, have been following each other with startling frequency of late. In fact the leather and leather goods trade generally has been almost utterly demoralized for a year or more back. Calfskins are offering freely but are mostly graded as deacons. Prices here are unchanged, as follows: Winnipeg inspected, No. 1, 3 1/2c; No. 2, 2 1/2c; No. 3, 2c. Calf, 7 to 13 pound skins are quoted at 4 to 5c, Deacon skins, 20c each. Sheepskins 25 to 55c as to quality, for old. New, lately killed skins, with long wool, worth 75 to 80c, but few of this sort offering. Tallow quoted: rough, 2 1/2 to 3c rendered 5c.

PAINTS, OILS AND COLORS.

Business has opened out real brisk in this branch, especially for such an early date in the

season. A very large demand for mixed liquid paints is noted as one of the features of the week. Turpentine is strong and higher. Quotations are: Turpentine, \$1.00 in five-gallon cans, or 95c in barrels; harness oil \$1.00; neatsfoot oil, \$1.25; linseed oil, raw, 68c per gallon; boiled, 70c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal. olive oil, pure, \$1.50; union solid, \$1.25; machine oils, black 25 to 40c; fine qualities, 50 to 75c. Coal oils, silver star, 20c; water white, 20c. American oils, Eocene, 34c; water white, 31c; sunlight, 28c. Calcined plaster, \$3.75 per barrel; Portland cement, \$5 to \$5.50; pure white lead, \$7.50; genuine do. \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.15. Alabastine, \$3 per case of 20 pkgs.

FURS.

The result of the London fur sales is awaited with interest. A cable received last week says: Hudson Bay fur sales are very satisfactory and prices much improved. Marten advanced 50 per cent., lynx 90 per cent., fox 20 to 70 per cent., fisher 70 per cent. and otter 25 per cent. These advances will be over the March sales of a year ago, and not the recent sales.

GRAIN AND PROVISION MARKETS.

WINNIPEG.

WHEAT.

Wheat has ruled quiet and steady in tone in the large markets during the past week, with generally a firmer tone. During the first days of the week prices were lower, Monday closing about 4c. under the previous Saturday's close, but prices steadily recovered, and on Friday were nearly up to the highest figures of the previous week. The visible supply showed a decrease of well on to 1,000,000 bushels, as will be seen by reference to the statistical tables in another column. Exports of wheat and flour from the Atlantic coast also appear to be on the increase.

The local situation in wheat is now about lifeless, and there is practically nothing doing in farmers deliveries in Manitoba. From 90 to 95c is usually paid in most country markets to farmers, for the few loads coming in, for best samples. The weather averaged considerably colder most of last week than during the previous ten day or so, and on some days seeding operations would have to be suspended on heavy land. At the close of the week the weather was warmer again, with indications of rain. The week thought was clear, dry and fine, but too cold and on two days too windy to make rapid progress with seeding, over the greater portions of Manitoba.

FLOUR.

The flour market has held steady in demand. An arrangement has been made with the city grocers, whereby the latter will be allowed more control over the city retail trade in flour. No flour is coming in from outside mills, except those mills having regular agencies in the city. Prices to the local trade delivered, or f.o.b. cars in less than car lots, now are: Patents, \$3.00; strong bakers, \$2.50; snowflake, \$2.70; XXXX, \$2.30; superfine, \$1.65; middlings, \$3.00; Graham flour, \$2.10.

MILLSTUFFS.

Prices hold unchanged at \$10 per ton for

bran, and \$12 per ton for shorts, with \$1 per ton advance asked for small lots.

OATS.

Prices range from 30 to 32c per bushel on the market or on track here.

CHEESE.

Moving slowly and usually held at 10½c.

BUTTER.

Very little butter coming in, and what does come to hand is mostly all of poor quality. Very little fresh made butter arriving. Sales are mostly made at about 20c per pound for best qualities, and some very indifferent stuff sometimes brings this price, owing to the scarcity of good. A really choice article, which it may be said is not obtainable, would bring a cent or two above this figure.

EGGS.

Eggs dropped 1c on Monday, to 15c per dozen in case lots, at which price they held until Friday. On the latter day quotations were again being broken, and sales were made at 14c. The price of eggs this week is very uncertain, the general tendency being lower. On Saturday a weak feeling prevailed, and some predicted that prices would break perhaps as low as 12 cents this week. This will depend a good deal on the weather. Minnesota eggs are offering laid down here at very low prices, and with home country eggs now coming in freely, the situation is weak. There has been a large call from the country for cases, indicating large receipts there.

LARD.

Home rendered is usually held at \$2.40 in 20 lb. pails, and Chicago at \$2.35.

CURED MEATS.

Prices appear some firmer, and the tendency is to advance. Prices are:—Mess pork, \$19 per bbl; long clear dry salt bacon, 7½c per lb; smoked breakfast bacon, 13½ to 14c; rolls, 12½c; hams, 14 to 14½c; pork sausage, 9c per lb.

DRESSED MEATS.

Sales of frozen beef have been made at very low figures, owing to the difficulty of handling the meat in this shape. Lots of choice beef were disposed of at 2½c per pound by the carcass. Poor stuff has sold as low as 1c. Butchers have more frozen meat than they care about, and do not want more. They can keep it all right in cold storage, but it is difficult to handle for sale in retail quantities. Fresh killed beef is worth from 6 to 6½c per pound for good to choice, but is rather slow sale, owing to the quantity of old beef held. The season for dressed hogs is about over, and hereafter they will come in mostly alive. Some live hogs have already arrived in the market, and brought about 5½c. Dressed hogs are quoted at 7 to 7½ and perhaps high as 7½ for extra choice. Cattle are also commencing to come in alive, and will hereafter take the place of dressed beef. Mutton is worth 9 to 10c; Veal 8 to 10c.

POULTRY.

Good fresh chickens are worth from 75c to \$1 per pair, and fresh turkeys 18c per pound. Some old stock of frozen turkeys and geese is obtainable at about 12 to 12½c.

VEGETABLES.

Potatoes bring 25 to 30c in quantities, and the future of prices is uncertain. Some car lots are being shipped from this district to western provincial points, where stocks are exhausted, and where the potato crop was a failure last year. Stocks are plentiful here, but should there be a large demand from western points, the plentiful supply might change to a scarcity. Other prices are: Onions, \$1.40 to \$1.50; carrots, 60c; turnips, 25c; parsnips, \$1.20; beets, 50 to 60c, all per bushel. Cabbage average \$1 to \$1.50 per dozen for good.

THOS. TAPP has bought out McDowell's interest in the Virden cheese factory, Virden, Man.

Wheat Statistics.

THE VISIBLE SUPPLY.

The following shows the stocks in bushels, of wheat at the principal points in the United States and Canada, east of the Rocky Mountains; also, in transit by lake and rail, on the dates named, according to the Chicago statement:—

	1889	1888	1887
February 16.....	33,435,081	39,565,057	59,880,370
February 23.....	32,739,874	38,462,924	57,627,358
March 2.....	32,000,075	37,516,274	65,781,594
March 9.....	31,769,335	36,000,966	54,266,178
March 16.....	31,152,430	35,253,024	53,172,927
March 23.....	30,266,421	35,441,742	52,411,947

Decrease for the week ended March 23, 916,079 bushels.

WHEAT IN STORE.

The following shows the wheat in store, in bushels, at the points mentioned, on March 23:—

Chicago.....	4,635,631
Minneapolis.....	6,223,156
Duluth.....	1,961,310
Montreal.....	432,004
Toronto.....	125,000

WHEAT AT PRIMARY MARKETS.

