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BANK OF MONTREAL

ESTABLISHED 1817.

Capital all Paid-up - \$12,000,000
Reserve Fund, - 6,000,000
Undivided Profits - \$81,328

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W. W. Ogilvie, Esq.
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BRANCHES in all the principal cities and towns throughout the Dominion of Canada, and in the following cities:
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New York, 59 Wall St. Chicago, 115 La Salle Street.

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Liverpool—Bank of Liverpool
Scotland—British Linen Co. Bank and Branches.

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Travellers' Circular Letters of Credit and Commercial Credits issued for use in all parts of the world.
Collections made on favorable terms.
Interest allowed on deposits at current rates.

A. F. D. MACGACHEN, Manager

DOMINION BANK

CAPITAL (PAID UP) - \$1,500,000
RESERVE FUND - 1,500,000

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HEAD OFFICE, TORONTO

R. D. GAMBLE, - GENERAL MANAGER

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NEW YORK—Agents Bank of British North America and National City Bank.
MINNEAPOLIS—Northwestern National Bank.
CHICAGO—Commercial National Bank
BUFFALO—Bank of Buffalo.
BOSTON—Howard National Bank.

A General Banking Business Transacted
Special attention given to Collections

Winnipeg Branch - F. L. Patton, Manager

UNION BANK OF CANADA

CAPITAL AUTHORIZED - \$2,000,000
CAPITAL PAID-UP - 1,915,000
REST - 350,000

HEAD OFFICE, - QUEBEC.

BOARD OF DIRECTORS

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Manitou, Man.	Scotts, Man.	Clarendon, Man.
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For the Province of Manitoba, under the recommendation of the Board of Trade of the city of Winnipeg.

Insolvent and Trust Estates Managed with Promptness and Economy.

Special attention to Confidential Business Enquiries.

CORNER 2ND AVE. AND 2ND ST. NORTH.

WINNIPEG, MAN.

Imperial Bank of Canada

HEAD OFFICE, TORONTO.

Capital Paid Up - \$2,000,000
Reserve - \$1,200,000

DIRECTORS:

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Wm. Ramsay, 1041 Jaffray. (St. Catharines).
Hugh Ryan, T. Sutherland Stayer. Elias Rogers
D. R. Wilkie, General Manager. E. Hay, Inspector.

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Brandon, Man.	N. O. Leslie, "
Portage la Prairie, Man.	W. Bell, "
Calgary, Alta.	M. Morris, "
Prince Albert, Sask.	R. Davidson, "
Edmonton, Alta.	O. R. F. Kirkpatrick, Manager
Edmonton South, Alta.	A. Jukes, Manager
Valcouver, B. C.	A. H. B. Heard, Manager
Revelstoke	

BRANCHES IN ONTARIO AND QUEBEC

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Galt, Ont.	Niagara Falls, Ont.
Hat Portage, Ont.	Port Colborne, Ont.
St. Catharines, Ont.	Sault Ste. Marie, Ont.
Welland, Ont.	St. Thomas, Ont.
Fergus, Ont.	Woodstock, Ont.

Montreal.

WINNIPEG BRANCH.

SAVINGS BANK DEPARTMENT—Deposits of \$1 and upwards received and interest allowed.

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LETTERS OF CREDIT issued on Alaska Commercial Co. payable at St. Michael, Alaska and Dawson City. Deposit receipts issued negotiable without charge at any of the Hudson's Bay Co's Posts in Athabasca, Peace River and Mackenzie Districts.

DRAFTS SOLD, available at all points in Canada, United States and Europe.

LETTERS OF CREDIT issued, available in any part of the world.

MONEY ORDERS issued payable at any Bank in Canada. Rates—Under \$10, 5c; \$10 to \$20, 10c; \$20 to \$50, 12c; \$50 to \$100, 14c.

C. S. HOARE, Manager.

BANK OF OTTAWA.

Head Office, Ottawa.

Capital paid up, Rest, \$1,500,000 \$1,125,000



Capital authorized, Capital subscribed, \$1,500,000 \$1,500,000

This Bank offers to clients every facility which their Balance, Business and responsibility warrant.

WINNIPEG BRANCH, - J. B. MONK, Manager

DICK, BANNING & CO.

WINNIPEG

We are selling LUMBER at bottom prices. Give us a call.

THE CANADIAN BANK OF COMMERCE

HEAD OFFICE: TORONTO.

Capital Paid-up, \$6,000,000

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H. E. Walker, General Manager

WINNIPEG BRANCH

Accounts of Corporations, Merchants and individuals received on favorable terms.
Credits issued for use in all parts of the world.
Debentures purchased.

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BANK OF BRITISH NORTH AMERICA

ESTABLISHED 1836.
INCORPORATED BY ROYAL CHARTER IN 1840.

Paid-up Capital - £1,000,000 Stg.
Reserve Fund - £285,000 "

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PROVINCE OF ONTARIO	PROVINCE OF NOVA SCOTIA:	PROVINCE OF MANITOBA
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Quebec	YUKON DISTRICT:	
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New York—52 Wall Street, W. Lawson and J. C. Walsh, Agts.
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Drafts on Dawson City can now be obtained at any of the Bank's Branches.

The Western Loan & Trust Co.

LIMITED

Incorporated by Special Act of the Legislature.

Authorized Capital, - \$2,250,000.00
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Office, 13 St. Sacrament St., Montreal, Que.

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This Company acts as assignee, administrator, executor, trustee, receiver, committee of insolvency, liquidator, etc., etc., also as agent for the above offices.
Debentures issued for three or five years, both debentures and interest on the same can be collected in any part of Canada without charge.

For further particulars address the manager

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HOTEL LELAND

Headquarters for Commercial Men

City Hall Square, Winnipeg

HILLIARD HOUSE

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First-class accommodation for Commercial Men
RAT PORTGE, ONT.

FINE 
CLOTHING 

IS OUR SPECIALTY

DONALD FRASER & CO., MANUFACTURERS

WINNIPEG

MONTREAL

XMAS TRADE

FAMOUS
REDLAND ORANGES

Lion Head Redland Navel Oranges, the best received in this market, at lower prices.

New Walnuts, Almonds, Filberts, Figs, Dates.

Carload Clover Honey—See our price list. Honey at Ontario prices.

Oysters fresh every day.
 Heated car—every week, no extra charge.

BRIGHT & JOHNSTON
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Rat Portage Lumber Co.

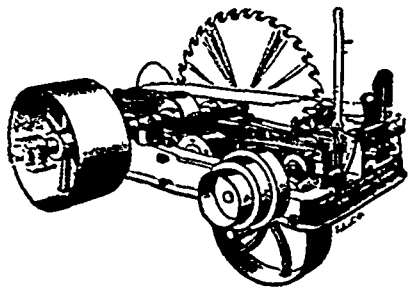
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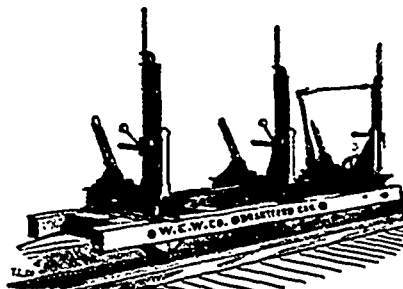
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Ed. Guilbault
 Tin Box Manufacturer

I manufacture, stamp and lithograph all descriptions of Tin Boxes, Butter Cans, Lard Pails, Baking Powder, Tea, Coffee and Spice Cans, etc. Special quotations to large Fish Canneries, Tea Packers, etc.

WRITE OR CALL FOR QUOTATIONS TO

ED. GUILBAULT
 ST. BONIFACE MANITOBA

WE DESIRE to thank our Customers through THE COMMERCIAL for the patronage accorded us, and to wish all a Very Merry Xmas and a Happy and Prosperous New Year.

LOVE, McALLISTER & CO
 WINNIPEG

If you want BEST GOODS at lowest prices

.. USE ..

Stephens'
 PURE READY MIXED **PAINT**

Manufactured by

G. F. STEPHENS & CO
 Market Street, WINNIPEG.

A FEW THINGS

that should be found in every well regulated household

DREWRY'S

- Choice Stock Ale Extra Porter
- Canadian Pilsner Lager
 (A Fine Light Beer)
- Golden Key Brand Aerated Water
- Imperial Table Sauce } Choice Table
- India Chutney } Relishes

E. L. DREWRY
 Manufacturer and Importer, Winnipeg.

THE COMMERCIAL

The recognized authority on all matters pertaining to trade and progress in Western Canada, including that portion of Ontario west of Lake Superior, the Provinces of Manitoba and British Columbia and the Territories.

Seventeenth Year of Publication

ISSUED EVERY SATURDAY

SUBSCRIPTIONS, CANADA AND UNITED STATES
\$2.00 PER ANNUM IN ADVANCE OR \$2.25 WHEN
NOT SO PAID; OTHER COUNTRIES, \$2.50 PER
ANNUM IN ADVANCE.

Changes for advertisements should be in not later
than Thursday Morning.

Advertisements purporting to be news matter,
or which profess to express the opinions of this
journal, will not be inserted.

Office: 151 McDermot Street.

D. W. BUCHANAN,
Publisher.

The Commercial certainly enjoys a very much
larger circulation among the business community
of the vast region lying between Lake Superior
and the Pacific Coast, than any other paper in Can-
ada, daily or weekly. The Commercial also
reaches the leading wholesale, commission, manu-
facturing and financial houses of Eastern Canada.

WINNIPEG, DECEMBER 24, 1898.

XMAS GREETING.

The Merry Christmas time is again
with us. In this part of the world
at least peace and prosperity prevails,
and we have every reason to rejoice
and be happy. Let us all then try
and forget the worries of business
and make merry with our friends for
a season. The Commercial wishes its
readers, one and all, a Merry Christ-
mas.

TECHNICAL EDUCATION

G. W. Murray, in a letter to the
Winnipeg Free Press, puts in a plea
for technical education in our public
schools. While in a new country
like Manitoba,—particularly a new
agricultural country—technical edu-
cation may not be considered as very
necessary, still it is a matter which
is worthy of consideration in laying
the foundation of our educational sys-
tem. In some of the older countries
of Europe, as pointed out by Mr. Mur-
ray, technical education has been quite
generally adopted, particularly in
Germany. The great progress made
by the latter country in expanding
her trade throughout the world, is no
doubt traceable to some extent to the
advancement made in technical educa-
tion.

The primary object of education
should be to impart useful, practical
information, such as can be turned to
account in the every day duties of life.

The Manitoba school system recognizes
this principle in providing for an ele-
mentary agricultural course. Some
approach has also been made toward
recognizing the advisability of im-
parting knowledge of a commercial
nature. There is room for improve-
ment, however, in the direction of
making both the commercial and agri-
cultural instructions partake of a
more practical nature. The adop-
tion of the principle of technical edu-
cation would only be a further step
in the same direction.

Our educational system is frequen-
tly spoken of very highly, and no doubt
from the pedagogic standpoint it is
very near perfection. We are now,
however, beginning to recognize that
we have made serious mistakes in the
past. Education in Canada has tend-
ed constantly in the direction of what
we call higher education. We have
been turning out school teachers, pro-
fessional men and graduates of var-
ious degrees. We find many men who
have taken these higher courses, who
are quite incapable of turning their
education to practical account. With
all their learning they are almost un-
able to earn a living. We have been
straining for an ideal and missing
what is useful and practical in life.

It is the first duty of the state to see
that the young are given reasonable
instruction, of as practical a nature
as it is possible to make it. Higher
education is of decidedly secondary
importance, in comparison with the
need of imparting a good practical
education to all. The tendency of the
times to come down from our ideal
views and endeavor to turn education
to more practical account, is worthy
of the age in which we live.

RAISE MORE HOGS.

The final crop and live stock bulletin
of the Manitoba department of agri-
culture, published in The Commercial
last week, says:

"The number of hogs ship-
ped from Manitoba to Brit-
ish Columbia was 5,100. The num-
ber received by Winnipeg butchers and
packers was 18,000. Total, 23,100.
Returns show that 1,919,784 pounds
of pork were imported to Winnipeg
from the United States to supply the
demand of markets supplied from Win-
nipeg."

The quantity of hog product brought
in from the United States, as stated
in the bulletin, would represent 10,000
hogs of about 200 pounds dressed
weight, plus the shrinkage in
curing. Allowing for the shrinkage
in weight in curing, and the elimina-
tion of bones, etc., the actual number
of hogs, at an average dressed weight
of 200 pounds each, would be increased
by a few thousand. Some quantities
of cured hog product were also brought
in from Eastern Canada, so that we

can easily place the quantity of out-
side hog product handled by Winni-
peg houses as equal to 15,000 hogs
of an average dressed weight of 200
pounds, or almost as many hogs as
were produced here. There is cer-
tainly room for an expansion of the
hog raising industry here. This outgo
for freight and duty on hog products,
besides first cost of the goods, should
go to Manitoba farmers.

H. B. ROUTE.

We reproduce this week the more
important portions of Mr. Fisher's re-
port on the Hudson Bay expedition.
No doubt much surprise will be oc-
casioned among the ardent supporters
of this route, by the position he has
taken. As to this: The Commercial
has no comment to make at present
simply giving the report as an im-
portant matter of news.

THE CHRISTMAS MARKET

Perhaps the most interesting and
unique of the numerous trade displays
of the Christmas season in Winnipeg is
that made by the butchers of the city
market, showing their stocks of poul-
try, beef, mutton, etc. Very few
cities on this continent or on any other
can boast of such an exhibit of holi-
day meats as the citizens of Winni-
peg annually witness in their city
market and it has come to be one of
the essential features of the week's
sight seeing to visit the market and
see the display. The city butchers
can generally safely boast that the
meat supplied to their patrons is of
the first quality, but when it comes to
making a Christmas show words are
not necessary to convince the visitor
to the market of this. Most of the
meat is bred and raised with this
special end in view. No amount of
care or money is spared to have every-
thing of the finest quality and almost
any of the leading butchers could show
to-day the animals which will adorn
their stalls at Christmas time two or
three years hence.

Gallagher & Sons have gone to great
lengths this year to make their meat
the best. Two beef carcasses are
shown which have taken first prizes in
their class at the Winnipeg exhibition
for two years in succession. Another
carcass shown by this firm is a steer
which weighed before killing the en-
ormous amount of 2,800 pounds, fully
400 pounds heavier than any animal
ever before killed for this market. In
mutton, their display is no less inter-
esting. Over 100 carcasses are shown
which are to all appearances the pink
of perfection. These were picked from
a flock of 1,400 sheep, all of the best
quality. This firm is also carrying
a stock of three carloads of Ontario
turkeys, besides a large amount of
bacon, hams, sausage, home grown
poultry, game, etc. The decorations
of these stalls and the dressing of the
meats is beautifully done.

Kobold & Co., are also making a
great display of meats this year.
Hung up in front of their stalls may
be seen four immense beef carcasses,
which weighed respectively 2,350, 2,-
150, 1,800 and 1,600 pounds. These
are handsomely dressed and decorated.
Of mutton they have also a fine col-
lection, all grown by themselves.
Besides two carloads of Ontario tur-

THE WELL IS NOT YET DRY

MY STOCK OF . . .
**MOCCASINS AND
 ARCTIC SOX**

Still holds out. Another hundred dozen lot of Moccasins have come to hand just in the nick of time. Send along your orders.



DOLGE'S

As many Customers know, my supply of many lines of DOLGE SHOES has run short. I expect 500 pairs this week. Send your orders now.



ARTHUR CONGDON

Sole Agent in Canada for ALFRED DOLGE FELT SHOES

COR. RORIE and McDERMOTT ST. E.
 WINNIPEG, MAN.

One Block in rear of P.O.

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758, 760, 762 MAIN STREET, WINNIPEG

Dealers in Machinery and Supplies

Boilers, Engines and Steam Pumps, Hoisting Engines and Centrifugal Pumps. Agents for Monarch Economic Boilers. Latest improved Flour Mill Machinery, Woodworking Machinery and Saw Mills, Ironworking Machinery and Tools, Dodge Wood Split Pulleys and Friction Clutches, Dodge system of Manilla Rope Drives, Electric Dynamos and Motors, Electrical Supplies and Incandescent Lamps, Electrical Repairs.

Large Stock of Second-hand Machinery on Hand

Call and see us or write for prices on any Machinery you are in need of.

The Geo. E. Tuckett & Son Co.

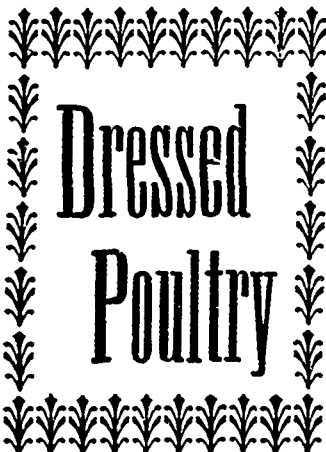
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Manufacturers of the favorite

**T. & B. MAHOGANY and
 T. & B. SLACK**

Chewing Tobaccos

TEES & PERSSE, Agents
 WINNIPEG, MAN.



Dressed Poultry

THE SEASON for Dressed Poultry is here, and we are open to buy any quantity. We pay the highest market price and make prompt returns. A post card to us will bring you quotations and particulars.

DO YOU USE HOG CASINGS?

If so, we can interest you, as we have superior casings free from salt at lower prices than they have ever been offered at in Manitoba. Send us a trial order for Casings, Hams, Bacon, Lard and Sausage. The quality is A 1 and the prices are right.

P. GALLAGHER & SONS
 WINNIPEG, MAN.

BUTCHERS, PORK PACKERS, CATTLE DEALERS

MACKENZIE & MILLS

Importers of and Wholesale Dealers in

**Teas, Roasted and Ground Coffees
 Jams, Etc.**

Packers of Britannia, Beaver and Buffalo Blend "Packet Teas" and Sole Agents for Thos. Lipton's Package Teas for Manitoba, N. W. Territories and British Columbia.

244 Princess St., Winnipeg

keys they show a considerable quantity of home grown stock, geese, ducks, chickens, smoked and salt meats and seasonable game.

J. B. Lauzon is another butcher who justly prides himself on his display of meats, and some very fine carcasses are shown.

Other butchers who are making special efforts are Rocan & Co., and Brownrigg & Co.

Charitable Reference.

The illustration of the Salvation Army Rescue Home, given this week, is a little out of the ordinary line of our illustrations. As this is the Xmas holiday season, however, we may be excused for departing from strictly business matters for a brief period. While to some of us the noisy and enthusiastic type of Christianity represented by the Salvation Army may seem to partake almost



SALVATION ARMY RESCUE HOME, YOUNG ST., WINNIPEG

of irreverence, yet we cannot but admire the practical charitable work done by the Army. One of their enterprises of this nature in Winnipeg, which is worthy of special encouragement, is their rescue home. This important but neglected branch of charitable work was taken hold of by the army with good results. Many business men who have had a prosperous year, make Xmas a time for distributing something among the charitable institutions, and among the worthy institutions we would class the Rescue Home of the Salvation Army.

The Commercial Men.

The annual meeting of the North-west Commercial Travellers' association was held in the board of trade rooms, Winnipeg, on Saturday last, as previously announced in The Commercial.

After the minutes of last meeting were read and confirmed a report was read from the scrutineers, giving

the result of the balloting for directors, and the chairman declared the following as the board for the ensuing year: H. Bruce Gordon, F. M. Morgan, T. Locke, F. H. Agnew, K. McKenzie, A. P. Jeffrey, G. F. Bryan, R. M. McGowan and the retiring president, J. Mundie.

The annual reports, as printed in The Commercial last week, were read.

The motion to consider the advisability of discontinuing the accident insurance was laid on the table. In voting by post card to get the views of the travellers on the question, the majority was so large against the motion that there will be no change.

The motion to apply to the legislature at the next session to authorize that the number of directors may be increased to a number not exceeding twenty-five, also that the officers may be increased by adding two vice-presidents, was carried, the object being to give points in British Columbia representation on the board.

The amendments to the mortuary benefits were all carried, after a thorough explanation by J. H. Brock from an actuary standpoint, show-

\$6,155.03 for the year, which added to the capital now makes the handsome sum of \$19,497.58. Two grievances were mentioned as receiving the attention of the association. One the Prince Edward Island act imposing a tax on commercial men and making it impossible to collect for goods sold by men who did not take out a license, and the other the Manitoba Liquor Act imposing a tax of \$200 on travellers entering this province to sell liquors.

Winnipeg Prices a Year Ago.

Following were Winnipeg prices this week last year:

Wheat—No. 1 hard, in store Fort William, 89c. Market quiet.

Flour—Local price per sack unchanged at: Patent, \$2.55; bakers, \$2.35.

Bran—\$10 per ton.

Shorts—\$12 per ton.

Oats—Per bushel, car lots on track, Winnipeg, easier at 35 to 37c.

Barley—35c for feed; malting, 38 to 42c.

Flax seed—Prices to farmers, country points, 60c per bushel.

Butter—Dairy, shippers buying at 14 to 15 1-2c; held goods, 13 to 14c; creamery, jobbers' price, 21 to 23c.

Cheese—Jobbers selling at 11c.

Eggs—Dealers selling at 20c for fresh and 16 to 17c for limed.

Beef—City dressed, 5 1-2c; country, 4 to 5c; fresh, unfrozen, 6c.

Mutton—5 to 6c.

Hogs—Dressed, 5 1-4 to 6c.

Veal—5 to 6c.

Lambs—5 to 7c.

Cattle—Butchers, nominal at 23-4 to 3c.

Hogs—Live, off cars, \$4.50 per 100 lbs. for best bacon.

Sheep—2 1-2 to 3c off cars.

Seneca root—18 to 20c lb.

Hides—Green city hides, 7 to 7 1-4c for No. 1.

Hay—Baled, on track, \$8.50.

Potatoes—35 to 40c per bushel.

Poultry—Chickens, 7 to 7 1-2c per lb.; turkeys, 9 to 10c; geese, 8 to 8 1-2c; ducks, 8 to 9c. Eastern turkeys selling at 11c wholesale on reports of over-supply. This was considered a low price.

Crow's Nest Pass Coal.

Robert Jaffray, a prominent Toronto capitalist, and W. Blackmore, manager of the Crow's Nest Pass Coal Co., were in Winnipeg this week on their way from Fernie, B. C., to Montreal. While in the city they gave out many interesting particulars regarding the progress and development of the country opened up by the new railway. Regarding the coalmining operations at Fernie, they said that the coking ovens which are now running there, fifty in number, are turning out 80 tons of coke per day, which is all absorbed by the smelters at Trail and Nelson. Contracts have been let for fifty more ovens. It is proposed to increase the number of ovens to 200 before the end of 1899, which will give a capacity of about 300 tons per day. This coke is said to be of excellent quality, containing ninety-five per cent of fixed carbon. The Fernie coal is a bituminous of high grade, but at present the output is not sufficient to place it in the market to any extent.

Geo. E. Ellis, of the Ellis Manufacturing Co., Toronto, and J. D. Parker, the firm's western representative, returned east on Tuesday from a western trip.

Dominion Commercial Travellers Association.

The Dominion Travellers' Association held its annual meeting on Dec. 17th, and some very encouraging reports were presented thereat. The membership has now reached the satisfactory total of 2,916, a gain of 108 for the year. The total income for the year was \$36,998.39, of which amount \$1,252.57 has been paid out for working expenses, and \$27,475 in death benefits, leaving a surplus of

J. A. & M. COTE

ST. HYACINTHE
CANADA

WHOLESALE MANUFACTURERS

BOOTS AND SHOES

AN INSTANTANEOUS ADJUSTING SHOE, Patented—This is our greatest specialty for the coming season particularly adapted to Farmers, Laborers, Mechanics and to very busy people. Merchants in outlying districts send for sample 30 pair case. Write direct to factory or to any of the addresses given below. We quote you the three great sellers of this new adjusting shoe as follows:

No. 31½ Blucher Cut, slip sole, retails with good margin at	\$1.50
No. 30½ Balmoral Cut, slip sole, retails with good margin at	1.75
No. 29½ Balmoral Cut, w/c extension, retails with Good margin at	2.00

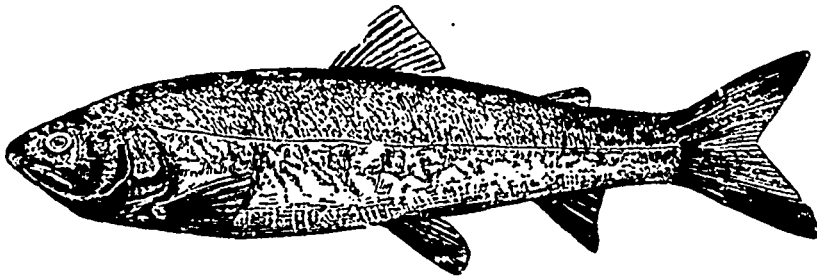
NOTHING LIKE THEM IN CANADA

Represented by J. H. Glass whose Manitoba address is Leland Hotel, Winnipeg; North-West address, Alberta Hotel, Calgary; British Columbia address, Leland Hotel, Vancouver.

SPRING SAMPLES FOR 1899 NOW ON THE ROAD

HERRING

Car load of fresh Lake Superior Herring just to hand. Try a shipment.



Consignments of Poultry Handled, highest cash price paid.

Winnipeg Oyster, Fish, Game and Poultry Depot
602 MAIN STREET

W. J. GUEST

HIDES WOOL

**NORTHWEST
HIDE CO.**

Andersch Bros., Props
Herman Telke, Mgr.

270 KING ST.
WINNIPEG, MAN.

FUR TALLOW

SENEGA ROOT

SHEEPELLS

MCKENNA, THOMSON & Co.

Successors to JAMES O'BRIEN & CO.

MANUFACTURERS OF

UP-TO-DATE, READY-TO-WEAR CLOTHING

Spring 1899—Our travellers are now on the road with samples for the coming season's trade. WAIT and see our samples before placing your order. Our goods are right, our prices are right, and we will treat you right

Represented by—

W. G. SHERA, IN MANITOBA
W. G. PENNINGTON, IN THE TERRITORIES

423 to 425 St. James St., MONTREAL

GRANULAR Ogilvie's Hungarian CREAMY

HAS NO EQUAL

FLOUR

HAS NO EQUAL

IN HANDLING

OGILVIE'S FLOUR

YOU HAVE

THE BEST

Each bag guaranteed. Sewn with our Special Twine, Red, White and Blue.

OGILVIE'S HUNGARIAN

Unequalled for fine Cakes and Pastry. Stands unrivalled for Bread Making. Make the sponge thin. Keep the dough soft. Do not make it stiff. For pastry use little less flour than usual

STANDS unparalleled in its Distinctive Qualities and Peculiar Advantages. We are aware others are attempting to imitate our Brands, which is the Strongest Guarantee of the Superiority of

"OGILVIE'S FLOUR"

Messrs the Ogilvie Milling Co., Winnipeg, Man.

Dear Sirs—We have pleasure in stating that the quality of the flour made in the Winnipeg mills, of which we have imported considerable on this crop, has given the highest satisfaction to everyone who has baked it. Glasgow is pre-eminently a city of large baking establishments, some of them with a capacity of 2000 barrels per week, and all managed by gentlemen well qualified to give a sound verdict on the merits of any flour. With remarkable unanimity they have expressed the opinion that nothing finer than your Patent grade has ever been placed on the market. The baking results have been exceptionally high, both in regard to color and out-turn, and we can invariably command a higher price. We are, yours respectfully,

WILLIAM MORRISON & SON.



ENCOURAGING REPORT.

The annual statement of the Bank of Ottawa, which is published in detail this week, shows satisfactory progress in the direction of business expansion, while the financial statement is very favorable. This bank has not entered into the competition of opening new branches promiscuously, but has followed a more conservative policy in this respect. Where it was felt that the interest of the bank would be furthered by opening branches, this has been done. Four new branches have been opened during the past year, including one at the new town of Dauphin, Man., the business centre of the famous Dauphin district. A branch has also been opened in the country's commercial metropolis — Montreal. The other two new branches are at Bracebridge and Alexandria, Ontario, a territory within the special "sphere of influence" of the Bank of Ottawa.

The financial statement shows the bank to be in a strong position, having a reserve of about 33 per cent of its liability to the public, in readily available assets.

The lumber trade, in which this bank is specially interested, has of course been affected by the last United States tariff change.

The president made reference in his address to the importance of the wool pulp industry, the need of better harbor accommodation at Montreal and to the Georgian Bay canal project, which latter he says is "one of the next great public works necessary for the development of this country." This canal enterprise was explained in a recent issue of The Commercial, with map illustration.

J. B. Meak, manager of the Winnipeg branch of this bank, says that they have had a favorable year's business though somewhat curtailed in the closing months of the year by the slow grain movement.

LOOKING TO THE WEST.

The improved situation in the West is indicated in the tendency of financial institutions to push their investments in this direction. One evidence of this is in the large number of new branches which have been established throughout the West by the chartered banks during the past two years. There has been almost a craze for opening bank branches, and the competitor to get in first in the new town has been very keen.

In Winnipeg again there have been liberal investments in real estate and

building properties by the large financial institutions, during the year now closing, and it is understood that other similar investments are in contemplation.

Again, we have an increasing number of institutions which are anxious to invest money on mortgage loans, in both city and farm property. Several of the life insurance companies have extended their loan business in this direction, and the desire to put out money on mortgage loans has led to a decidedly easier tendency in rates of interest during the past few months. All this indicates that financial institutions now regard the West as quite as safe as any other part of the Dominion, so far as loans and investments are concerned.

ANOTHER BANK FOR WINNIPEG.