The following table shows the receipts of spring wheat at the markets mentioned from June 30, 1888, to March 23, 1889, compared with two previous years:—

POINTS.	1888-89	1887-88	1886-87
Chicago.....	11,018,000	11,021,000	16,078,000
Milwaukee.....	5,210,000	7,423,000	6,919,000
Minneapolis.....	31,441,000	36,415,000	29,544,000
Duluth.....	5,037,000	14,300,000	13,860,000

Total bu..... 52,736,000 69,254,000 71,701,000
The total receipts of winter wheat at the markets mentioned from July 30, 1888, to March 23, 1889, compared with two previous years, were as follows:—

POINTS.	1888-89	1887-88	1886-87
St. Louis.....	11,171,000	11,263,000	10,911,000
Toledo.....	7,075,000	8,234,000	11,959,000
Detroit.....	6,414,000	5,797,000	8,669,300
Kansas City.....	1,800,000	1,323,000	2,544,000
Cincinnati.....	1,516,000	1,300,000	2,673,000

Total bu..... 27,935,000 29,978,000 37,055,600
BREAKSTUFFS ON PASSAGE.

The following shows the quantity of wheat and flour equivalent to wheat, expressed in quarters, (8 bushels to the quarter) on passage to Great Britain and Europe, on the dates named:—

	March 23, 1889.	Mar 16, 1889.	March 24, 1888.
To Great Britain.....	1,032,000	1,901,000	1,970,000
To Europe.....	322,000	347,000	310,000

EXPORTS FROM ATLANTIC PORTS.

Exports from principal Atlantic ports for the week ending March 23, and the corresponding week last year were:—

	1889.	1888.
Flour, brls.....	135,700	200,900
Wheat, bu.....	302,500	551,600

Exports from Atlantic ports from Sept. 1st last to March 16, and corresponding period of previous year, were:

	1888-9.	1887-8.
Wheat, bu.....	5,269,100	16,735,445
Corn, bu.....	36,564,707	12,155,604
Flour, brls.....	3,997,690	6,331,306

Toronto Hardware Trade.

There is a firm feeling, says the Empire, in the iron and tin-plate market. Payments are reported to be quite good. In scrap iron and metals supplies are coming in pretty freely, but all offerings are absorbed by the good demand. Wrought scrap is in most request. Lower values are looked for in scrap copper. Quotations at Toronto are given as follows:—

Tin—Bars, per lb. 28 to 28c; ingot, 25½ to 26c.
Copper—Ingot, 19 to 21c; sheet, 25 to 30c.
Lead—Bar, 4½ to 5½c; pig, 4 to 4½c; sheet, 4½ to 5½c; shot, 5½ to 5½c.

Zinc—Sheet, 5½ to 6c; solder, hf and hf, 24 to 25c.

Brass—Sheet, 21 to 30c.

Iron—Fig. Carnbrao, \$22.50; Nova Scotia, No. 1, \$23.50; Nova Scotia bar, \$2.50; lat. ordinary, \$2.10 to \$2.20; Swedes, 1 inch or over, \$4.25 to \$4.50; Lowmoor, 5½ to 6c; hoops, coopers', \$2.50; do., band, \$2.50; tank plates, \$2.25 to \$2.50; boiler, rivets, beat, \$4.50 to \$5; Russia sheet, per lb, 10 to 11c.

Galvanized iron—Best, No. 22, 4½ to 6c; do, No. 24, 4½ to 5c; do, No. 26, 4½ to 5½c; do, No. 28, 5 to 6½c.

Iron—Wire, Nos. 1 to 8, per 100 lbs, \$2.50; No. 9 do, \$2.65 to \$2.70; No. 12, do, \$3.20 to \$4; galv. iron wire, No. 6, \$3.50; bal. v wire, galv., 4c; do, painted, 5 to 6c; coil chain, 3 in., 4 to 4½c; iron pipe, off list, 62½ p.c.; do, galv., off list, 35 p.c.; boiler tubes, 2 inch, 9 to 9½c; do, 3 inch, 13½ to 14c.

Steel—Cast, 13 to 13½c; boiler plate, \$2.65 to \$2.75; sleigh shoe, \$2.25 to \$2.40.

Cut nails—10 to 60 dy, p kg 100 lbs, \$2.75 to \$2.80; 8 dy and 9 dy, \$3 to \$3.05; 6 dy and 7 dy, \$3.25 to \$3.50; 4 dy and 5 dy, A.P., \$3.50 to \$3.55; 3 dy, C.P., \$3.75; 2 dy, A.P., \$4.25.

Horse nails—Pointed and finished, 50 per cent. off list.

Horse shoes—100 lbs, \$3.50.

Canada Plates—B. A. P., \$2.65 to \$2.75; M.L.S., \$2.80 to \$2.90; Swansea, \$2.65 to \$2.70.

Tin plates—IC coke, \$3.90 to \$4; IC charcoal, \$4.40 to \$4.65; IX, charcoal, \$5.40 to \$5.65; IXK, charcoal, \$6.40 to \$6.75; DC charcoal, \$4 to \$4.25; IC M.L.S., \$5.75 to \$6; Garth, \$2.60.

Window glass—25 and under, \$1.50 to \$1.75;

26x40, \$1.60 to \$1.85; 41x50, \$3.00 to \$3.70; 51x60, \$1 to \$4.10.

Gunpowder—Can blasting, per keg, \$3.25 to \$3.50; can sporting, FF, \$5; can sporting FFF, \$5.25; can rifle, \$5.25.

Rope—Manilla, 16c; Sisal, 14c.

Axes—Keen Cutter and Peerless, \$7.50 to \$8; Black Prince, \$7.50 to \$8; Bushranger, \$7 to \$7.25; Woodpecker, \$7 to \$7.25; Woodman's Friend, \$7 to \$7.25; Gladstone and Pioneer, \$11 to \$11.25.

The Toronto Mill Stock and Metal Co. quote (dealers paying prices): No. 1 heavy cast scrap, 70c per 100 lbs; stove cast scrap, 50c; No. 1 wrought scrap, 70c; No. 2, including sheet iron, hoop iron and mixed steel, 30c; scrap copper, 3 to 10c per lb; scrap brass, 6 to 8c; scrap lead, 2½ to 2¾c; scrap zinc, 1½ to 1¾c; scrap rubber, 2½ to 2¾c; country mixed rags, \$1 to \$1.25 per 100 lbs.

Insurance Briefs.

W. A. Prest, Portage la Prairie, Man., has transferred his insurance agencies to W. H. Sparling.

John Greenway has opened a land agency and insurance office at Crystal City, Man. He has also been appointed agent for the Northern Pacific & Manitoba Ry.

Ross & Ceperley, Vancouver, B. C., are in receipt of a cable, notifying them of their appointment as representatives in Vancouver of the Phoenix Fire Insurance Company, of London.

Protection to home insurance companies is

being talked of to some extent. The Shareholder says: He is our dear old Father John A. himself a president of a life company, who with all his protection to native industry has not put either 40 per cent. duty, or even 10, on the business done in this country by foreigners. If this is not soon done they will swallow up all the life insurance business effected in Canada, and will ultimately become so powerful as to nominate all the Senators and control the Dominion Parliament.

For Trade Notes.

Montreal Gazette: During the past few weeks the offerings of raw furs have been fairly large and although prices in this market have ruled high it has been difficult to meet the expectations of country dealers. The marked upward tendency followed by the speculative feeling in the European and American markets has been more than anticipated by country dealers. It is feared that this is another evidence of the fallacious practice of circulating extravagant price lists with the view of encouraging consignments. The best policy is to sell furs at once, for although high prices are expected at the London sales a decided downward tendency in the American market is looked for in a short time.

Y. C. KIRBY & Co., mercant tailors Calgary, will open a branch in Lethbridge, Alberta.

SUTCLIFFE & TALBUTT, agents, etc., Brandon, have dissolved partnership. Sutcliffe is going into the commission business. Talbutt will continue to deal in real estate.

A. W. MORRIS & BRO.

ESTABLISHED 1825.

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MONTREAL, Q., and PORT HOPE, Ont.

MANUFACTURE THE FAMOUS

Red Cap Brand of Binder Twine.

THE MOST SATISFACTORY IN THE MARKET.

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CORDAGE, BAGS GALVINED and LAND Jute and Cotton PLASTER

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E. B. EDDY MANUFACTURING CO.

HULL, - QUE.

Manufacturers of Pails, Tubs, Washboards, Matches, also of Spruce BUTTER TUBS and Woodenware of all Kinds.

—THE ONLY MANUFACTURERS IN CANADA OF THE CELEBRATED—

INDURATED FIBREWARE,

Special attention is directed to PAILS, MILK PANS, etc., made of this ware, which has many advantages over Tinware for Dairy Use. It has No Hoops, is Seamless, Tasteless and Odorless and CANNOT BE BROKEN.

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Specialties in Hosiery, Gloves, Dress Goods, Silks, Plushes, Velvets, Embroideries, Laces, Buttons, Jerseys, Underwear, Wool Shawls Lace Curtains, Linens, Corsets, Table Covers, French and English Worsted Coatings. Soatings: Black and Colored Italians, Back and Colored Veronas, Alstias, Pocketings, Canvas, Haircloth, Braids, Buttons, Coat Labels, etc., etc.

Represented in Northwest and British Columbia by H. A. DRISCOLL.



PATENT SASKATCHEWAN

BUFFALO ROBE

The most Perfect Substitute for the Real Buffalo Skin ever Produced.

WARM, HANDSOME AND DURABLE.
—SOLD ONLY IN CANADA BY—

W. H. Storey & Son,
GLOVE MANUFACTURERS,
ACTON, Ont.

Samples and Price Lists Sent on Application.

This question has frequently been asked:—What will we do for buffalo robes and coats, now that the buffalo is about extinct? Newlands & Co., of Galt, Ont., claim to have solved this problem in the invention and manufacture of a substance which they call buffalo fur cloth, for which they have obtained a patent in Canada and the United States. This material it is claimed, will take the place of fur robes, coats, gauntlets, etc. It is made in different weights, and is waterproof on one side when used for robes. W. H. Storey & Son, manufacturers of gloves, mitts, moocasins, etc., Acton, Ont., have secured the exclusive sale of these robes and rugs for Canada.

Chicago Board of Trade Prices.

On Monday, March 25th, May wheat opened 3c higher than Saturday's close, at \$1.05, and ranging during the day downward, from \$1.01 to \$1.05. July ranged from 95 3/4c to 99c. May is being neglected, and trading mostly in July. The early strength did not last long, and prices broke gradually 4c., closing very weak. Cables and domestic markets were weak, but crop reports were less favorable, dry weather being reported. Closing prices were:

	Mar.	May.	June.	July
Wheat.....	98 1/2	1.01	95 3/4	87 1/2
Corn.....	34 1/2	35 1/2	35 1/2	35 1/2
Oats.....	24 1/2	25 1/2	25 1/2	25 1/2
Pork.....	—	12.35	12.40	12.50
Lard.....	6.9 1/2	7.02 1/2	7.05	7.10
Short Ribs.....	—	6.27 1/2	6.32 1/2	6.40

On Tuesday May wheat opened at \$1.01, and ranged from 99 3/4c to \$1.02. July ranged from 87 3/4c to 88 3/4c. The market was dull, and trading in May option is about abandoned. Cables were bearish, though exports from the seaboard were more active. Continued dry weather in the winter wheat region is drawing attention, though no actual damage is done yet. Closing prices were:

	Mar.	May.	June.	July
Wheat.....	99 1/2	1.01 1/2	96	88 1/2
Corn.....	34 1/2	35 1/2	35 1/2	36 1/2
Oats.....	24 1/2	26 1/2	25 1/2	25 1/2
Pork.....	—	12.65	12.67 1/2	12.72 1/2
Lard.....	7.05	7.12 1/2	7.15	7.20
Short Ribs.....	—	6.32 1/2	6.37 1/2	6.45

On Wednesday May wheat ranged from \$1.00 to \$1.02 1/2 and July from 88 1/2 to 90c. Dry weather stimulated trade somewhat. There was little of interest in the nature of news. Prices were generally firmer. Closing prices were:

	Mar.	May.	June.	July
Wheat.....	99 1/2	1.02 1/2	97 1/2	89
Corn.....	34 1/2	35 1/2	35 1/2	36 1/2
Oats.....	25 1/2	26 1/2	25 1/2	25 1/2
Pork.....	—	12.77 1/2	12.80	12.87 1/2
Lard.....	7.02 1/2	7.10	7.15	7.20
Short Ribs.....	—	6.35	6.40	6.47 1/2

The wheat market was quiet on Thursday, and trading light. May ranged from \$1.01 to \$1.02 1/2. Closing prices were:

	Mar.	May.	June.	July.
Wheat.....	99 1/2	1.01 1/2	96 1/2	89 1/2
Corn.....	34 1/2	35 1/2	35 1/2	—
Oats.....	—	—	—	—
Pork.....	—	12.65	12.70	12.75
Lard.....	—	7.10	7.12 1/2	7.15
Short Ribs.....	—	—	—	—

Closing prices on Friday were:

	Mar.	May.	June.	July.
Wheat.....	—	1.01	97	89 1/2
Corn.....	—	35 1/2	—	36 1/2
Oats.....	—	—	—	—
Pork.....	—	12.65	12.90	12.95
Lard.....	—	7.10	7.15	7.17 1/2
Short Ribs.....	—	—	—	—

J. E. ATKINSON, jeweller, Fort William, has moved to Rosser, Man., where he intends prosecuting farming.

H. A. DRISCOLL, representing Tooko Bros. of Montreal, manufacturers of the celebrated iron frame brand of shirts, collars, cuffs, etc., is in the city. He also represents Thouret, Fitzgibbons & Co., manufacturers' agents, Montreal, who handle in Canada a large number of specialties in dry goods, British, French and German manufacture. Mr. Driscoll will be permanent representative in Western Canada for these houses, with headquarters at Winnipeg.

As an evidence of faith in the future of this country and of Winnipeg as a wholesale market, Mr. W. D. Pettigrew, manager for James Robertson & Co., wholesale metals and heavy hardware, Winnipeg, is putting in a very large stock of carriage-makers goods of every description. This is not altogether a new branch with this firm, but heretofore only a comparatively small stock has been carried. Of late, however, there has been quite a large demand for this class of goods, hence the decision to cater more actively for this trade. Formerly most of the rigs used in this country were imported ready-made from the east, but now carriage shops are being established all over the country, and a great deal of manufacturing is being done here. The number of carriages manufactured and sold in Manitoba during the past year, says a great deal for the prosperity of our farmers, who are already able to afford first-class rigs, though many of them have been but a few years in the country, and the majority of our settlers brought very little ready cash with them. Instances are known where individual dealers or firms in country towns in Manitoba handled over 100 carriages last season. To meet this trade, Jas. Robertson & Co. have decided to hereafter carry a full stock of carriage goods. They have put in a very large stock this spring, including everything in carriage hardware, from a nut up to a complete buggy gear, cushions, wheels, spokes, hubs, shafts, tongues, rims, buggy seats, buggy bodies complete; and complete gears of carriages, democrats and light wagons. Several buildings are filled up with bent stuff and wooden carriage parts alone. The growing demand for this class of goods may be taken as indicating the rapid development and prosperity of the country. Hereafter it will not be necessary to go past Winnipeg for anything in the carriage goods line.