The Bank of Nova Scotia, which is opening a branch in Winnipeg the first of the year, is sending out a circular giving the following information regarding its standing and connections: The bank was incorporated in 1832. Its head office is at Halifax. The reserve fund of the bank exceeds its capital of \$1,500,000. In addition to its twenty-nine Canadian offices it has branches at Chicago, Ill.; Calais, Me.; Kingston, Jamaica, W. I.; St. John's and Harbor Grace, Newfoundland, and on 1st February next a branch will be opened at Boston, Mass. The Winnipeg branch will be opened on 3rd January next at 383 Main street. A general banking business will be transacted. Interest allowed on deposits at current rates. Accounts will be received on favorable terms. C. A. Kennedy is the manager of the new branch.

WINNIPEG CLEARING HOUSE.

The clearing house returns this week compared with the corresponding week in previous years, show as follows:

Week ended Dec. 22, 1898	\$2,418,815
Corresponding week, 1897	2,141,510
1896	1,602,121

Following shows the bank clearings at Winnipeg by months, for three years:

	1898.	1897.	1896.
Jan. ...	6,847,168	5,009,819	4,977,200
Feb. ...	5,517,000	3,851,000	4,052,000
March ...	5,968,000	4,289,000	4,286,000
April	6,240,000	4,162,000	4,032,000
May ...	8,083,364	5,014,786	4,246,201
June ...	7,596,000	5,531,000	4,094,000
July ...	6,316,238	5,616,603	4,961,277
Aug. ...	6,180,385	6,298,574	4,646,359
Sept. ...	6,414,551	8,035,201	4,030,706
Oct. ...	9,347,692	12,291,879	7,585,472
Nov. ...	11,553,069	13,550,761	8,893,176

FINANCIAL NOTES.

The Bank of Nova Scotia is opening a branch at Boston.

Debentures of the town of Selkirk, Man., to the amount of \$60,000, are offered by tender.

Manager Wickson, of the Merchants bank, Winnipeg, returned from a western trip on Monday.

The new branch of the Bank of Nova Scotia will make just an even dozen chartered banks for Winnipeg.

Three branches will be established immediately by the Merchants' bank along the route to Dawson, the famous capital of Yukon territory. The

branches will be located at Skagway Atlin and Bennett. The staff for the new branches left Victoria, B. C., recently, on their way north.

The three Winnipeg city by-laws to provide respectively for a garbage crematory, a public library building and a municipal system of electric lighting, were all defeated at the polls on Tuesday last.

E. F. Kohl, of Brockville, Ontario, has been appointed manager of the Winnipeg branch of the Molsons bank. F. D. Phepoe, late manager, has been transferred to the Trenton, Ontario, branch. Mr. Kohl arrived on Monday from the east. Mr. Kohl has been connected with the Brockville branch for twelve years, about half of this time as manager of the business. He is spoken of very highly by the Brockville papers. The immediate cause of the change of management here no doubt arises from the unfortunate robbery of the Winnipeg branch, which still remains a mystery so far as the public is concerned.

BANK OF OTTAWA.

The twenty-fourth annual meeting of the shareholders of the Bank of Ottawa was held last week. Among those present were: Messrs. J. Roberts Allan, N. Eate, Hon. F. Clemow, Hon. George Bryson, Jr., J. F. Cunningham, Alex. Fraser, George Hay, Geo. F. Henderson, John Mather, Charles Magee, Dennis Murphy, David MacLaren, J. G. Whyte, and John Christie.

On motion of Mr. A. Fraser, seconded by the Hon. George Bryson Jr., the president took the chair, and the general manager was requested to act as secretary.

The chairman then asked the secretary to read the

REPORT OF THE DIRECTORS.

The balance at the credit of Profit and Loss Account on 30th November, 1897, was \$45,772.96. Net profits for the year ending 30th November, 1898, after deducting expenses of management, reduction in Bank premises, and making necessary provisions for interest due to depositors, unearned interest on current discounts and for all bad and doubtful debts ... 185,284.10

\$231,037.00

Appropriated as follows:—
 Dividend No. 44 ... \$ 60,000.00
 Dividend No. 45 ... 60,000.00
 Bonus of one per cent. 15,000.00
 Appropriation authorized for officers' pension fund ... 5,000.00
 Carried to rest account 45,000.00

\$185,000.00

Leaving a balance to be carried forward at the credit of Profit and Loss Account of ... 46,037.00

And making the Rest Account ... \$1,470,000.06

In view of the continued growth of the general business of the bank, and of the constantly increasing importance of Montreal as a commercial and financial centre, your directors deemed it to be in the interest of the bank that a branch should be established in that city. Desirable premises were secured and an office opened in October last. Branches have also been opened during the year at Alexandria and

Do You Handle the Best RUBBERS and OVERSHOES

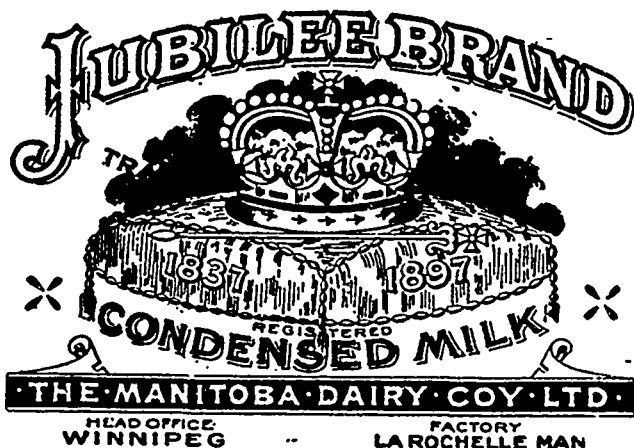
WE ARE AGENTS FOR THE

"MAPLE LEAF"

BRAND

And claim them to be the best. Large sorting stock always on hand. Send in your Letter Orders

THE KILGOUR RIMER COMPANY, LTD., WINNIPEG



TRY IT IN YOUR COFFEE

Better than fresh Milk and equal to Cream
A boon to the Miner and Camper

THE MARTIN, BOLE & WYNNE COMPANY

WHOLESALE DRUGGISTS

The largest stock of DRUGS, PATENT MEDICINES and SUNDRIES
in Western Canada.

Cor. Princess and Market Streets

WINNIPEG, MANITOBA

W. H. MALKIN & CO.

VANCOUVER, B. C.

Dealers in

BUTTER, CHEESE, EGGS

Choice California and Local Fruits

OUR SPECIALTY—Consignments of produce from Manitoba and Northwest Territories. Prompt returns made on the 15th of each month

TRY US.

J. & A. CLEARHUE

COMMISSION MERCHANTS

DEALERS IN

Fruits and all kinds of Produce

Special attention to consignments of Furs and Skins, Butter and Eggs . . .

YATES STREET, VICTORIA, B. C.

P. O. BOX 536.

Agents for D. Richards, Laundry Soaps, Wood stock, Ontario. We have a large cool warehouse with good facilities for handling butter and produce in quantities. Consignments received in all lines. Correspondence solicited.

E. BOISSEAU & CO.

TORONTO, ONT.

**WHOLESALE
TAILORS**

MANUFACTURERS OF

MEN'S, BOYS', YOUTHS'
CHILDREN'S

CLOTHING

TRAVELLERS WITH SPRING SAMPLES NOW ON THE ROAD

Bracebridge, Ont., and at Dauphin, Manitoba. Your directors are pleased to be able to report that the progress made by each of these new offices has been satisfactory.

Money has continued in abundant supply during the year, and your directors have not found it necessary to avail themselves of the authority given them at the last annual meeting of the shareholders, to issue five thousand shares new stock.

The usual careful inspections of all the offices of the bank have been made during the year.

The officers of the bank continue to perform their respective duties to the satisfaction of the directors.

All of which is respectfully submitted.

CHARLES MAGEE,
President.

GENERAL STATEMENT,

Liabilities and Assets as on 30th November, 1897.

LIABILITIES.

Notes in circulation ...	\$1,392,705.00
Deposits bearing interest ...	5,078,982.90
Deposits not bearing interest ...	895,049.74
Deposits made by other banks in Canada ...	4,132.36
Balances due to other banks in foreign countries ...	371.31
	<u>\$7,371,241.38</u>
Capital (fully paid up) ...	\$1,500,000.00
Reserve ...	1,125,000.00
Dividend and Bonus ...	75,000.00
Former Dividends unpaid ...	1,108.00
Reserved for interest and exchange ...	14,464.00
Rebate on current discount ...	50,757.85
Balance of Profit and Loss Account carried forward ...	45,772.96
	<u>\$2,812,102.81</u>

ASSETS.

Specie ...	\$ 153,282.58
Dominion Notes ...	438,730.75
Notes of and Cheques on other banks in Canada ...	130,422.76
Deposits in other Canadian Banks ...	574,458.20
Balances due from banks in foreign countries ...	295,662.18
Balances due from banks in United Kingdom ...	23,362.37
Dominion government debentures or stock ...	394,702.77
Deposited with Dominion government for security of note circulation ...	60,000.00
Canadian Municipal Debentures ...	128,237.04
	<u>\$2,108,958.65</u>
Call Loans on Stocks and Bonds ...	249,186.00
Loans and bills discounted	7,551,190.71
Overdue debts (estimated loss provided for) ...	35,965.30
Real estate, the property of the bank other than bank premises ...	13,440.28
Mortgages on real estate sold by the bank ...	10,504.20
Bank premises ...	124,000.00
	<u>\$10,183,344.14</u>

Liabilities and Assets as on 30th November, 1898.

LIABILITIES.

Notes in circulation ...	\$1,428,055.00
Deposits bearing interest ...	5,472,202.14
Deposits not bearing interest ...	1,077,018.87
Deposits made by other banks in Canada ...	499.85
Balances due to banks in foreign countries ...	939.91
	<u>\$7,979,355.07</u>
Capital (fully paid up) ...	\$1,500,000.00
Reserve ...	1,170,000.00

Dividend and bonus ...	75,000.00
Reserved for interest and exchange ...	15,702.50
Rebate on current discount ...	84,257.00
Balance of profit and loss account carried forward ...	40,057.00
	<u>\$2,841,106.50</u>
	<u>\$10,820,462.63</u>

ASSETS.

Specie ...	\$ 68,102.90
Dominion notes ...	452,004.50
Notes of and cheques on other banks in Canada ...	242,599.53
Deposits in other Canadian banks ...	241,758.11
Balances due from banks in foreign countries ...	166,217.83
Balances due from banks in United Kingdom ...	402,122.94
Dominion government debentures or stock ...	394,702.77
Deposited with Dominion government for security of note circulation ...	65,000.00
Canadian municipal debentures ...	357,605.10
Provincial bonds ...	69,920.00
	<u>\$2,559,643.88</u>
Call loans on stocks and bonds ...	972,476.21
Loans and bills discounted	7,109,566.47
Overdue debts (estimated loss provided for) ...	26,514.73
Real estate the property of the bank other than premises ...	11,675.64
Mortgages on real estate sold by the bank ...	11,690.75
Bank premises ...	128,800.00
	<u>\$10,820,462.63</u>

GEO. BURN,
General Manager.

The president, Mr. Charles Magee, then said:

"Following the example of some of the other banks, we have this year printed the figures of last year's general statement in parallel columns with those of this year, which will render it unnecessary for me to do more than refer in general terms to the differences, as the shareholders can make the comparison for themselves.

"You will of course see that there is a decrease in the net earnings for the year of about \$16,000. This is accounted for partly by the competition in rates for the better class of commercial business, and the lessened demands of the same class of borrowers, and in addition to these two causes, the slow and gradual movement of the crops in Manitoba is responsible for a considerable reduction in our earnings in that province. The increase in deposits is nearly \$600,000. Loans and discounts are less by \$441,000. Call loans on stocks and bonds have increased \$723,000, making a net increase on all classes of loans of only \$281,000. Investments in provincial bonds and municipal debentures have increased by about \$300,000, and the amount due from banks in Great Britain is \$378,000 greater than last year. The meaning of this is we are suffering from a plethora of money, through the deposits from the public increasing faster than we can find safe and profitable employment for the money, and the bank has been obliged to lend more on call at lower rates and invest in municipal and other bonds, which yield only a low rate of interest. The bank is, however, in consequence of this state of things, in a strong position, having a reserve of about 33 per cent of its liability to the public in assets readily available without including loans on call, be-

sides being in a position to entertain new business of a desirable kind when it offers.

"The opening of four new offices within the year shows we are endeavoring to meet the legitimate wants of the people in the newer districts and within what might be considered our sphere of influence, and to provide for representation of the bank at the larger centres of commerce.

"With regard to the lumber trade which has in the past and still continues to give employment to a large proportion of our resources, I am glad to know that recently a distinct improvement is noticeable in the demand for the grades usually sold to the American market, with quite a perceptible hardening in prices, while indications are not wanting that Great Britain's requirements will be as large as for several years past, and that values will be fully maintained. We must, however, recognize that in so far as the manufacture of sawn lumber at the city of Ottawa and vicinity is concerned, it is a diminishing industry. There is, however, every reason to believe that the water power at the Chaudiere Falls can and will be profitably employed in other branches of manufactures, doubtless, with increased outlay for skilled labor, which will have a tendency to advance the growth and increase the prosperity of the city.

"The utilization of pulp made from spruce and other woods hitherto considered of but little value, in the manufacture of paper and other products, has added immensely to the value of our forests, and many limits in the Ottawa and other lumber districts, denuded of the merchantable timber, but having a large quantity of young spruce trees on them, may be considered valuable properties, and possibly a more valuable asset than a gold claim in the Klondike.

"Two years ago I referred to the opening of the Parry Sound railway, and I am pleased to learn that I did not over-rate the importance of this new line connecting the Great Lakes with the Atlantic seaboard, and while benefiting Ottawa, it is benefiting Montreal to a much greater extent. The export of grain from Montreal during the season of 1898 increased by about 11,750,000 bushels over the season of 1897, and of this increase the Canada Atlantic and Parry Sound railways carried over nine million bushels, besides over 40,000 tons of flour, meats, and other products, and almost all of this was new business to the port of Montreal, and did not effect the other two great railway systems. It was business diverted from Buffalo and New York to Parry Sound and Montreal, and from American to Canadian railways and steamships. This new business has been done under great difficulties, owing to the inadequate warehouse and other accommodation at Montreal. Montreal harbor may be called a Dominion harbor. Situated as it is at the head of ocean navigation in summer, it is the entrepot for Ontario and the western provinces. It is governed by a local harbor board, the chairman and several members of which are appointed by the Dominion government. I allude to this matter to-day because Ottawa interests are liable to suffer. We are not interested in the question of the location of the dry dock in Montreal nor in the contest between the land owners in the east end and vested interests in the west end of that city, but we are interested in having there additional

A BACK NUMBER

The Merchant who does not carry Griffin Brand Breakfast Bacon is missing the best thing in the market, and will soon be considered just a trifle behind.