J. S. NORRIS. JAS. CARRUTHERS.
Norris & Carruthers,
FLOUR AND GRAIN
COMMISSION MERCHANTS.

Produce Exchange Buildings:
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Liberal advances made on consignments of
 Flour, Wheat, Barley and Oats.
 CORRESPONDENCE SOLICITED.

PROVISIONS!

ASK YOUR GROCER FOR GRIFFIN'S
 Sugar Cured Hams, Breakfast Bacon,
 Pure Pork Sausage, Spiced Rolls,
 Prime Kettle Rendered Lard,

—ALSO—
 LONG CLEAR BACON, BARREL PORK,
 BUTTER, EGGS AND CHEESE,
 AT CLOSE PRICES TO THE TRADE.

J. Y. Griffin & Co.
 Packers and Provision Merchants,
WINNIPEG.

A. H. PLEWES,
 Grain and Flour Exporter,
 OFFICE: CLEMENTS' BLOCK, 496 MAIN ST.
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Allen & Brown,
 (LATE OF GRIFFIN & ALLEN)
Pork Packers,
 Hams, Bacon, Sausage, Bologna.
 Lowest Quotations to the Trade.
WILL PAY THE HIGHEST CASH PRICE
FOR DRESSED HOGS.
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J. S. CARVETH & CO.,
PORK PACKERS
 Sugar-Cured Hams, Breakfast Bacon, Spiced
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PACKERS AND COMMISSION MERCHANTS.
23 Jemima St., WINNIPEG.

HIGHEST CASH PRICE PAID FOR
DRESSED HOGS.
 Quotations furnished upon application,
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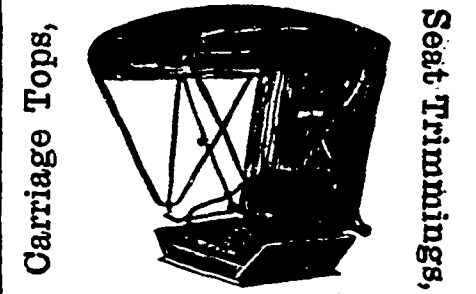
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HOGS
WANTED
 For which the highest price will be paid.
 Correspondence Invited.
Manitoba Packing & Provision Co. (Ld.)
WINNIPEG.

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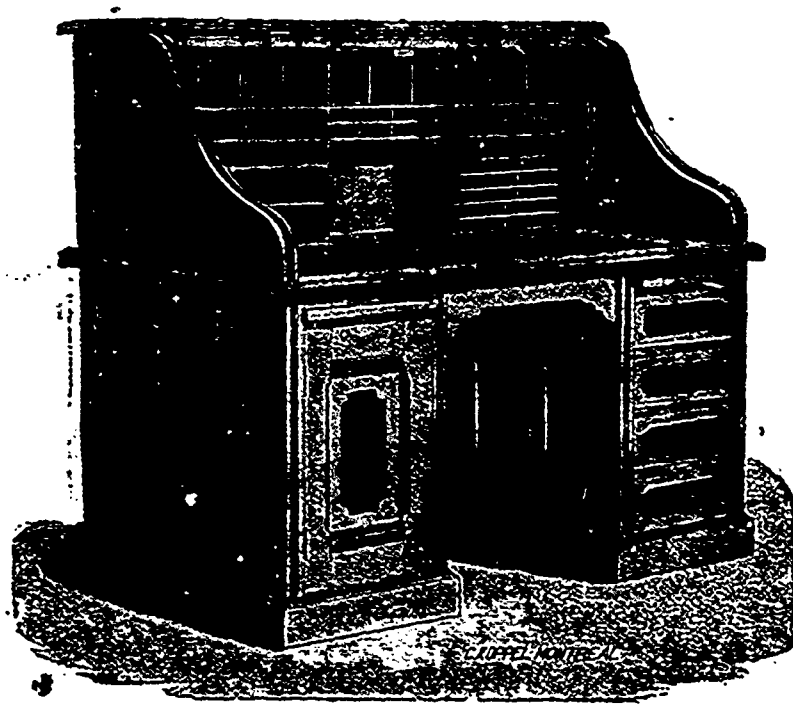
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CYLINDER,
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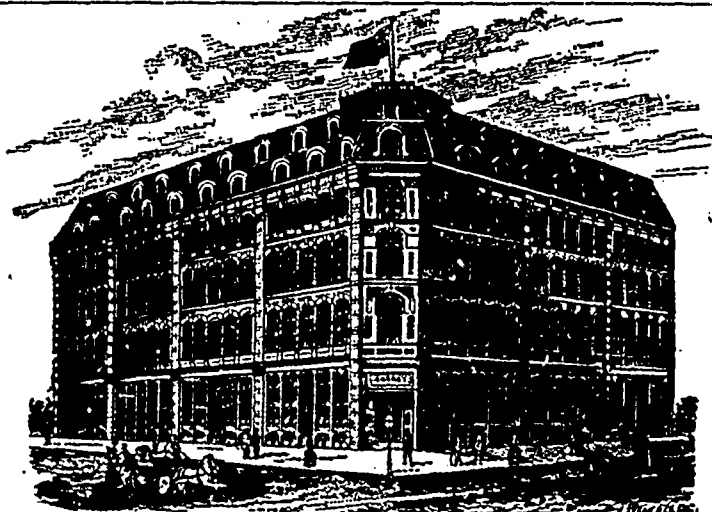
DESKS

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Dealers in—

Fruits and all kinds Produce
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Representing D. Richards, Manufacturer of Laundry and Toilet Soaps, Woodstock, Ontario; Jas. Hall & Co. manufacturers and dealers in Gloves, Mitts and Moccasin Brockville.

Schmidt & Buss,
—WHOLESALE DEALERS IN—
BULK AND CAN
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FRESH AND SALT FISH, POULTRY, &c.
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IMPORTERS OF FINE WOOLLENS
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Samples on application.

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Grain and Milling.

An effort is being made to establish a roller mill at Pilot Mound, Man. Local stock is being subscribed. Carson, of Troheruo, Man., is interested in the scheme.

A telegram from Port Arthur says, S. A. McGaw and G. V. Hastings, of Hastings Bros. & Co., arrived in town yesterday from the east, and this morning deposited a cheque for the site of the new flouring mill which they will build here.

The municipality of Russell, Man., has voted \$2,500 in aid of a flour mill at Russell village. The adjoining municipality of Silver Creek has voted a similar amount to the same mill, making \$5,000 in all. This will probably lead to the building of the mill.

D. Macarthur, president of the Commercial Bank, Winnipeg, has secured through one of the leading grain firms of London, England, ten varieties of wheat, selected from choice varieties in the London market. They will be planted by the side of red fyte wheat and tested with a view to decide their early ripening qualities in this climate.

D. S. Clemens, of Galt, and J. A. Markle, Indian agent at Birtle, have submitted a proposition to the town council of Birtle, Man., to build a 100 barrel flour mill in the town for a bonus of \$1,500 in cash, tax exemption for ten years and a free site; the rural municipality of Birtle also to give them \$4,000 in debentures, for which they guarantee special rates for gristing to actual residents of the municipality.

A man has been found who will not take a bonus. Neepawa, Man., has for some time been trying, but without success, to get up a bonus scheme in aid of a flour mill at that place. The Neepawa Register now says that a representative of the firm of Moyer & Bros., millers, Listowel, Ont., has visited that place, with the object of establishing a 100 barrel mill. He refuses to take a direct bonus, but wants the municipalities to make him a loan of \$8,000 to \$7,000 at a low rate of interest, for a few years, and he will guarantee to pay it back, with interest. Neepawa is one of the best points in Manitoba for a mill.

A case of special interest to millers came up at the late assize court at Winnipeg. This was the case of the Manitoba Milling and Brewing Co., of Carberry, Man., versus Muir & Co. The plaintiffs becoming dissatisfied with the power they had at their mill, they corresponded with the defendants, and the result was that Muir went up and examined the mill and recommended a certain class of gear and coupling. This did not work satisfactorily, and in about two months broke down altogether, and as a new one could only be got in Toronto, they had to wait until it was made and expressed here. The plaintiffs claim that Muir & Co. are liable for the damages sustained, through the delay caused the mill, because they did not supply the proper machinery. The defendants deny that they warranted the articles, and claim that the breakage was caused by the negligence of the plaintiffs in running the mill to a greater capacity than they had ordered the machinery. A verdict for the defendants was brought in by the jury. This case has been hanging on for some time. The Milling Com-

pany first refused to pay for the second wheel, after it had been put in, and the amount was recovered at law. Then the suit for damages was entered against Muir & Co., with the result as above.

British Dry Goods.

The Manchester *Guardian*, in its commercial article, says:—"There has been somewhat freer buying of white shirtings at previous prices. The tone is generally exceedingly quiet, and sometimes it is flat. Occasionally further weakness is apparent. Such instances occur mostly in the yarn rather than the cloth departments, and only where the previous advance has been realized. Elsewhere there is much firmness. China staples are firm, but sellers are not anxious for fresh orders, except at full rates. Some sellers are somewhat stronger on account of sales made last week. Manufacturers hold steadily to quotations. In view of the narrowness of the margin, they are only desirous to sell enough at current rates to prevent an accumulation of stock. Export yarns are very quiet. There is a small business for India and the continent. There is an exceedingly poor enquiry from China and Japan. Cloth continues quiet, especially for the eastern departments. The higher grades of printing cloths are flat and the sales are small.

Maple Syrup and Sugar.

In the Montreal market maple syrup held at steady prices. New syrup sold fairly well at 80 to 90c, but old stock was slow at 50 to 70c per gallon as to quality. The movement of new sugar is larger, and sales are made freely at 8 to 9c for new, with old dull at 6 to 7c per pound.

Railways in Western Canada.

In the year 1880, the first railway reached Manitoba. This was the St. Paul, Minneapolis and Manitoba railway, which was extended northward from St. Paul, Minnesota, touching the Manitoba boundary at Emerson. Previous to this time river steamers and Red River carts were the means of travel. Long journeys were made in Red River carts, in the early days. A journey from Winnipeg to St. Paul was considered nothing remarkable a few years ago, by this means of travel. St. Paul was the nearest market for the Red River colonists for many years, and goods were brought into the settlement either via Hudson's Bay or across the prairies from St. Paul. During the season of open navigation, flat boats and steamers were used on the Red River, which shortened the journey by land very greatly. Long trips westward from Winnipeg were also made with carts, these trips extending as far as Edmonton, and to the very base of the Rocky Mountains.

RIVER NAVIGATION.

The first steamer to navigate the Red River was built in Minnesota in 1859, and made trips that year to Fort Garry (now Winnipeg). The settlers are said to have gone almost wild with delight at this new acquisition. After the completion of the Northern Pacific railway from Duluth, Lake Superior, to Fargo, Dakota, on the Red River, in 1872, a regular line of steamers was established on the river to connect the Red River settlement with the railway. Steamers were also built to run on Lake Winnipeg, connecting at the northern end of the lake with steamers on the Great Saskatchewan river. In 1887 there were fifteen or sixteen

steamers running on the Red River, Assiniboine and Saskatchewan rivers, and Lake Winnipeg. The construction of railways in recent years has almost entirely superseded river navigation on the Red and Assiniboine rivers, but there is quite a fleet of boats on Lake Winnipeg, and steamers also run in the summer season on the Saskatchewan.

Railway construction was commenced in Manitoba in 1875, by the late Muckenzie Government, on the C. P. Ry. from Winnipeg to Lake Superior. Construction was commenced at each end of the road about the same time. The Emerson branch of the C. P. R. was also graded as early as 1887, but connection was not made with the St. Paul road until 1880, there having been considerable delay, owing to a difficulty regarding the bonds, in extending the St. Paul road north to the boundary. Track-laying from Winnipeg eastward to Lake Superior was commenced in 1877.

THE FIRST LOCOMOTIVE

and cars were brought down the Red River on boats, with which to prosecute track-laying from this end of the road.

The C. P. R. was opened through to Lake Superior in 1883, and the C. P. R. all rail route through to Montreal in 1885. In 1881 the C. P. R. syndicate took hold of the road and pushed construction rapidly westward from Winnipeg, completing the main line through to the Pacific coast in 1896. Several branch lines have also been established in the country. The railway mileage in Manitoba is now as follows: Main line C. P. R. from the eastern to the western boundary of the province, 210 miles; C. P. R. Pembina Mountain branch, from Winnipeg to Deloraine and Gretna, 216 miles; Emerson branch, Winnipeg to Emerson, 66 miles; Stonewall branch, Winnipeg to Stonewall, 19 miles; West Selkirk branch, Winnipeg to West Selkirk, 23 miles; Southwestern branch, Winnipeg to Barnesley and Glenboro, 111 miles. Total C. P. R. mileage in Manitoba, 645 miles.

The Manitoba & Northwestern railway connects with the C. P. R. at Portage la Prairie, and runs in a northwesterly direction from the town named, a distance of 205 miles, to the present terminus of the road at Saltcoats. About twenty-five miles of this road extends beyond the western boundary of Manitoba, into the Territories, which would leave 180 miles in Manitoba. In connection with this road, the following branches are operated: Russell, or Sholl River branch, 11 miles; Saskatchewan & Western railway, from Minnedosa to Rapid City, 15 miles. This makes the total mileage of the Manitoba & Northwestern, within the province, 206 miles.

THE NORTHERN PACIFIC AND MANITOBA

Railway Company was chartered last year, by the Provincial Legislature, and this company has acquired and is now operating the Red River Valley road, which was completed and opened last fall. This road runs from Winnipeg to the Dakota boundary at West Lynne, a distance of 66 miles, where it connects with the Northern Pacific railway, of the United States. Through trains are run between Winnipeg and St. Paul, Minneapolis and Duluth and all points on the Northern Pacific in Dakota, Montana and through to the Pacific coast. The Northern Pacific & Manitoba is practically a portion

of the great Northern Pacific system, but the roads in Manitoba are operated under a provincial charter. A Dominion charter has just been granted. The construction of the Red River Valley road was undertaken by the Provincial Government of Manitoba, as a means of overcoming the C. P. R. monopoly. The road was commenced in 1887, but was not opened till the fall of 1889, owing to the many legal and technical difficulties in the way, and to the opposition of the Dominion Government and C. P. Ry. Co., to the enterprise. The struggle in Manitoba to overcome the monopoly claimed by the C. P. R. in this province, and backed up by the Dominion Government was a long and severe one. The Northern Pacific & Manitoba railway is the outcome of that struggle. Railway monopoly is now fairly put down, though it has cost the province a great deal to achieve the victory.

The Southwestern railway, included as a branch of the C. P. R., was originally an independent road, but it is now controlled by the C. P. R. Co. The latter corporation, with official assistance, squeezed the Southwestern out of existence and obtained the valuable land grant of the Southwestern road.