4 Cars Smiths Falls Turkeys and Geese, all choice selected stock, are now on the rails, coming to us for Xmas trade. Send along your orders quick. You cannot stick us for quality or quantity in all kinds of Cured Meats, Lard, Sausage, Finnan Haddie, Dairy and Creamery Butter, Fresh and Pickled Eggs, Cheese, etc. Our business is to sell quick, and you can rely on prompt attention to all orders. Write or wire

J. Y. GRIFFIN & COMPANY

PORK PACKERS AND COMMISSION MERCHANTS

WINNIPEG

NELSON

VANCOUVER

We are Sole Agents for

KLONDYKE CHAMOIS VEST

The most sensible garment ever introduced into a cold country. These vests render extra heavy outer garments unnecessary, making "getting about" more pleasant and economical.

Ladies' Sizes run from 30 to 38
Gents' " " 30 to 44

The Prices enable everyone to wear the Klondyke Chamois Vest.

We are also Sole Agents for

EASTMAN'S BULK PERFUMES

IN HALF-POUND BOTTLES

List of Odors supplied to Druggists on application. If the trade wishes a new taking line for Xmas Trade we would be glad to hear from them. The quality is guaranteed and the price is no higher than other goods on the market of less merit.

The **Bole Drug Co**

WHOLESALE DRUGGISTS, WINNIPEG

wharfage, warehouses, elevators, and the most modern port facilities for the prompt handling, storing and shipping of grain and other products of the great west. Montreal should not, when making harbor improvements, lose sight of the fact that the deepening of the St. Lawrence canal will be completed in a year, and that the construction of the Ottawa and Georgian Bay canal is now looked upon as one of the next great public works necessary for the development of this country, to be undertaken and carried on in the near future. Therefore, in providing the needed improvements, provision should be made for extension, as Montreal is bound to be one of the great cities and ocean ports of this continent.

"The Dominion government should, and I have no doubt will, do their share, not only in making improvements in the harbor of Montreal, but in deepening and maintaining the channel, so that ocean vessels of the largest tonnage can safely reach the port, and the harbor board should so adjust their wharfage and other port charges as to compete with New York and attract new steamship lines and rail or inland water lines that can by their natural conditions, increase the business and tonnage of the port.

"I think I have taken up sufficient of your time, but if there are any other matters suggested by the report, as calling for explanation, either the general manager or myself will answer any questions, before the motion for the adoption of the report is put to the meeting.

"I will now move, seconded by the vice-president:

"That the report of the directors just read be adopted and printed for the information of the shareholders."

The report was unanimously adopted.

Mr. J. G. Whyte said that the report and statement just submitted was sufficient evidence that the affairs of the bank had been ably administered, and he had much pleasure in moving.

"That the thanks of the shareholders are due and are hereby tendered to the president, vice-president, and directors for their careful attention to the interests of the bank during the past year."

Senator Clemow said that he had much pleasure in seconding Mr. Whyte's motion. He thought the directors and shareholders were both to be congratulated on the good showing as the result of the year's business. He was glad to note the remarks of the president as to the possibility of the construction of the Georgian Bay canal. He was a firm believer in canals supplementing railways, and he thought the day was not far distant when there would be many more millions of bushels of grain grown in the northwest than the railroads could carry. He was strongly of the opinion that the Ottawa and Georgian Bay canal was a necessity and should be built, and that the Dominion government should assist it. He thought that Ottawa had stood by and been sidetracked long enough, and it was high time there was a change.

Mr. George Hay, vice-president, on behalf of the board, thanked the meeting for the vote of thanks, and said that if ever the bank should not be able to show a good statement, it would not be on account of want of attention to its affairs by the directors.

Moved by Mr. Newell Bate, seconded by Mr. J. Roberts Allan—
"That the thanks of the shareholders be tendered to the general manager and other officers of the bank for the efficient manner in which they have performed their respective duties." Carried.

The general manager, Mr. Burn, replying on behalf of the officers, said that the showing the bank had been able to make was due to a very considerable extent to the fidelity and zeal of the staff, who always manifested great loyalty to the institution they served, recognizing that its interests were identical with their own. He thanked the meeting for the resolution, and the kindly expressions of good-will which accompanied it. Mr. Burn then reviewed shortly the position of the Canadian banks for the past year as compared with 1893, taking 31st October in each year. He showed that the deposits in the banks had increased \$73,275,000 since 1893 and the Post Office Savings Bank \$10,000,000 in the same time. That the march of business enterprise had not kept pace with the savings of the people was abundantly manifest from the fact that the current loans had only increased \$20,000,000 in that time. It was gratifying to note, however, that the tide had turned to some extent, and that business had begun to expand, as shown by the fact that the current loans of the banks in 1898 had increased \$16,500,000. The public deposits had also been enlarged during that year by \$24,000,000. The result was manifestly that the banks generally were in a very strong position in so far as cash reserves were concerned, but that this position was not so profitable as if more activity and enterprise were being shown by good borrowers.

On motion of Mr. David McLaren, seconded by Mr. Denis Murphy, Messrs. G. F. Henderson and J. F. Cunningham were appointed scrutineers of the ballot for new directors. They declared the following gentlemen elected: The Hon. George Bryson, Jr., Messrs. Alexander Fraser, George Hay, D. McLaren, Charles Magee, John Mather, and Denis Murphy.

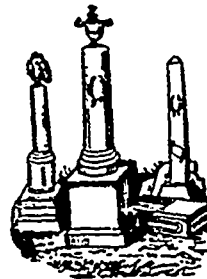
At a meeting of the newly elected board, held immediately afterwards, Mr. Charles Magee was re-elected president, and Mr. George Hay vice-president.

Big Scotch Whiskey Failure.

Scotch commercial circles are greatly disturbed by a big failure in the Leith Whiskey trade—that of Patersons, Limited—with liabilities of one million pounds. An agreement has been arranged with the Clydesdale and the British Linen Co.'s Bank, whereby the business will be continued until a full statement can be prepared. Some harsh criticism is indulged in regarding the affair, it being boldly stated in the press that the business has been conducted, "regardless of their best interests and the general welfare of the Scotch whiskey trade."

The Montreal Gazette of Saturday last was enclosed in a beautiful illuminated cover, in many colors. The front represented a handsomely executed Xmas fantasy. The back cover was a reproduction of the now famous picture, "What we have we'll hold," designed and used with such effect as an advertisement by the Ogilvie Milling Co.

BRANDON
Marble and Granite Works



SOMERVILLE & CO.
DEALER IN
MARBLE AND MANITOBA
GRANITE MONUMENTS
Headstones, Mantel
Pieces, Cemetery Fencing,
Tablets, etc.
ROSSER AVE
BRANDON, MAN.

Represented by W. Somerville and W. C. Stewart

SAFES VICTOR SAFES
KARL K. ALBERT, GENL. AGT.

407 Main St. - Winnipeg

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**NOVEMBER AND
DECEMBER**

Household Safes, No. 1, only \$12.00 cash

" No. 2, only 30.00 cash

Merchants Safes, all sizes and prices
Easy terms to suit purchasers

REMEMBER

That during DECEMBER, JANUARY and FEBRUARY there are more losses through fires, than in all the other NINE months of the year put together. It is indeed a careless merchant who will run such a risk as that of leaving his books and papers in his store without some means of protection. The old saying, "an ounce of prevention is worth a pound of cure," is certainly true when applied to the purchase of a safe. Let me know your wants and get my rock-bottom prices. Cash or easy terms.

KARL K. ALBERT, - WINNIPEG

Represented by

A. E. Salisbury & Co., Agents, Vancouver and
New Westminster, B.C.

HUTCHISON NISBET & AULD

TORONTO, ONT.

The Widest Range of

Woolens and Tailors' Trimmings

To be found in Canada

OVERCOATINGS IN STOCK. — Beavers, Meltons, Friezes (Irish and Canadian), Naps, Vicunas, Llamas, Whipcords, Coverts and Venetians.

Western Orders filled with despatch
Letter Orders solicited.

HUTCHINSON, NISBET & AULD

The Consolidated Stationery Co.

LIMITED.

OUR
GOODS
SELL
WELL



THE GREAT MAGNET

To draw trade during the holidays is a stock of



WELL-BOUGHT
CAREFULLY SELECTED
SALEABLE

FANCY GOODS AND TOYS

Such as are found in our warehouse.

An experience of many years, with the cash in hand, enables us to secure lines that are specially adapted to the wants of the people in this Western country. Retail merchants will find this of great advantage in making purchases.

The Consolidated Stationery Co., Limited
Winnipeg, Man.

CAULFEILD, HENDERSON & BURNS

17 FRONT ST. WEST

TORONTO

Manufacturers and
Importers of

MEN'S FURNISHINGS

We wish to draw special attention to our range of FLANNEL SHIRTS in Navys, Grays, and up-to-date fancy patterns; also to our ENGLISH LINEN COLLARS which have a large sale.

Letter Orders receive careful and prompt attention.

Represented by
Mr. W. B. DALTON, Winnipeg, Man.
and Mr. THOMAS NORMAN.

JAMES CORISTINE & Co.

ST. PAUL STREET, MONTREAL

FUR MANUFACTURERS

W. G. Rickert, who represents the above firm in this country left for the east this week. Any mail or telegraph orders entrusted to the firm will have his personal attention while in the factory.

HOTEL LELAND

THE PALACE FAMILY AND
COMMERCIAL HOTEL

Rates, \$2.00 to \$4.00 a Day

Second to nothing in Canada.

W. D. DOUGLAS, Manager.

City Hall Square, Winnipeg.



Looking to Canada.

"A New Field for British Manufacturers" is the title of a neat little pamphlet issued by John Haddon & Co., advertising agents, London, England. The new field referred to is Canada. While this country can hardly be described as a new field for British trade, it is in a sense new so far as preferential treatment for British goods is concerned. The front-piece is a map of the Dominion, giving the area as 3,458,400 square miles. Separate maps of each of the four largest eastern provinces are also given. The little book contains full particulars about the preferential tariff, comparative tariff tables, showing old and new duties, and general statistical and other information. Concluding, the publisher makes a strong appeal to British manufacturers to push their trade in Canada.

Range Cattle Doing Well.

V. Anderson, rancher, of the Calgary district, Alberta, was in Winnipeg this week. To a representative of The Commercial Mr. Anderson said that the weather so far this winter has been very favorable for live stock on the western ranges. Cattle, he says, are in better condition now than when the export movement was going on in the fall. In fact they have been gaining right along this winter and are in the pink of condition now. To prove this assertion he referred to the fact that Winnipeg is being supplied with choice Xmas beef from cattle right off the western ranges. It has not been necessary to feed even the yearling stockers which were shipped in last fall.

A handsome holiday number has been issued from the office of the Vidotte, of Indian Head, Assa. The paper is illustrated with views of the district, which is one of the finest and most prosperous agricultural sections to be found anywhere in Canada.

The Dominion Company, Chicago, has issued a handsome "Life of Gladstone," a copy of which has just come to our desk. The contents are well arranged, the illustrations are fine, the print is clear and neat and the binding is superb. The Dominion Company is making a specialty of fine subscription books, and has a reputation for liberality towards its agents and fair treatment of them. Some young men out of employment might find it profitable to handle this book here.

E. O'REILLY
GRAIN DEALER

GRAIN EXCHANGE WINNIPEG, MAN.

Special facilities through eastern connections for handling grain to the best advantage for the Ontario milling trade.

Correspondence by wire or mail invited.

W. C. GRAHAM
GRAIN DEALER

Wire or write for prices before selling
P.O. Box 218

GRAIN EXCHANGE WINNIPEG, MAN.

Statistical Wheat Reports.

WHEAT IN CANADA.

Stocks of Wheat in Canada at principal points of accumulation are reported as follows:

Montreal	37,000
Toronto	156,000
Kingston	50,000
Winnipeg	370,000
Manitoba elevators	5,400,000
Fort William, Port Arthur and Keewatin	727,000

Total December 10 6,740,000

BRADSTREET'S REPORT OF STOCKS.

Total stocks in the United States and Canada, east of the Rocky Mountains as reported by Bradstreet's on Dec. 10, were 48,366,000 bushels.

Total stocks in the United States and Canada a year ago were 50,895,000 bushels, according to Bradstreet's report.

Pacific coast wheat stocks on Dec. 1 were 6,296,000 bushels, compared with 6,944,000 bushels a year ago.

THE VISIBLE SUPPLY.

The Chicago visible supply statement of stocks in the United States and Canada, east of the Rocky Mountains for the week ended December 17, was 30,559,000 bushels, being an increase of 3,821,000 bushels for the week. A year ago the visible supply was 35,565,000 bushels, two years ago 55,163,000 bushels, three years ago 69,393,000 bushels.

WHEAT STOCKS AT U.S. PORTS.

Chicago	2,912,000 bushels
Duluth	2,987,000 "
Minneapolis	3,290,000 "
New York	4,615,000 "
Buffalo	3,787,000 "

STOCK OF OATS AND CORN.

The visible supply of oats in the United States and Canada, east of the Rocky Mountains is 6,009,000 bushels, compared with 14,353,000 bushels a year ago. The visible supply of corn is 18,153,000 bushels, compared with 38,539,000 bushels a year ago, according to the Chicago statement.

WORLD'S WHEAT STOCKS.

Stocks of wheat in the United States, Canada, in Europe and afloat for Europe, on Dec. 1, for a series of years, were as follows, Bradstreet's report: Dec. 1, 1898, 109,810,000; Dec. 1, 1897, 127,503,000; Dec. 1, 1896, 172,181,000; Dec. 1, 1895, 155,364,000.

CROP MOVEMENT.

The following table gives the receipts of wheat at the four principal United States spring wheat markets from the beginning of the crop year, August 1, 1898, to date, compared with the same period of last year:

	This Crop	Last Crop
Minneapolis	44,931,350	42,272,800
Milwaukee	7,553,335	5,219,455
Duluth	53,070,703	30,465,593
Chicago	21,255,804	22,661,150

Total 126,811,272 101,619,028

The following table gives the receipts of wheat at the four principal United States winter wheat markets from the beginning of the crop movement, July 1, 1898, to date, compared with the same period of last year:

	This Crop	Last Crop
Toledo	10,031,648	9,624,661
St. Louis	10,917,887	9,186,495
Detroit	3,102,804	3,622,008
Kansas City	18,906,150	22,137,150

Total 42,978,509 43,570,314

WINNIPEG GRAIN AND PRODUCE EXCHANGE

President ROBT. MUIR

Vice-President JOS. HARRIS Secy.-Treas. CHAS. N. BELL.

THE SUCCESS OF THE COUNTRY GRAIN DEALER

Depends largely on the Commission Merchant, on his ability, honesty and responsibility.

Don't you think it would be to your advantage to have such a firm attend to your business in this market? If so, try us.

Our facilities are unsurpassed for disposing of grain to the best advantage. We advance cash on car bills of lading at a low rate of interest and you can draw on us at any time with documents attached whether you wish to sell or not. Insurance, Fire and Marine, placed at best terms.

Enquiries re markets, shipping, etc., promptly and cheerfully answered. Do you get our Daily Market Report? If not, send for it.

THOMPSON, SONS & CO.

GRAIN COMMISSION MERCHANTS, WINNIPEG, MAN.

DUNCAN G. McBEAN & CO

BROKERAGE and COMMISSION MERCHANTS

Room 5, Grain Exchange Building WINNIPEG MANITOBA

Grain and all kinds of country produce handled

ALEX. MCFEE & Co.

GRAIN EXPORTERS

Board of Trade Bld'g Room 18, Grain Exchange MONTREAL WINNIPEG

H. S. PATERSON

Grain Dealer and General Commission Merchant

Room 19, Grain Exchange WINNIPEG

1000 TONS BALED HAY FOR SALE

by carload; also 50 carloads Oats.

P.O. Box 570.

W. GIBBINS & CO

GRAIN BROKERS and MERCHANTS

GRAIN EXCHANGE, WINNIPEG.

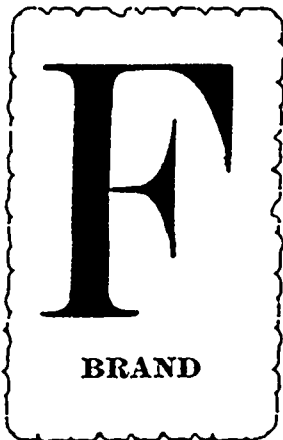
Highest prices paid and advances made on Bill of Lading and Winnipeg inspection.

PARRISH, LINDSAY & CO

GRAIN DEALERS AND EXPORTERS

Room 24, Grain Exchange Building WINNIPEG MANITOBA

WHEAT, OATS, FLOUR and BARLEY



J. S. FARREN & CO'S

Baltimore **OYSTERS**

SOLE AGENTS

J. H. ANDERSON & CO

WINNIPEG, MAN.

POVERTY IS NO DISGRACE

But we all recognize its inconvenience. Among different kinds of poverty (second of course in importance to financial) is **POVERTY OF EXPRESSION**. We can't print an adequate description of our Men's Furnishings. Words lack force and space is too expensive, but a look at the goods carry the weight we want, and travellers' samples tell their own tale.

MYRON McBRIDE & CO., WINNIPEG
WHOLESALE FURNISHERS

THE WINNIPEG BAG WORKS

DICK, RIDOUT & CO.
TORONTO

G. E. JOHNSTON, Mgr.
WINNIPEG

MANUFACTURERS

—OF—

Jute and Cotton Bags

OF EVERY SIZE AND QUALITY.

ARTISTIC PRINTING A SPECIALTY

PROMPT SHIPMENT. SEND YOUR ORDERS TO

W. G. McMAHON, SALES AGENT

Winnipeg Hardware and Metal Prices.

Tin—Lamb and Flagg, 56 and 28 lb ingots, per lb 21@22c.

Tin Plates—Charcoal plates, I C, 10 x 14, 12 x 12 and 14 x 20, \$4.50@4.75; I X, same size box, \$5.75@6; I C, charcoal, 20 x 28, 112 sheets to box, \$8.00@8.50; I X, box, 20x28, 112 sheets, \$9.50@10.

Terne Plates—I C, 20x28, \$8@9.50.
Iron and Steel—Bar iron, 100 lbs., base price, \$2.05 band iron, 100 lbs., \$2.50@2.75; Swedish iron, 100 lbs, \$5.25@6.00; sleigh shoe, steel, 2.50@2.75; cast tool steel, lb., 9@11c; imitation Russian sheet, 7@8c; genuine Russian sheet, lb., 12@13c.

Sheet Iron—10 to 20 gauge, \$3; 22 to 24 and 26 gauge, \$3.25; 28 gauge \$3.50

Canada Plates—Garth and Blaina, 3.00@3.15.

Galvanized Iron—American, 20 gauge, \$3.50; 22 and 24 gauge, \$3.75; 26 gauge, \$4.00; 28 gauge, \$4.25 100 lbs.

Iron pipe—Quoted as follows per 100 feet: 1/2 inch, \$2.50; 3/8 inch, \$2.75; 1/2 inch, \$3; 5/8 inch, \$4; 1 inch, \$5; 1 1/4 inch, \$7; 1 1/2 inch, \$8.50; 2 inch, \$11.50.

Lead—Pig, per lb., 4 1/2 to 5c.
Sheet Zinc—In casks, \$7.00 lb., broken lots \$7.50.

Solder—Half and half (guar) per lb., 14@16c.

Ammunition—Cartridges—Rim fire pistol, American discount 37 1/2@40 per cent rim fire cartridges, Dominion, 50 and 5; centre fire military, American, net list; central fire pistol and rifle, American, 12 1/2 per cent; central fire cartridge, Dominion, 30 per cent, shot shells, 12 gauge, \$6@7.50; shot, Canadian, soft, 6 1/2c; shot, Canadian, chilled, 6 1/2c. Robin Hood powder, 17 lb kegs, \$10; 4 kegs, 4 1/2 lbs, \$3; Canister, 9 oz., 60c. Loaded shells, 12 gauge, soft shot, \$15 and upwards per 1,000. No. 10 gauge, \$21.50 per 1,000.

Dupont Powder—Dupont Rifle FFG, 25-lb keg, \$5.00, 12 1/2 lb keg, \$2.75, cases of 4 6 1/2 lb kegs, \$6.60, cases of 24 1 lb canisters, \$8.50, cases of 48 1/2 lb canisters, \$9.25; Dupont Rifle FFFg, 25 lb keg, \$5.25, 12 1/2 lb keg, \$3.00, cases of 4 6 1/2 lb kegs, \$7.00, cases of 24 1 lb canisters, \$9.00, cases of 48 1/2 lb canisters, \$9.75; Dominion Rifle, 25 lb keg, \$5.75, 12 1/2 lb keg, \$3, cases of 4 6 1/2 lb kegs, \$7, cases of 24 1 lb canisters, \$11, cases of 48 1/2 lb canisters, \$12; Sea Shooting Fg, 25 lb keg, \$6; Manitoba Sporting, 25 lb keg, \$8.00, 12 1/2 lb keg, \$4.25, cases of 4 6 1/2 lb kegs, \$9.00; cases of 24 1 lb canisters, \$13.00; Eagle Ducking, 25 lb keg, \$11.00, 12 1/2 lb keg, \$5.75, cases of 4 6 1/2 lb kegs, \$12.00; Crystal Grain, cases of 4 6 1/2 lb kegs, \$14.00, cases of 24 1 lb canisters, \$17; Blasting, 25 lb keg, \$3.00. Dupont Smokeless powder, 12 1/2 lbs, \$22.00, 6 1/2 lbs, \$11.25, 3 1/2 lbs, \$5.75, 1/2 canisters, \$1.00.

Wire—Galvanized barb, solid, plain, twist, \$2.40 per 100 lbs.; Plain wire and staples, \$2.90.

Axes—Per box, \$6@9.

Nails—Cut, keg, base price, \$2.15 for 20 to 60d., with new classification of extras; common steel wire nails, 4 1/2@6 inch, \$2.35 per keg, with usual extras for smaller sizes

Horse Nails—Pointed and finished, oval heads. List price as follows: No. 5, \$7.50 box No. 6, \$6.75 box; No. 7, \$6 box; No. 8, \$5.75 box No. 9, 10 and 11, \$5.50 box. Discount of above list prices 45 per cent.

Horseshoes—Iron shoes, keg, \$4.00; broken lots, \$4.25; steel shoes, \$4.50 up; Snow shoe, \$4.25 per keg.

Rope—Sisal, lb., 11c base; man-

illa, lb., 12 1/2c base; cotton, 1/4 to 1/2 inch and larger, 15c lb.

Building Paper—Anchor brand plain 45c; do tarred 65c; Jubilee plain 57c; do tarred 73c.

Winnipeg Prices of Paints, Oils, Glass, etc.

Following are close jobbing prices, as to quantity:

White Lead—Pure, \$6.50 100 lbs; No. 1, \$5.50.

Prepared Paints—Pure liquid colors, gallon \$1.15@1.25.

Dry Colors—White lead, pound, 7c; red lead, kegs, 6c; yellow ochre in barrel lots, 2 1/2c; less than barrels, 3c; golden ochre, barrels, 3 1/2c; less than barrels, 4c; Venetian, red, barrels, 3c; less than barrels, 3 1/2c; American vermilion, 15c; English vermilion, \$1 per lb., Paris green, 18@20c; Canadian metallic oxides, barrel lots, 2 1/2c; less than barrel lots, 3c; English purple oxides, in casks, 3 1/2c; less quantities 4c lb.

Varnishes—No. 1 furniture, per gallon, \$1; extra furniture, \$1.35; pale oak, \$1.50; elastic oak, \$1.75; No. 1 carriage, \$1.50@1.75; hard oil finish, \$1.50@2; brown Japan, \$1; house painters' gold-size Japan, \$1.50; coach painters' do., \$2@2.25; No. 1 orange shellac, \$2; pure orange shellac, \$2.50.

Sundries—Glue, sheets, 15c lb; broken, 12 1/2c; glue, white, for kalsomining, 20@25c. Stove gasoline, case, \$3.50; benzine, case, \$3.50. Axle grease, imperial, case, \$2.50; Fraser's axle grease, case, \$3.75; Diamond axle grease, \$2.25 case. Coal tar, barrel, \$7. Portland cement, barrel, \$4@4.25; plaster, barrel \$3.00; plasterers' hair, P. P., 90c bale. Putty, in bladders, barrel lots, 2 1/2c lb., do., in 100 lb kegs, 2 1/2c, do., less than barrels, lb, 3c. Alabastine, cases of 20 pkgs., \$6.50@7.50 as to color.

Window Glass—Single glass, first break, 16 to 25 united inches, \$2.25; 26 to 40, \$2.50 per 50 feet boxes; 41 to 50, \$5.30; 51 to 60, \$5.80; 61 to 70, \$6.30 per 100 feet boxes.

Linseed Oil—Raw, gal., 55c; boiled, gal., 58c in barrels; less than barrels, 5c gallon extra, with additional charges for cans

Turpentine—Pure spirits in barrels, 70c; less than barrels, gallon, 75c. An additional charge for packages for small quantities.

Oils—Range about as follows: Black oils, 25@30c gallon; clear machine oils, 27@30c; cylinder oil, 50@75c, as to quality; castor oil, 13c per lb; tanners' or harness oil, 65c; neatsfoot oil, \$1; steam refined seal oil, 85c; pure winter bleached sperm oil, \$2 gallon.

Refined Petroleum—Prices here are as follows: Silver star, 17c; crescent, 20 1/2c; oleophene, 21c in barrels; United States oils in barrels are quoted at 2 1/2c for cocene and 2 1/2c for sunlight. Straight car lots Silver Star 1c less, other brands 2c less.

Winnipeg Lumber Prices.

These prices are retail quotations at Winnipeg, such as contractors and others buy at. The mills quote delivered prices at Winnipeg, plus freight to outside points.

Dimension and Timber—No. 1, 2x4 to 2x12, 12, 14, and 16 ft, \$18.50; 18 ft, \$19.50, 20 ft, \$20.50; 22 ft, \$21.50, 24 ft, \$22.50; 3x3 to 3x12; 4x4 to 4x12, 6x6 to 6x12 and 8x8, 12, 14 and 16 ft, \$20.00, 18 ft, \$21.00, 20 ft, \$22.00, 22 ft, \$23.00, 24 ft, \$24.00; 8x10 to 12x12; 12, 14 and 16 ft, \$22.00, 18 ft, \$23.00, 20 ft, \$24.00, 22 ft, \$25.00, 24 ft, \$26.00; 2x4, 10 ft, \$20.50; 2x6

to 2x12, 10 ft, \$18.00. No. 2 dimension, \$2.00 less than No. 1. Dimension, 26, 28 and 30 ft, \$26.00. Timber, 26, 28 and 30 ft, \$28.00. \$1.00 per M advance on each inch over 12 inch in depth and width. Tamarac dimension same price as pine. Spruce dimension at \$2.00 per M less than pine. Cull plank, all widths at \$12.00 per M. B. C. fir dimension up to 32 feet at \$28.00 per M., 33 to 40 feet, \$30.00, 41 to 60 feet \$36.00. \$1.00 per M extra for each 2 in. over 12 in. in width or depth.

Boards—1st common, red pine, \$25.00, 2nd common, \$18.50, 3rd common, \$16.50; No. 1 cull, \$13.00, No. 2 cull, \$9.00; spruce, \$16.50. \$1.00 per M extra for stock boards. \$2.00 per M less for 6 to 8 ft. and under. \$1.00 per M less for 10 ft. No. 1 box, 14 in. and up, \$30.00, No. 2 box boards, 14 in. and up, \$23.00. Extra dressing \$2.00 per M.

Siding, Flooring and Ceiling—2nd, 4, 5 and 6 inch, white pine, \$36.00; 3rd, 4, 5 and 6 inch white pine, \$28.00; 1st and 2nd, 4, 5 and 6 inch red pine, \$30.00; 3rd, 4, 5 and 6 inch red pine, \$25.00; 4th, 4, 5 and 6 inch, red and white, \$20.00; Cull siding, red and white, \$16.00; B.C. No. 1 and No. 2 edge grain flooring, 3, 4 and 6 inch, \$32.00. \$2.00 per M advance for dressing both sides.

Bevel Siding—No. 1 white pine, \$26.00; No. 2 red and white, \$23.00.

Shiplap—Pine, 6 inch, \$18.00, 8 and 10 inch, \$20.00; Spruce, 8 and 10 inch, \$19.00, 6 inch, \$18.00; cull shiplap, 8 and 10 inch, \$17.00; do., 6 inch, \$14.00.

Shingles—B. C. cedar, per M, No. 1, \$2.75, No. 2, \$2.50; B.C. cedar dimension shingles, \$4.00; B.C. cedar dimension band sawed, \$5.00.

Lath—Pine lath, No. 1, per M, \$3.00. No. 2, \$2.50.

Finishings—1 1/2, 1 1/4 and 2 inch—White pine, 1st and 2nd clear, \$65.00, 3rd clear, \$55.00, select, \$45.00, shops, \$36.00; red pine, clear, \$40.00, select, \$32.00; B.C. cedar clear, \$50.00; do., over 12 inch, \$35.00; B.C. fir edge grain No. 1 stepping, \$45.00; No. 2, \$40.00; B.C. fir, flat grain, No. 1, \$37.00; No. 2 do., \$32.50; B.C. finishing up to 12 in., \$37.50; do., over 12 inch, \$42.50. \$5 per M advance on 2 1/2 inch and thicker. One inch—White pine, 1st and 2nd clear, \$55.00, 3rd clear, \$48.00, select, B, \$38.00, select, C, \$30.00; red pine, clear, \$40.00, select, \$30.00; B.C. cedar, clear, \$50.00. B.C. fir finishing, \$37.50; do. over 12 inch, \$42.50.

Oak—Red and White—1/4 sawed, \$85.00; 1st and 2nd, 55.00 to \$65.00; common; \$40.00.