In addition to the roads completed and in operation, already mentioned, about forty miles of the Hudson's Bay railway has been constructed, but the road has not yet been regularly operated. Altogether, therefore, we have in Manitoba about

957 MILES OF RAILWAY,

of which all but 40 miles is now in operation. By the end of the present year this railway mileage will be very considerably extended. The new Northern Pacific and Manitoba company will do a good deal of building next summer. The Portage la Prairie extension of this road, about 55 miles in length, is now graded, and the rails are at present being laid. The road will be completed to Portage this spring. This road would have been completed last fall, but for the opposition of the C. P. R. company in refusing to allow the new road to cross its line. After a legal fight, the new road obtained the power to cross the C. P. R. lines. The Portage branch may be extended westward a distance of about 100 miles this season, though definite announcements have not yet been made on this point. The N. P. & M. Co. have also a branch under construction, running westward from Morris to Brandon. At least 150 miles will be built on this branch this summer, and perhaps an additional 100 miles will be constructed, to carry the road into the Souris coal fields.

The Northwest Central railway graded about 50 miles of road last year. This will likely be ironed and put in operation this summer, and another 50 miles or more may be built. It is reported the road will be completed as far as the Assiniboine river, near Fort Ellis, this summer. This road begins at Brandon and runs in a northwesterly direction. Nothing definite is known concerning the other roads, but it is not improbable that the C. P. R. Co. may do some railway building in Manitoba next summer, probably in the extension of its branches running southwest from Winnipeg. There is also the Duluth & Winnipeg road, which is under construction and building toward Win-

ipeg, but it is not certain that it will reach Manitoba this year. The Great

HUDSON'S BAY RAILWAY

has not been pushed ahead as actively as could have been desired, but the people here are firm in the belief that this road will ultimately be built. Hudson's Bay forms the natural outlet and inlet to the great prairie region of Western Canada, and sooner or later, a road to Hudson's Bay must be built. What may be done on this road next summer is not yet known. There are a number of other railway schemes which have been granted or have applied for charters, but only those which have taken some practical shape have been mentioned. It is safe, however, to count on 300 miles of new railway in Manitoba for 1899.

In the Territories to the west of Manitoba, the railway mileage at present in operation is as follows: Manitoba Northwestern, from the Manitoba boundary to the end of the track at Saltcoats, 25 miles; main line of the C. P. R., from the Manitoba boundary to British Columbia, say 750 miles; the N. W. C. & N. Co.'s Ry. (Galt road), from Dunmore to Lethbridge, 109 miles; Regina and Long Lake, running northwest from Regina, 20 miles. In all we therefore have about

870 MILES OF RAILWAY

in the Territories. For 1889 the Galt Co. are arranging to extend their road from Lethbridge into Montana, in order to open a market there for their coal, as this company operate the Lethbridge coal mines. There is a some probability that the Regina and Long Lake road may be extended northward some distance this year. There is a magnificent agricultural and grazing country between Calgary and Edmonton, and there is some prospect of a railway being constructed through this region at an early date. A road through this region would open up a large section of the very richest country on this continent. There is also a fine country between Calgary and Macleod, which should be opened to settlement, and doubtless will be in the not distant future. There is a charter for a railway through this section. Nothing definite, however, is known as to what extent railway construction may be carried on in the Territories during 1889, either by the roads mentioned, or by a number of other companies which have or are applying for charters.

In British Columbia there are about 625 miles of railway, including the main line and Westminster branch of the C. P. R., the Esquimalt & Nanaimo (Island Railway), and the short road at Comox, lately built to the Union coal mines.

TOTAL RAILWAY MILEAGE.

In the territory between Lake Superior and Manitoba, the only railway at present in operation is the main line of the C. P. R. From Port Arthur to the eastern boundary of Manitoba the length of the road is about 330 miles. There is some prospects of a railway being constructed southwest from Port Arthur, with the primary object of developing the mineral wealth of the district, and ultimately extending the road southward to Duluth and westward to Manitoba. The Ontario Government has offered a bonus of \$3,000 per mile for the first 50 miles of this road. The total railway mileage of this country, west of Lake Superior, is therefore as

follows: Between Lake Superior and Manitoba, 330 miles; in Manitoba, 957 miles; in the Territories, 870 miles; in British Columbia, 614 miles—total, 2,771 miles. To this should be added the 55 miles of the Northern Pacific & Manitoba, from Winnipeg to Portage, which will be completed in a few weeks, making a grand total for Western Canada of 2,826 miles of railway. With the exception of the Emerson branch and some work on the C. P. R. main line between Winnipeg and Port Arthur and in British Columbia, all this railway mileage has been built since the spring of 1881. In Manitoba and the Territories the monopoly lately held by the C. P. R. Co. has prevented a more rapid expansion of the railway mileage, but now that the monopoly privileges of the company have been bought out, under the terms of the bill passed at the last session of Parliament, the construction of independent lines will not be retarded. Prospects for the building of competing lines of railway in the near future are therefore good, and the outlook is very much more satisfactory than it was a year ago.

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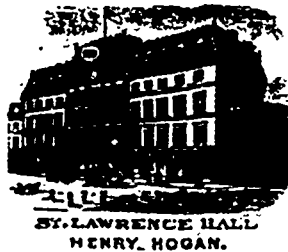
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Business East.

ONTARIO.

R. B. Smith, tailor, Perth, was burned out.
 H. T. Brown, hotelkeeper, Almyer, has sold out.
 Thos. Appleyard, saw mill, Elora, has assigned.
 J. A. Grosscup, tailor, etc., Windsor, has assigned.
 Walker Bros., publishers, Perth, damaged by fire.
 Daniel McLean, hotelkeeper, Windsor, has sold out.
 Mrs. Herrick, milliner, Sault Ste. Marie, has assigned.
 John Horton & Son, bakers, Blenheim, have sold out.
 R. Middaugh, hotelkeeper, Hanover, has sold out.
 Barnabas Crane, miller, etc., Canboro, has assigned.
 J. P. Rupert, general storekeeper, Maple, has sold out.
 J. S. Middaugh, hotelkeeper, Kingsville, is burned out.
 Robt. Wrainright, butcher, etc., Peterboro, has assigned.
 McMillan & Co., biscuit manufacturers, St. Thomas, have sold out.
 C. F. Decsw, general storekeeper, Watford, is moving to Hagersville.
 Dugald McKay, general storekeeper, Craig-hurst, has assigned.
 D. N. Swift, dealer in gents' furnishings, Petrolia, has sold out.
 A. F. Parker, tailor, Woodstock, has had a meeting of creditors.
 Hobbs & Lord, broom manufacturer, London West, have sold out.
 D. Simpson, dealer in dry goods, etc., St. Thomas, has assigned.
 Ontario Pharmacy Co., drugs, Hamilton, partnership dissolved.
 London & Petrolia Barrel Co., London, burned out; insured.
 Wm. Burgess, dealer in canned goods, Mimico, has assigned.
 W. E. Brown, wholesale dealer in shoes, Ottawa, has assigned.
 W. C. Goode, druggist, Godorich, report of his assignment was incorrect.
 Hamilton Rag & Metal Co., Hamilton, dissolved; Frank Barnett retiring.
 Fred. Arnold, dealer in tins, etc., Grafton, Middlesex County, has sold out.
 Blackburn & Co., general storekeepers, Kemptville, have held a meeting of creditors.
 Macrault & Parker, dealers in dry goods, Watford, have sold out their branch at this place.
 Henry Walter, manufacturer of ladies' cloaks, Hamilton, has the bailiff in possession of his business.
 Fenton & Pepley, general storekeepers, Baldoon P. O., have dissolved; Pegley will continue the business alone.
 J. H. Hunt, general storekeeper, Dorchester Station, has not failed, as reported, but is offering his stock for sale at auction.
 Hess Bros., manufacturers of furniture, Toronto and Listowel, have had their Toronto factory burned; partially insured.
 The following firms were burned out at Meaford: R. Hepinstall, shoes; George Spike, butcher; H. A. Sydic, harnessmaker.
 The following were burned out at Bowmanville: J. M. Primacomb, dentist; D. Davis, shoes; Ellison & Co., dry goods; J. Higinbotham & Son, drugs; McClung Bros., dry goods; W. Quick & Co., grocers; Wm. Ruse musical instruments; R. Worth, hardware.