Mouldings and Base—Parting strips, 100 feet lineal, 60c; lattice, 1x1 1/2, 100 feet lineal, 55c; window and door stop, 1 1/2 inch lineal, \$1.25, ditto, 2 inch lineal, \$1.50; 1/4 round and 1/2 cove, 75c; 1 1/2 inch mould, \$1.50; 2 inch mould, \$1.75; 2 1/2 inch mould, \$2.00; 3 inch mould, \$2.25; 3 1/2 inch mould, \$2.50; 4 inch mould, \$2.75; 4 1/2 inch mould, \$3.00; 5 inch mould, \$3.25; 6 inch mould, \$4.00; 5 inch window stool, 1 1/2 \$4.50; 6 inch window stool, 1 1/2, \$5.25; 4 inch casings, \$2.25; 5 inch casings, \$2.75; 6 inch casings, \$3.25; 8 inch base, \$4.25; 10 inch base, \$5.00; 12 inch base, \$7.00; hand rail, 2x4, \$5.50; waincot cap, 2 1/2 inch, \$2.35, 3 inch, \$2.75; paper mould, 60c. Moulding made from 1 1/2 stock add 25 per cent; 1 1/2 add 50 per cent. Hardwood mouldings or mouldings to detail at special prices. All shop work at special net prices.

ESTABLISHED IN
1856**HODGSON BROTHERS**CABLE ADDRESS
"HODGSON," LIVERPOOL

27 TO 29 STANLEY ST., LIVERPOOL, ENGLAND

COMMISSION MERCHANTS FOR CANADIAN PRODUCESPECIAL FACILITIES for the disposal of GENERAL PROVISIONS, CHEESE AND BUTTER
DIRECT TO THE ENGLISH CONSUMER, thus securing the highest market price. Liberal advances
paid on all Consignments shipped to us direct or through ourCORRESPONDENCE
SOLICITEDNew York Branch—Abrm. Hodgson & Sons, 6 Harrington St., New York, U.S.A.
Canadian Agents—Hodgson Bros., 65 to 69 William Street, Montreal.**"CRESCENT" STEEL AGATE WARE**'PREMIER'
Enamelled WareGold Miners' Supplies,
etc.'WHITE'
Enamelled WareTinware of every
description**THE THOS. DAVIDSON M'F'G CO., LD.**
MONTREAL.

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HUDSON BAY ROUTE

Official Report by Jas. Fisher, M.P.P.

The report of Mr. James Fisher, M. P. P., to the Hon. Thomas Greenway on the Canadian government expedition to Hudson's Strait and bay has been handed in. Mr. Fisher was selected to represent Manitoba on the expedition and has taken ample time in which to prepare a report. It is therefore well considered and prepared with that care and judgment which Mr. Fisher would be expected to bring to the task.

"My only instructions," says Mr. Fisher, "were to the effect that I would be expected through every available means to make the most full and careful observations and the most diligent and thorough inquiries as to the length of the navigable season and as to all the conditions that affect the feasibility and the comparative advantage from every practical point of view of a commercial route between this country and Europe by way of Hudson's strait and bay."

The importance of the inquiry to the province of Manitoba and the keen public interest here in it are briefly pointed out by Mr. Fisher, who goes on to describe the voyage which began at Halifax, June 3, 1897, on the steamer "Diana."

IMPRISONED IN ICE.

On June 7 the ship got into a great field of ice in the Strait of Belle Isle and remained firmly beset in the solid pack ice from June 9 until the 17th. Open water was reached on the 19th but failing to reach the Labrador coast retreated, but on June 22nd managed to make the entrance into Hudson's strait in perfectly open water. No barrier was reached until the following day, when they came to the edge of a heavy pack of ice stretching in a solid mass as far as the eye could see. After ineffectual attempts to get through the Diana was driven into the pack on the 25th but a few hours steaming with very little progress found them "helplessly imprisoned," where they remained until July 10, until an opening in the ice enabled them to get through, reaching Cape Wostenholme at the western end of the strait on the 12th of July. They proceeded some 50 or 60 miles into the bay and found nothing but very loose ice and the ship was put about for the return voyage to the strait, which was accomplished by July 21. Turning about the same day the second inward passage through the channel was begun and the round trip again completed by July 27. They went through once more in the middle of August, this time going to Fort Churchill in Hudson's Bay. No ice was seen in Davis' strait or Cumberland sound ice lying in heavy masses to the north and west was observed coming out of Fox channel, on August 21. That was the last they saw of ice for the season. Churchill was left on the return trip September 2, completing the sixth passage through the strait on September 20. After visiting Newfoundland for coal the Diana again reached the entrance to Hudson's straits October 15, remaining until October 30, without ice being seen,

and returned to Halifax.

FACTS AS TO NAVIGATION.

Mr. Fisher was unable to trace one authentic instance in which the passage of the strait was accomplished in June, and there are but half a dozen instances in which the strait was even entered in that month prior to the voyage of the "Arctic" in 1886 and that of the "Diana" in 1897. In so far as it is affected by ice formed on its own waters, "Hudson's Strait is never closed." Mr. Fisher adds: "With a depth throughout its entire length in the centre of the channel of from 150 to 300 fathoms, and having a remarkable strong tide always rushing inwards and outwards, with a rise and fall and consequent speed scarcely exceeded on any known waters, it never freezes over, and the ice that is found packing the entrance to so late a period in the season comes from the Arctic pack drifting down through Davis Strait."

Reference is made by Mr. Fisher to the opinion expressed by a good many navigators that once past this pack on the east no great obstruction was to be expected further west, but these opinions are held to be unjustifiable. There is a strong current coming through Fox channel and "this at least is certain, that while the Davis Strait pack fills up the entrance and eastern part of the strait, the channel is equally liable to be blocked right to the west end by a very heavy pack down to a late period in the season."

ICE 40 FEET THICK.

The experiences in regard to the western pack between the year 1631 and the present day are all carefully noted in Mr. Fisher's report and the opinion of Commander Gordon quoted to the effect that ice 40 feet thick was found in the western pack in the end of August.

Treating of the pack on the Labrador Mr. Fisher observes that although the "Diana" got through the Strait of Belle Isle on the 6th of June they were indebted to good fortune because they learned afterwards that this strait was blocked up with heavy Arctic ice from the Atlantic the very next day, and remained closed until nearly the end of the month. The ice which closed around the "Diana" from June 9 to 17 is described as capable of being measured by acres and many of the pieces 10 to 15 and even 20 to 30 feet thick. Some of the party walked over the ice a distance of three quarters of a mile. Had the "Diana" been from Liverpool instead of from Halifax she would have avoided the ten days imprisonment, but would have struck the pack on June 22. After describing the pack in Hudson's Strait, the thickness of which varies from 4 to 40 feet, Mr. Fisher goes on to point out that it bears no resemblance whatever to the ice through which specially built steamers force their way in other places and the experiences of the Baltic do not apply because the ice in the Baltic is light, not a pound of Arctic ice ever entering that sea. Mr. Fisher adds:

"I believe the harbors of Hudson's Bay, if the Arctic ice were excluded, could be navigated for nearly six months, but no one well informed on the subject will for a moment suggest that because powerful ships of modern build can break a passage through ice three or four feet thick, the like or any class of ships, much less the freighters of commerce, can drive through the huge and heavy masses, 'hard as flint,' of a close Arctic pack, driven about as they are and crushing against each other by force of the powerful tides and currents that prevail in the strait."

Mr. Fisher describes the natural causes leading to the packing of Arctic ice in the strait, showing "that the entire body of Arctic ice coming down on both sides of Greenland, passes the Atlantic entrance of Hudson's strait, and is by the forces of nature, driven into that channel."

"This, at all events, is clear, that the whole body of ice that moves to the south from the entire polar area comes through either the eastern or western entrance through Hudson's strait, and by natural currents is pressed into it. All but a comparatively small part comes to the Atlantic entrance, being the combined east and west Greenland packs, while the remainder, coming through Fury and Hecla straits, at the head of Fox channel, which is really the extension of Hudson's strait, passes into the west through Fox channel. Nansen's studies convinced him, and his voyage proved that the theory of solid ice of immense depth in the polar basin was all a mistake. It consists of myriads of massive floes packed together in endless variety of form, always in motion under the influence of winds and currents, and ever driving against one another and breaking and rapping and piling over each other, as Nansen says, "a shifting expanse of drift ice continually breaking."

REMARKABLE FACT.

"A more remarkable fact still, and one that affects the question before us, was established by Nansen. The drift of the Arctic ice on both sides of Greenland and also on the north of the American continent, is from the pole towards the south. This much was known long before Nansen's time. But what he has shown is that the drift of the Arctic ice on the Asiatic side is from the Siberian coast northward towards the pole. The result is that not only do all the streams of ice that are carried from the Arctic and sub-Arctic towards the south pass either one end or the other of Hudson's Strait, influenced by natural forces that press them at both ends into that channel, but the whole of the Arctic ice formed on the Asiatic side of the hemisphere drifts slowly across the polar area, occupying years in its passage, growing in weight and thickness all the while, to feed the mass of the more solid pack of heavier ice on our side from which the never ending drift to the south is supplied. There are considerations which help me to realize the striking contrast between the massive Arctic floes that fill up Hudson's Strait and the light ice of the lakes, and the Baltic and other more temperate waters."

LENGTH OF NAVIGATION.

The Gulf Stream and its influences, the tides and currents in the strait, the ice and climatic conditions of Fox channel are all gone into by Mr. Fisher until he comes to the question, which

is of great interest to Manitoba, of the condition of the strait in autumn. The strait is liable to be visited by the ice pack even in September when the waters of the strait are at their highest temperature, but it would not obstruct navigation for any length of time. There is much more danger attending a ship caught in the ice in the fall. "On the whole I conclude that while the pack undoubtedly comes into the west end in October, the probabilities are greatly against the channel being blocked with it in those months. I believe the chief difficulty in the way of navigating the strait in October arises from heavy weather, and especially from snow storms."

Mr. Fisher points out that in the season of 1897 "there was a remarkable absence of ice in northern waters and a decidedly higher temperature in the strait than in the average season."

THE CONCLUSIONS STATED.

"It is upon facts and considerations such as those above set forth and upon the observations and opinions of others above recorded, coupled with my own observations, that I have based my conclusions on the whole question. I have no confidence whatever in the possibility of navigating Hudson's Strait in June. Were it possible to do so the bold and enterprising whalers from New England who have carried on their hunt in the northern part of the Bay for so many years would undoubtedly have discovered the fact. They would not be exposing themselves and their ships to the risks and rigours of so many winters in the arctic waters nor would they submit to bear the heavy expense of maintaining idle crews and idle ships there during the eight weary months that they are tied helplessly in the pack. If it were possible to get into the Bay in the month of June. We have seen what perils assailed the few vessels that tried to make the passage in that month."

"It is not to be questioned, too, that throughout the month of July generally, and during part of August very frequently, a ship is liable to meet an impenetrable pack in the Strait. Indeed all the facts that I have narrated might apparently justify the conclusion that the navigation of the Strait in July without serious interruption cannot be at all relied upon. And beyond doubt it is true that up to the latter part of that month a ship is very often subject to peril, and is constantly subject to delays. But before many days of July have passed, in the average season, the warm waters and the heat of the sun begin to make themselves felt."

"In view, then, of the probable frequency of delays, both in the bay, and in the strait, at that season, I doubt much that vessels coming from across the Atlantic will be able as a rule to tie up at Churchill or York much before the 15th of July. I do not believe that freighters will winter at these ports. It would be too great a waste of money to keep ships and ships' crews there doing nothing during the long season of ice. I therefore put the very earliest time that a ship, after loading, can leave a Hudson's Bay port for Liverpool at from the 15th to the 20th of July."

"As to the period during which navigation can be kept open in the fall, I confess I have a greater difficulty in forming an opinion, and I shall not venture to give a positive one. The passages that have been made outward through the strait as late as the end of October are so few that

little information is available as to the conditions at that time. The natural conditions are such as to make the strait liable to visitations of the pack much earlier than the end of October. I have shown that its presence in the west end in September is not uncommon."

THE LATEST DATE.

"These conditions, together with the short days, the difficulty in distinguishing the land or judging accurately the distance when all is covered with snow, makes the navigation of the strait during October extremely difficult and hazardous." The commander on a review of the whole situation considers that the 20th of October is the latest period the strait can be considered navigable with safety. Commander Gordon thought the risks of navigation after the 15th of October are so great that the question of insurance would probably settle the date. The masters of the Hudson's Bay company ships and of the New England whalers do not consider it safe to be in the Strait even at so late a period as the middle of the month. Bearing in mind that no part of the route is liable to be blocked in the autumn earlier than at and near the Atlantic entrance to the Strait whether that time be about the end of October or in the early days of November manifestly the ship must leave the Hudson's Bay port at a date considerably earlier, and that must be a date which will give a good deal more than time to make an unimpeded passage to the eastern part of the channel. In fixing the latest possible date of sailing the forwarder and the carrier alike will have it in his mind that delays by ice are liable and delays by storm are certain to await the ship, and these must therefore be reckoned for. There may be not one delay, but a series of them. The Fox Channel pack may have got down as it often does in September between the islands of Coates and Mansfield, or it may be between Mansfield and the East Main. Or the ship may meet the pack between Digges and Nottingham. The government observers found it there in September. And if the ice should cause little delay between that and the eastern part of the Strait there is the possibility of snow storms and the dark mist that accompanies them, which are practically sure to make the passage through the channel in October very slow, and after all this there remains the risk of being caught in the Davis Strait pack in the east. The prudent shipper and the prudent skipper will think of all these possibilities, as well as the serious consequences of the ship and cargo being held for the winter. The careful navigator is not to be always classed as a "timid" one and if careful he will leave Churchill or York, as the case may be, sufficiently early to avoid the risks or at least to minimize them as much as possible. I have a doubt whether in view of all these difficulties and possible dangers ships will leave one of these Hudson's Bay ports to cross the Atlantic later than the 15th of October."

AS IT AFFECTS MANITOBA.

Having thus expressed my conclusions on the general question, I propose now to say a word as to the feasibility and advantage of the route specially from a Manitoba standpoint. As to the grain of the province it is apparent that even in the normal season but a small part, and in a year like this of 1898 none at all of the proceeds of any harvest could be

shipped via Hudson's Strait in the season of its growth. Nearly all of it would have to be stored for the winter. Grain dealers and forwarders would hesitate to store it at the Bay where it would have to lie until the last half of July and until August and September of the following year. They would hesitate to do so because it would then be impossible to take advantage of a rise in the markets. Once stored at Hudson's Bay no shipment in the late fall, none in the winter and none in the summer until near the latter part of the following July can be made, and no holder can take advantage of a rise whether it be sudden or gradual. There are other reasons that I need scarcely mention why grain would not probably be stored in the north in any considerable quantities—though I might just mention this—that the storing at the Bay would be attended with much extra expense. The storing then would be done in the province.

I have pointed out that a special class of ships would have to be constructed for the service. They would have to be particularly strong and, for the tonnage they would register, the cost of construction would be at least as high as that of any class of ships. They could not be built so as to carry the heavy loads that are taken on the transatlantic liners on the existing routes. If they were calculating to traverse Hudson's Strait only in August and September this condition against large ships carrying great cargoes would not be so strictly demanded. In those two months doubtless many of the ordinary ships of commerce could in an average season pass through the Strait with safety. But we have to provide ships that will enter the Strait from the Atlantic in the early part of July. Not only then must they be strongly built and of comparatively small capacity, but they must be constructed with rounded hull, avoiding the pattern which Commander Wakeham describes as 'waisted.' I am told by expert navigators that ships suitable for ice navigation constructed on that model are not good ships for the open sea. Their use in the Hudson's Bay service will be limited to a period of perhaps five months. For the remainder—the longer part—of the year they can not, I am assured, compete with advantage for traffic on other waters. Those ships then would not be very good stock. To Dr. Bell's practical mind, one of the first thoughts to suggest itself was that the whole question was at an end unless a profitable traffic could be done. The profit must be made out of earnings from freight rates. To make the route possible at all, these rates must be so low that traffic will be drawn from existing routes. I confess I see a difficulty in making all these conditions work together so as to give at the same time a profitable traffic and low rates. Expensive ships of a special class, with a season of service in their own special line, limited to about five months; not making more than two complete voyages in the year, and at a disadvantage in competing during the remainder of the year for the traffic of other waters, the season for doing good work and making good profits being for the short half of the year, while the interest on the cost of construction and the expenditure for maintenance is payable for the whole year round—these are conditions that seem to me

rather unfavorable to fair profits, with low rates. There may be a liberal subvention from the public exchequer. But other routes have that, and the Dominion and the province cannot at the public cost maintain a transportation service that is not in itself profitable.

"I have only spoken of the carriage of grain. There must also be considered the possibility of developing a great traffic in the transportation of beef and live cattle. If the season during which ships can set out from Hudson's Bay ports will be a suitable one for the shipment of Manitoba cattle, then certainly such traffic would not be open to the objection that is likely to exist in the case of grain, because of the necessity of storing, and it would surely be a most favorable route in many respects, not only for live cattle, but for our dairy products. But the other conditions that I have referred to as operating against the Hudson's Bay route as compared with the existing route—the necessity for a special class of ships their use for less than half of the year, their inadaptability for competing for traffic in other waters—these all apply equally to the traffic in cattle, beef and dairy products, as to that in grain."

RAILWAY TO THE BAY.

"There is also the question of railway transportation from Manitoba to the bay. As a portion of such line, it would seem to be subject to some of the unfavorable conditions that would affect the line of ships. The road would be quite as expensive in construction and equipment as the average railway, and much more so than the lines constructed on the prairies of Manitoba. The equipment in rolling stock would require to be particularly heavy because an immense traffic would have to be carried over it within a short period. And unless kept open for purely local traffic, which is more than doubtful, part of the line would be operated for but a part of the year probably but a short part of it. Looking at the history of other roads it is difficult to see how a line operated under such conditions would be profitable. Interest upon fixed charges and the cost of maintenance would have to be paid for the entire year. Its maintenance and operation would be unusually expensive. And at the same time low rates of freight must be maintained else there will be no traffic for the line.

On the whole I am forced to the conclusion that there are conditions attending both rail route and water route from Manitoba via Hudson's Bay that will place them at a most serious disadvantage. In truth I do not see how it will be possible under these conditions—and they are natural conditions which cannot be removed—that by such a route our products can be carried to the British markets at rates even as low as those which now prevail, and at the same time with profit to the carriers.

CHANGES IN SITUATION.

"I propose to say a few words by way of pointing out the remarkable contrast between the conditions that exist today as respects the transportation of our products and those which prevailed when, and for some years after the agitation for the opening of the route began. When the scheme first challenged public attention and evoked public sympathy with such remarkable unanimity and zeal, Manitoba was without access by rail to the Atlantic excepting through the Unit-

ed States. We had practically no grain and absolutely no cattle to export. Our people were looking forward with hope to the time when we would become large exporters if only reasonable rates of transportation would prevail."

QUESTION OF RATES.

The report proceeds to point out that when the rates were first announced they were enormously high, being equal in 1883 to 41 cents a bushel on wheat from Winnipeg to Toronto. To-day it is less than 20 cents to Buffalo. The present conditions are entirely different, the rate per hundred pounds on grain from Winnipeg to Fort William being 14 cents when the full reduction takes effect next year. In 1884 the rate from Winnipeg to the seaboard was 64 cents. The fixed rate from Winnipeg to the head of the lakes will next season be 82-5 cents per bushel and from the head of the lakes to Buffalo the average of daily rates during the season of 1897 was 13-4 cents per bushel. There is a higher rate in the spring and late autumn, but the facts show the remarkably low rates that prevail once the head of the lakes is reached. Mr. Fisher continues.

"Again we cherish a well founded expectation that the rate from all points in Manitoba to the head of the lakes will in the near future be reduced to six cents per bushel. Meantime the channel of 20 feet in depth from Duluth to Buffalo is about completed and its completion will surely be marked by a still further reduction of rates for that section of the route. At the same time the deepening of the St. Lawrence canals from 9 to 14 feet is being hastened and will next year, according to present expectations, afford a continuous passage from the head of the lakes to Montreal, for a vessel capable, with her two consorts, of carrying in one load 250,000 bushels without a break of bulk. As this, according to my information, is equal to the very largest, and far exceeds the average, of transatlantic cargoes, it will be seen that with the completion of the St. Lawrence canals much of the expense now arising from storage and transfer charges on the way, from the increased cost of carriage in small canal barges between Kingston and Montreal and from delays incident to the making up of the ocean cargoes from small barge loads, will be avoided, and a further very substantial reduction insured on this section of the route. The deepening of the Erie channel from seven to nine feet now in progress will secure a like result between Buffalo and New York. And while actual transportation charges on the different sections of the route are thus being lowered, improved appliances for the transfer and handling of grain, as at Buffalo for instance, are being utilized to shorten the time and lessen the cost involved in such handling, and that under conditions that we can scarcely expect to duplicate at Hudson's Bay ports.

The fact is that when the agitation for a Hudson's Bay route was at its height, we actually feared that successful wheat growing in Manitoba would become impossible if we had to ship to Montreal or New York at the prevailing rates, while the evidence given before parliamentary committees indicated that a Hudson's Bay railroad would cut the rates to tide water in two. With the favorable conditions of navigation in the strait, which were at the same time

presented to the committees, it seemed as if the transformation problem could be settled in the interest of the Manitoba farmer by no other than the opening of such a route. That a few years would see the rates of that day cut down to little more than one-fourth was not for a moment dreamed of."

LENGTH OF HAUL.

"The only parts of the existing routes where to-day people can or do complain of the rates is the part between provincial points and the head of the lakes. In other words, the only obstacle in the way of our having the rates we desire is the length of the rail haul over which our products have to be carried. But the distance from nearly all points in the province to the posts of Hudson's Bay greatly exceeds that to the lakes. From Winnipeg to Churchill by way of the Dauphin line is, if I mistake not, at least double the distance to Duluth by an extension of the Manitoba and south-eastern railway to meet existing lines stretching in this direction from Duluth. In the matter, therefore, of rail haul, which is the only weak link in the chain as regards the lake route, we are a great deal better off than we would be with a line to Hudson's Bay. This longer rail haul, with the unfavorable conditions that would attend rail transportation to the north are therefore serious considerations affecting the feasibility of the route altogether apart from the question of the navigation of bay and strait. Taken even by themselves they are considerations which might not unreasonably be taken as conclusive against the route in view of present and probable future rates by the old routes to Montreal and New York. Then instead of its being the fact, as was feared fourteen years ago, that cattle could not be shipped at all unless the Hudson's Bay route was opened, we have but to look at the great and growing traffic in the shipment of live stock to Britain, and if I mistake not there is not such complaint about transportation rates to the seaboard in this particular branch of traffic. And we know that the conditions of navigation in the strait are not what the committee of our legislature, and through it the public, were in 1884 led to believe. The difficulty we know now is not from the harbor ice limiting, as the committee thought, the period of navigation, but from the filling up of the strait by the Arctic pack, which was not shown to the committee to be a serious factor for consideration. Instead of the strait being navigable for from four and a half to five months in the year by ordinary vessels as the committee believed, it is practically never navigable at all by "ordinary" vessels. The season for navigation by ships of the special type necessary is short, and the natural and necessary effect as to cost of transportation, etc., of operating a line of such vessels, for such a short period and under the conditions that must exist, have I believe been fairly set forth in this report."

"When I suggest that the period during which ships can with safety leave a Hudson's Bay port is limited to that between the 15th or 20th of July and the 15th of October, I desire to make my meaning perfectly clear so that I be not misunderstood. This period is not the whole period of navigation in that channel. Taking it from the time it can be first entered from the Atlantic in the summer until the last ship is like'y, from

considerations of safety, to clear it in the fall, I have suggested as extending from the beginning of July to the end of October or possibly including the first week of November. And when I limit the time for ships leaving Hudson's Bay ports to the shorter period, I do so having regard to the unavoidable delays that will attend the passage of vessels through the Strait itself as well as the bay in July and October and on the assumption that freighters will not winter at those ports. And if the wheat for shipment by the bay is to be stored in the province instead of at the bay, then inasmuch as we have lines that will be open all the fall, all winter and all spring competing for its carriage it is difficult to conceive that it will remain in store here until the opening of Hudson's Strait in July."

A POSSIBLE HUDSON BAY ROUTE.

"At the same time I will not deny the possibility of a commercial route being established by way of Hudson's Strait. Away in the far north west, future years—the near future I trust—will witness the settlement of a great population and an immense production, and when that shall take place the situation as to comparative proximity to the lakes and to Hudson's Bay will in so far as that particular district is concerned be somewhat changed. Prince Albert which will be about 915 miles from Fort William by the Manitoba and Northwestern railway when that road shall be extended, will not be more than about 650 miles from Churchill. Edmonton will be about 1,000 miles from Churchill and about 1,270 miles from Fort William by way of Prince Albert. When the country along the great Saskatchewan becomes filled with population and its boundless resources in grain and cattle are developed, then indeed there may be traffic offering itself to a Hudson's Bay route under conditions which would give it in respect of length of rail haul at least some advantage over the lake route."

A POSSIBLE SCHEME.

"In my judgment, however, the true conception of a Hudson's Bay scheme, if it is ever to be realized, is one involving a great transcontinental line, and I believe that in no other way, if at all, it can become a possible success. The further north one goes the shorter of course is the distance across the Atlantic from Britain and across the continent to the Pacific. From Liverpool to Churchill, which is about as far west as the meridian of Winnipeg, the distance is a little shorter than from Liverpool to Montreal and considerably shorter than from Liverpool to New York. From Liverpool to Vancouver by way of Churchill is shorter by over 1,300 miles than it is via the Canadian Pacific route. A road crossing the Rockies by the Yellow Head Pass to the coast would have a shorter route still. And my conception of a Hudson's Bay route would be one having a line of railway not only from Churchill to Edmonton but extending from Edmonton to the Pacific by a more northerly route than the line of the Canadian Pacific. There are imperial considerations which might be served by the construction of such a line. It may become important some day that a line through Canadian territory, farther removed from the international boundary than the present system, should be open for transcontinental traffic. And I conceive it possible that such a scheme might yet demand imperial considera-

tion and command imperial aid. The establishment of such a route would not, of course, change the conditions that exist in Hudson's Strait, but one can imagine such a volume of transcontinental trade seeking that northern route that joined with the traffic of the great Canadian Northwest which is much nearer to the bay than to the lakes, when it shall be filled with a large population, it might pay to establish a shipping route to Europe through the strait, even if it were to be navigated for only the pebbles, and with all the drawbacks stated. I reaffirm my decided conviction, however, that such a route can never, for the reasons I have stated, even if opened, be a factor in competing for the traffic of Manitoba, excepting, possibly, the very northwesterly district to which the railway system of the province is now being extended."

The above is only a summary of the report, which consists of about 40,000 words."

Progress of Northwestern Manitoba.

Portage la Prairie, Dec. 15.—There is no more certain indication of a country's progress than the record of traffic on the several railways. This barometer, for the year 1898, shows a wonderful period of progress and development in Manitoba. Following the practice of previous years the Liberal elicited information from the authorities of the M. and N. W. R., and the reply received gives some conception of the great development in progress along the line. The figures as to shipments of grain are not available, as the late fall and wet weather retarded threshing, but there is no doubt the shipments for the season's crop will exceed those of last year when they have been completed. Following are the exports of farm produce from points on the M. and N. W. R. for the year, with the figures for 1897.

	1897.	1898.
Cattle	11,676	16,812
Sheep	1,156	2,673
Hogs	5,690	3,350
Butter, pounds	905,000	974,600
Cheese, pounds	58,030	29,800
Meats, etc., pounds.....	479,590	406,690

The exports in cattle show an increase of about 35 per cent, and those of sheep over 100 per cent. There is also a satisfactory indication of the continued development of the dairy industry, the shipments of butter this year being nearly 70,000 pounds in excess of the product of 1897. The falling off in cheese is accounted for by the reduction in price and surplus stocks in hand from last year.

Not only have the settlements along the line developed, but there has been a marked increase of population by the influx of new settlers. The bulk of the new arrivals settled in the Yorkton district, although a very large number have settled at the older stations along the line, there being hardly a station at which some new settlers have not located during the year.

As an illustration of the increase of new land put under cultivation several new elevators and warehouses have been erected at various stations to provide for the storage of the larger quantities of grain delivered. During the year additional elevators or warehouses were erected at Westbourne, Franklin, Arden, Minnedosa, Solsgrith, Foxwarren, Langenburg, Churchbridge and Yorkton.

The figures given above, while showing progress in the country, also indicate prosperity of the railway company, which, coupled with the pleasing feature that all litigation, that has to some extent weakened the corporation for some years past, has been amicably settled and the interests of the entire line concentrated. This will be of great benefit, and it is hoped will result in the extension of the line during the ensuing year, at least to Prince Albert. During the past many improvements and betterments were effected at different points on the line. Commencing at the eastern terminal, the round house here was enlarged by the erection of a two-stall addition, the stations at MacDonald and Franklin were rebuilt and enlarged, a two-stall brick addition built to the Minnedosa engine house, a new water tank erected at Russell and extensive additions and improvements made to the stockyards at Yorkton and Russell, making them, in the opinion of cattlemen, the most complete and convenient yards in the whole Northwest.

THE DAUPHIN LINE.

A year ago the Liberal gave publicity to the phenomenal record of the Dauphin line, in its first season's operation, and it is pleasant to now report that the volume of business over the railway for the past year has steadily increased. The figures furnished in reply to inquiries of the Liberal, indicate a tremendous development in the Dauphin district, and there is no doubt this has been no mean factor in the hopeful feeling of progress which permeates the whole province. The number of new settlers going into the country is very much in excess of previous years, and the inquiries for homesteads in the new districts opened up by the extension of the line toward the Swan River are numerous and give promise of a large influx next spring. During the year traffic on the Dauphin line included:

Flour, 20,555 sacks.
Grain, 373,500 bushels.
Cattle, 2,483 head.
Lumber, 4,299 tons.
Agricultural implements, 91 cars.
Immigration effects, 104 cars.
Fish, 1,000,000 pounds.