QUEBEC.

Isidoro Trahan, grocer, Bedford, has assigned.
 Alex. Rufiango, blacksmith, St. Timothe, has assigned.
 Jacotel & Gauthier, tailors, Montreal, have dissolved.
 J. A. Morin, watches, etc., St. Hyacinthe, has assigned.
 L. E. Guimond & Co., hotelkeepers, Dundee, have assigned.
 Guibord & Vincent, brass finishers, Montreal, have dissolved.
 A. Poulin, general storekeeper, Iberville was burned out.
 Amable Rufiango, blacksmith, etc., St. Timothe, has assigned.
 Geo. Wilson, dealer in shoes, Montreal, is offering to compromise.
 H. Gagnon & Co., dealers in dry goods, Quebec, have assigned.
 E. D. Parcieron, dealer in shoes, St. Henri, is asking an extension.
 O. Begin & Co., manufacturers of shoes, Quebec, have suspended.
 L. P. Guilmette, dealer in dry goods, etc., St. Jerome, has assigned.
 Aristide Bock, general storekeeper, Chute aux Iroquois, has assigned.
 J. A. F. Gauthier, general storekeeper, Acton Vale, is offering to compromise.
 Sparham Cement Co., Montreal, were partially damaged by fire and water.
 J. A. Filiatrault, general storekeeper, Notre Dame de la Salette, has assigned.
 L. S. Raymond, general storekeeper, L'Ange Gardien, is offering a compromise.
 J. E. Lanouette, general storekeeper, St. Anne de la Salette, is compromising.
 Miller & Bowles, general storekeepers, Windsor Mills, are obtaining an extension.
 Hadfield & Cushing, manufacturers of fire works, Chambly Basin, have dissolved.
 J. Landsberg, general storekeeper, Frelighsburg and Sherbrooke, is asking an extension.
 Feodor Boas, manufactrers agent, Montreal, style of the firm changed to Feodor Boas & Co.
 Tellier, Rothwell & Co., importers and manufacturers of blue, etc., Montreal, have dissolved.
 J. M. Fortier, cigar manufacturer, Montreal, has admitted A. McGregor to an interest in the business.
 J. H. Blumenthal & Son, clothiers, Montreal, have changed the style of their firm; now J. H. Blumenthal & Sons.

NOVA SCOTIA.

Mortimer Dwyer, grocer, Halifax, is dead.
 E. J. Ayer, dealer in dry goods, Amherst, has assigned.
 Jonathan Adams, dealer in feed, etc., Halifax, has assigned.
 J. R. McDonald, general storekeeper, Lower Stewiacke, has sold out.

NEW BRUNSWICK.

H. E. Reed, grocer, Woodstock, has sold out.
 Myles & Young, dealers in hardware, Portand, have dissolved.
 F. R. Steeves & Co., general storekeepers, Hillsboro, have dissolved.
 G. R. & J. H. Davis, general storekeepers, Bloomfield, have assigned.

Montreal Hide Market.

There continues to be an unsettled feeling in the hide market, says the *Gazette*, on account of the failures in the boot and shoe and leather trades, in consequence tanners have been holding off, and the hide market has ruled dull with

very little business, in fact, some dealers have not even made one sale for the past week. There has been, however, a firmer feeling in the market on buff hides, and prices are higher at 6½ to 7c for western buff and upper No. 1, and 5½ to 6c for Band No. 2. In local green hides business has been quiet with prices steady. The receipts of calfskins have been larger, with a fair demand at 6c. Prices are:

	c.	c.
Toronto, No. 1	6	to 6½
Toronto, No. 2	5½	to 6
Hamilton, No. 1	6	to 6½
Hamilton, No. 2	5	to 5½
Western, buff and upper, No. 1	6½	to 7
Western buff, bands No. 2	5½	to 6
Heavy steers	8½	to 9½
Bulls, heavy	5½	to 6
Dry hides	10	to 11
Calfskins, Chicago	8	to 9½
Green butcher No. 1	5	to 0
Green butchers No. 2	4	to 0
Green butchers No. 3	3	to 0
Calfskins	6	to 0
Lambskins, each	.80	to \$1.00
Sheepskins, each	0	to 0.00

Canned Goods at Toronto.

There is a better feeling generally in the market, but sales are being made as before. Tomatoes are steady. Corn and peas are selling as before, but they cannot be replaced at present prices. Packers are asking 87½c to \$1 for corn, and are firm at the advance. Salmon is moving at \$1.70 to \$1.75, and lobsters are strongly held at \$1.55 for Loggies, and \$1.65 for sterling.

Fish—

Salmon, 1's	\$1 70 to \$1 80
Lobster, star 1's	1 60 to 1 70
Lobster, other 1's	1 45 to 1 60
Sardines, French ½'s	0 09 to 0 11
Sardines, French ¾'s	0 14 to 0 22
Sardines, American ½'s	0 06 to 0 08
Sardines, American ¾'s	0 09 to 0 11

Fruit—

Apples, 3's	\$0 80 to \$1 00
Apples, galls	2 20 to 2 40
Corn, 2's	0 80 to 1 10
Corn, cream, 3's	1 75 to 1 80
Peaches, 2's	2 00 to 2 40
Peaches, pie	1 35 to 1 60
Peas, 2's	0 80 to 2 00
Plums, greengages, 2's	2 40 to 2 55
Plums, blue, 2's	2 25 to 2 40
Strawberries, 2's	2 35 to 2 45
Tomatoes, 3's	0 90 to 1 10

—Empire.

The *Regina Leader* has issued a very creditable immigration number.

By a simple system of registered numbers Messrs. Tackett & Son can tell which of their workmen manipulated any particular plug of their "Myrtle Navy" tobacco, if the caddy which contained it is known. Should any imperfection be found in any plug, therefore, they can at once single out the workman—from among their 300 hands—who is responsible for it. The system works so thoroughly that the complaints do not average one for every 200,000 plugs turned out.

Trains Lighted by Electricity

and heated by steam, are the latest improvements for the benefit of its patrons, adopted by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY. The vestibuled trains of this company, between St. Paul and Minneapolis, and Milwaukee and Chicago, are now equipped with the very finest sleeping cars ever turned out by the Pullman company. These cars contain twelve sections and a drawing room and smoking room; have three lavatories for ladies and three for gentlemen, supplied with hot and cold water. The cars are equipped with modern closets, and two of the sections in each car are draped to secure privacy when desired. The entire train is lighted by incandescent electric lights, enabling passengers to read the finest print in any part of the car without difficulty.

No such trains were ever before run in the Northwest, and they are well worthy the inspection of the public.

The prompt adoption of all improvements for the comfort and safety of the travelling public by this great company accounts for its high position in the estimation of the people, and gives it the bulk of their patronage, notwithstanding the advent of new lines into the field of competition.

THESE VESTIBULED TRAINS go in service May 15th.

Chicago, St. Paul, Minneapolis & Omaha Ry THE NORTHWESTERN LINE,

The best equipped line to

CHICAGO, OMAHA AND KANSAS CITY.

The ONLY line to Chicago running Pullman and Wagner Vestibuled Trains.

These Vestibuled Trains are limited as to time but not limited as to number of passengers. All classes of Passengers carried, with separate apartments for each class, and NO EXTRA FARES.

Trains Eastward will run as follows: Leave Minneapolis 6.50 p.m.; St. Paul 7.30 p.m. Arrive Milwaukee 7.40 a.m.; Chicago 8.50 a.m.

The Sleeping Cars on these trains have been prepared especially for this service, and together with the Vestibuled Dining Cars, Coaches and Baggage Cars are the finest equipped trains of their class in the world.

Tickets at LOWEST RATES, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 159 East Third Street; Minneapolis, 13 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

NOTE—The above advertised time is the actual running time, and the motto of the Northwestern Line is "ALWAYS ON TIME."

E. W. WINTER, General Manager. F. B. CLARKE, General Traffic Manager. T. W. TEASDALE, General Passenger Agent

MINNEAPOLIS & ST. LOUIS RAILWAY

—AND THE FAMOUS—

Albert Lea Route

Two through trains daily from St. Paul and Minneapolis to Chicago without change, connecting with the fast trains of all lines for the East and Southeast.

The direct and only line running through cars between Minneapolis and Des Moines, Iowa, via Albert Lea and Fort Dodge.

Short line to Watertown, Dak. Solid through trains between Minneapolis and St. Louis and the Principal Cities of the Mississippi Valley, connecting in Union Depot for all points South and Southwest.

Many hours saved and the only line running two trains daily to Kansas City, Leavenworth and Atchison, making connections with the Union Pacific and Atchison, Topeka & Santa Fe Railways.

Close connections made in Union Depot with all trains of the St. Paul, Minneapolis & Manitoba; Northern Pacific; St. Paul & Duluth; Minneapolis, St. Paul & Sault Ste. Marie Railways, from and to all points North and Northwest.

Remember! The trains of the Minneapolis and St. Louis Railway are composed of comfortable day coaches, magnificent Pullman Sleeping Cars, Horton reclining chair cars, and Palace Dining Cars.

150 lbs. of baggage checked free. Fare always as low as the lowest. For time table, through tickets, etc., call upon the nearest ticket agent, or write to

S. F. BOYD,

Gen. Ticket and Pass. Agent, MINNEAPOLIS Minn

Northern Pacific & Manitoba Ry.

ARRIVE DAILY		LEAVE DAILY	
6 15 p.m.	Winnipeg	9 10 a.m.	
6 05 "	Portage Junction	9 20 "	
6 48 "	St. Norbert	9 40 "	
6 27 "	St. Ag. the	10 20 "	
4 42 "	Silver Plains	10 47 "	
4 20 "	Morris	11 10 "	
4 04 "	St. Jean	11 23 "	
3 48 "	Catharino	11 55 a.m.	
8 20 "	West Lynne	12 20 p.m.	
3 05 p.m.	Pembina	12 35 "	
6 25 a.m.	Winnipeg Junction	8 50 "	
8 35 p.m.	Minneapolis	6 35 a.m.	
8 00 "	St. Paul	7 05 "	
6 40 "	Helena	4 00 p.m.	
3 40 "	Garrison	6 15 "	
1 05 a.m.	Spokane	9 45 a.m.	
8 00 p.m.	Portland	6 30 "	
7 40 "	Tacoma	3 50 "	
4 30 "	"via Cascade"	6 40 "	

P.M.	A.M.	A.M.	P.M.	P.M.
2 30	8:00	7:30	8:00	7:35
P.M. A.M.	A.M.	A.M.	P.M.	P.M.
10 30 7 00	9:30	9:00	9:10	8:10
P.M. P.M.	A.M.	P.M.	A.M.	A.M.
6 45 10 15	8:00	7:15	10:45	6:10
P.M.	P.M.	A.M.	P.M.	P.M.
9 10	9:05	9:10	9:05	9:05
A.M.	P.M.	A.M.	P.M.	P.M.
7 00	7:50	7:30	8:50	8:50
A.M.	P.M.	A.M.	P.M.	P.M.
8 30	3:00	9:55	10:50	10:50
A.M.	P.M.	P.M.	A.M.	A.M.
9 00	8:30	8:15	8:15	8:15

Pullman Palace Sleeping Cars and Dining Cars on every train.
J. M. GRAHAM, General Manager. H. SWINFORD, General Agent

N. W. C. & N. Co's Railway

TIME TABLE.

Read Down.	STATIONS.	Read Up.
GOING EAST.		GOING WEST.
No. 1 Daily.		No. 2 Daily.
14 00 De	Lethbridge	Ar 1 30
15 55	Woodpecker	23 35
16 50	Purple Springs	22 40
17 45 Ar	Grassy Lake	21 45
18 00 De	Cherry Coulee	20 55
18 50	Winnifred	De 20 00
20 00	Seven Persons	Ar 19 55
20 55	Dunrobert	18 45
22 10 Ar		De 17 30

E. T. GALT, Manager, Lethbridge. J. BAILEY, Supt., Lethbridge.

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect November 21st, 1888.

PASS	Miles from Portage	STATIONS.	PASS
Tuesday		Portage la Prairie	Monday
Thursday		Gladstone	Wednesday
and		Nepawa	and
Saturday		Minnedosa	Fridays
LEAVE		Rapid City	ARRIVE
16 00			13 30
17 45	35		12 05
18 45	61		10 35
19 45	79		9 55
20 50	94		8 30
21 30	115		8 00
22 30	138		7 00
23 30	155		5 55
24 10	166		5 15
24 40	150		7 15
1 45	206		3 40
ARRIVE			LEAVE

Meals.
*Trains for Binscarth leave Birtle Tuesdays and Saturdays only at 22.50; returning, leave Binscarth Wednesdays and Mondays only at 5.55. For Russell leave Birtle Tuesdays only at 22.50; returning leave Russell Wednesdays only at 5.15. For Langenburg and Saltcoats leave Birtle Saturdays only at 22.50; returning, leave Saltcoats Mondays only at 3.40. For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 20.00; returning leave Rapid City Mondays, Wednesdays and Fridays at 8.30.
Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.
For information as to Freight and Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent, Portage la Prairie, or to W. B. BAKER, General Superintendent.



Northern Pacific And Manitoba Railway.

The Only Line Running

A VESTIBULED TRAIN

Pullman Sleepers and Dining Cars From Winnipeg to the South.

Through Tickets —S.C.I.D.—

TO ALL POINTS IN CANADA

Including British Columbia and the United States, making close connections at all Union Depots.

All Baggage destined for points in Canada Checked Through, doing away with Customs Troubles.

Ocean Passage and Berths Secured To and from Great Britain and Europe. All first-class Steamship Lines represented.

Round Trip Excursion Tickets To Pacific Coast, Good for Six Months.

For full information call on or write to any of the Company's Agents,

H. J. BELCH, City Ticket Agent, 285 Main St., Winnipeg.
HERBERT SWINFORD, General Agent, 457 Main St., Winnipeg.
J. M. GRAHAM, General Manager.

Chicago, Milwaukee and St. Paul Railway.



For tickets, time tables, or any information in regard to the line, apply to any ticket agent in the Northwest, or to W. H. DIXON, Ass't Gen'l Pass. Agent, 162 East Third Street, St. Paul, Minn.
ROSWELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Ticket Agt.
J. F. TUCKER, Ass't Gen'l Manager. G. H. HERRFORD, Ass't Gen'l Pass. and Ticket Agt. MILWAUKEE.