Compared with the figures of last year the increase is remarkable in every instance. It is true the grain shipments do not show any appreciable increase, owing to the late movement of wheat this season, but when the entire season's crop is moved there will be a very large advance. The item that emphasizes more distinctly the development of the district is the number of carloads of settlers' effects carried. In 1897 there were 94 cars, this year an increase of 10. The exports of fish show an advance of that industry, the shipments the past year being 66 per cent in excess of 1897, the figures being 1,000,000 pounds against 332,470 pounds. An increase in the number of cattle shipped and quantity of lumber used expresses in forceful language the prosperity of the farmers in the country. In 1897 the number of cattle sent out aggregated 1,858 head, while this year the total grew to 2,483, and the shipment of lumber shows an increase of 60 per cent.

Teacher—"Now Dolly, I'll give you a sum: Supposing that your father owed the grocer £15 lls. 2s. 2d. 4d. 3s. to the boot maker, £14 0s. 9d. to the milkman and £31 19s. 3d. to the coal merchant—" Dolly confidently—"We should move."

Western Building Notes.

Upwards of \$14,000 has been expended in building at Arden this year, and over \$7,500 in the surrounding district.

Midway has invested in the neighborhood of \$3,000 in new houses, stores, station, etc., this year, and about half that amount has been expended by the nearby farmers in buildings and improvements.

A local authority estimates that the sum of \$15,000 has been spent in new buildings and building improvements in the village of Franklin on the line of the M. & N. W. railway, this year. This total includes the cost of two new elevators, one owned by R. C. Eunis and the other by the Davidson company, a new railway station and a stone store by A. M. Anderson.

A summary of the new investment in buildings and building improvements at Minnedosa this year shows a total of \$40,000 expended. Including among the new buildings are a brick block by P. J. McDermott, general merchant, costing \$7,500; a double store of pressed brick, costing \$2,500, by G. Fuller; a round house and section house by the M. & N. W. R. Co., costing \$4,000; an elevator by the Northern Elevator Co., costing \$1,200; a new school building, costing \$5,750, and a factory and planing mill by W. Sharpe, costing \$2,000.

The record of building operations in Portage la Prairie for this year makes a very satisfactory showing. According to the estimate about \$100,000 has been spent in the town and about \$40,000 in the surrounding country. The principal building improvements have been a new brick block by Dr. Cowan, three stores and basement; solid stone Episcopal church; a four room addition to one of the public schools; \$7,000 worth of improvements to the Lake of the Woods milling company's property; an addition to the M. & N. W. railway company's round house; J. M. Taylor, a large lumber shed in connection with his planing mill; Dominion Elevator company improvements to elevator; and a number of residences.

Poultry and Hogs.

The Parsons, Products Co., Winnipeg, have brought in thirteen car loads of Ontario poultry this season, totalling up to a net weight of 325,000 pounds. As there are several other firms in the business, this does not include the total quantity of poultry brought in, but it will indicate the extent of the trade. This poultry is distributed all over the west, from Winnipeg to the Pacific coast. The same firm has brought in seven or eight car loads of Ontario dressed hogs, which have cost under 6 cents per pound laid down here. Manitoba farmers should awaken to the importance of the home trade in these products.

Leather.

The market for sole leather is very firm, and now that there are no prospects of lower prices, boot and shoe manufacturers are beginning to look around for the right kind of stock; but, according to their talk, they are only after small parcels, sufficient to tide them over until after the holidays, when one large buyer said he might lay in some stock.—Montreal Trade Bulletin.

Stocks of canned vegetables in Eastern Canada are low and the market is very stiff in consequence.

IT REACHES THE TRADE



Advertise Businesses for Sale, Stocks of Goods for Sale; Situations Vacant or Wanted in Business Establishment, etc., in

THE COMMERCIAL



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WINNIPEG

MILLS AT VANCOUVER AND WESTMINSTER, B.C.

Manitoba

W. S. Grout has opened a general store at Minto.

J. H. Wrieger has started in the vehicle and machine business at Rosenfeld.

McTavish, grocer, Minto, has a contract let for the erection of a new store building.

Smith Bros., butchers, McGregor, have dissolved partnership. W. J. Smith continues the business.

W. A. Prest who recently disposed of his book store business at Portage la Prairie, leaves next week for British Columbia.

D. W. Black has purchased the stock of E. C. Bush, Swan Lake, and has added largely to it since commencing business.

The boot and shoe stock of R. D. Young, at Neepawa, has been purchased by T. Finklestein, of Winnipeg. It is the intention of the purchaser to amalgamate the stock with another which he already owns in that town.

F. Osenbrugge, a well known Winnipeg furrier, is moving to the United States after a residence of twenty-three years in Manitoba, intends engaging in sheep raising in Virginia, Ills., ill-health necessitating a change of occupation.

A car load of very fine Washington naval oranges, consisting of 336 boxes arrived this week for the Rublee Fruit company, Winnipeg, direct from Dr. Montgomery's ranch at San Dinis, California. The doctor was a former Winnipegger.

A short time ago the sum of \$1,000 was stolen from the store of Clifton Watkins, at Forrest, and no evidence has yet been obtained that will indicate who the robber was. The money belonged to Parrish, Lindsay & Co., and was for the purchase of grain.

J. A. Thompson, who recently opened in hardware and lumber at the new town of Elgin, on the Belmont extension of the Northern Pacific railway, has bought out the hardware stock of J. H. Temple, who opened in business a short time ago at the same place.

Assiniboia.

Millar Bros., flour and feed, Regina, are burned out.

John Brown, blacksmith, Indian Head, has sold out to Alex. Brown.

N. Hobson has bought the butchering business of the Grenfell Cattle Co. of Grenfell.

The new Assiniboia hotel at Medicine Hat was formally opened for the reception of guests on Monday, the 12th inst. The total investment in this hotel is \$30,000.

Benj. Carey, lately with Tinning & Gilroy, of Regina, will open business for himself at Moose Jaw about the first of the year, in dry goods, millinery and gents' furnishings.

Northwest Ontario.

Jalies & Leggart intend opening up a bake shop at Rat Portage this month. Both have been employed with some of the local bakeries.

John Gardner & Co., of Rat Portage, have closed their branch of business at Norman. The stock will be sent to Rat Portage and the Wabigoon branch.

Grocery Trade Notes.

Cable advices report further damage to the Burmah rice crop by continued dry weather.

The American Sugar Refinery company, of New York, on December 22, announced a reduction in the price of package sugar from 5.18 to 5.06 cents, equal to 1-8 of a cent a pound.

Advices from Sicily state that the stocks of filberts remaining there are small and exchange having declined prices for shipment are higher.

Wholesale merchants at Montreal have been discussing the imposition of a 5c duty on teas, but opinion is divided as to the advisability of such a move.

At Montreal there is a good deal of inquiry from jobbers for Japan teas of low grade, and some difficulty is being experienced in obtaining supplies.

Sugars are steadier, says a Toronto report, and dealers believe prices will go no lower. They say there was no reason for the recent reduction in prices. It had the effect of unsettling business.

The Hills Bros. Co. say regarding currants: "Buyers for round lots appear to be holding off awaiting the arrival of the Pocasset, due early next week. From Greece the market is cabled quiet, with little variation in price. The market there is sustained by the expectation that the commercial treaty with Russia will soon be negotiated, thus opening a large field for the article. Should this hope be realized we shall no doubt see a considerable advance in price, at least for a time. From England the market is reported somewhat depressed, stocks being larger than in previous years at this time, and importers as usual trying to realize on their goods before the end of the year."

Dry Goods Trade.

The well known wholesale woollen firm of Harchison, Nisbet & Auld, of Toronto, has been appointed sole selling agents for Ontario for the Oxford Woollen mills, of Oxford, N. S., manufacturers of Oxford tweeds.

Among materials for dress goods on the cards for next spring, coverts are prominent. The colors are blue and brown, brown and gold, tan and white, royal blue and tan, black and gray, blue and gray, army blue and white, and green effects. Chevrons and mohair are popular, too. In the more expensive goods Venetians and zibeline plaids figure prominently. Popular fabrics at popular prices embrace checks more or less pronounced, mixed grounds in pepper-in-salt effects will be ornamented with hair-line over checks.

Tweeds are likely to be given the preference over serges for the coming spring, says an eastern authority. Last year there was quite a run on serges for suitings, but the indications point strongly to tweeds becoming more popular, although serges will doubtless be inquired for to a considerable extent. Tweeds in brown and green mixtures will probably be the most popular. The same writer speaking of the glove trade says: A good inquiry is now being experienced for gloves, and pointers in this line from Paris are always in order. In Paris white gloves of all kinds are still the rage, from the high grade extremely long for evening use with short sleeves, as well as the more

moderate length for general use. Suede in white is also the correct style, finger and thumb seams being double or colored. Dark shades are less used than formerly and seem to be going out of style, while black, that were so fashionable, are seldom seen except for mourning. The ruling colors are white, pale grey, cream and a flesh color that is almost a pink, also grey and a light brown verging on yellow.

The Lumber Trade.

G. B. Housser & Co., of Portage la Prairie, Man., will erect a large lumber shed in their yard.

The Minneapolis Lumberman predicts an advance of 50 cents on No. 3 and No. 4 boards.

W. A. Ward, of Victoria, B. C., who has returned from the mill owners' conference at San Francisco, says the price of lumber has been raised from .8 to \$9 per thousand. The advance is caused by the big rush of orders from China and Siberia.

Prices of hardwood lumber are advancing in the United States. A Chicago report says: Last week witnessed a better demand from the furniture trade, with sales in round lots at an advance of 50 cents to \$2 over prices current sixty days ago.

Seattle, Wash., Dec. 10.—The shingle mills in the state of Washington are still closing down and there are very few of the 220 odd in operation at this writing. This is having a good effect on the trade and prices are somewhat stiffer than they have been in six weeks. Stocks on hand are very low and the log supply is short. It is believed that a meeting of the manufacturers will be called during the early part of January.

The Assiniboine Lumber company, of Brandon, has sent a gang of men to the timber limits on the Little Saskatchewan, in charge of Foreman Beasley. The company are putting in a portable saw mill with which they will cut the timber in the locality at which it is felled. The ties as they are cut will be floated down the river to Minnedosa and there loaded on cars. The Shell river cut of timber will be floated down the Assiniboine to the company's saw mill at Brandon.

Freight Rates.

A reduction has been made by the Canadian Pacific railway on the all rail freight rate on wheat and flour for export from Fort William to West St. John, Boston and New York, all rail. The former schedule rate was 2 1/2 cents per 100 pounds, and the new rate is 2 1/4 cents per 100 pounds. If wheat prices would look up a bit, a large all rail export business would be done this winter. As it is, some lots for all rail movement have been taken.

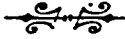
ACTIVE SOLICITORS WANTED EVERYWHERE for "The Story of the Philippines," by Murat Halstead, commissioned by the Government as Official Historian to the War Department. The book was written in army camps at San Francisco, on the Pacific with General Merritt, in the hospitals at Honolulu, in Hong Kong, in the American trenches at Manila, in the insurgent camps with Aguinaldo, on the deck of the Olympia with Dewey, and in the roar of battle at the fall of Manila. Bonanza for agents. Brimful of original pictures taken by government photographers on the spot. Large book. Low price. Big profits. Freight paid. Credit given. Drop all trashy unofficial war books. Outfit free. Address: F. T. Barber, Sec., Star Insurance Bldg., Chicago.

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WINNIPEG PRICES CURRENT

GROCERIES

Prices to retail dealers for ordinary lots, with usual discounts for cash or large lots.

Canned Goods

Table listing various canned goods such as Apples, Peas, Beans, and Pineapples with their respective prices per case.

Canned Meats

Table listing various canned meats including Corn Beef, Lunch Meat, and Roast Beef with prices per case.

Coffee

Table listing different grades of coffee such as Green Rio and Inferior grades with prices per pound.

Cereals

Table listing various cereals like Split Peas, Pearl Barley, and Rolled Oats with prices per sack.

Cigarettes

Table listing different brands of cigarettes such as Old Judge and Derby with prices per pack.

Cured Fish

Table listing cured fish products like Boneless Hake and Codfish with prices per lb.

Dried Fruits

Table listing various dried fruits including Raisins, Apples, and Prunes with prices per pound.

Dried Fruits

Table listing various types of dried fruits like Raisins, Apples, and Prunes with prices per pound.

California Evaporated Fruits

Table listing California evaporated fruits such as Peaches, Pears, and Apricots with prices per pound.

Matches

Table listing different brands of matches like Telegraph and Tiger with prices per case.

Nuts

Table listing various nuts including Brazil, Almonds, and Walnuts with prices per pound.

Syrup

Table listing different types of syrup like Extra Bright and Maple with prices per lb.

Sugar

Table listing various grades of sugar such as Extra Standard and Powdered with prices per lb.

Salt

Table listing different types of salt like Rock Salt and Dairy with prices per barrel.

Spices

Table listing various spices including Allspice, Cassia, Cloves, and Pepper with prices per pound.

Teas

Table listing different types of tea like China Black and Young Hyson with prices per pound.

Tobacco

Table listing various tobacco products including T. & B. and Canadian Leaf with prices per pound.

Wooden Ware

Table listing wooden ware items like Pails, Tubs, and Butter Tubs with prices per dozen.

CURED MEATS AND LARD

Table listing cured meats and lard products such as Lard, Hams, and Smoked Meats with prices per lb.

Smoked Meats

Table listing various smoked meats like Hams and Breakfast Bacon with prices per lb.

Dry Salt Meats

Table listing dry salt meats such as Long Clear Bacon and Short Clear with prices per lb.

Barrel Pork

Table listing barrel pork products like Heavy meat and Short cut with prices per barrel.

Meat Sundries

Table listing meat sundries such as Fresh pork sausage and Bologna sausage with prices per lb.

FRESH FISH OYSTERS

Table listing fresh fish and oysters including Whitefish, Trout, and various oyster types with prices per lb.

DRUGS

Following are prices for parcel lots, with usual reductions for unbroken packages.

Large table listing various drugs and chemicals such as Alum, Alcohol, Bleaching Powder, and many others with prices per lb.

LEATHER

Table listing different types of leather like Harness, Sole, and American Oak Sole with prices per pound.

FUEL

Table listing various fuels such as Coal, Pennsylvania anthracite, and Cordwood with prices per ton.



E. F. HUTCHINGS.

The New E. F. Hutchings Warehouse.

This week The Commercial has much pleasure in presenting its readers with an illustrated description of the business and premises of E. F. Hutchings, the well known harness and leather goods merchant of Winnipeg. The recent opening of a handsome new factory and wholesale building by this concern on Market street east, Winnipeg marks another step in the industrial progress of the city and furnishes a fitting opportunity for the illustrated description which is given herewith.

Only in a now and rapidly expanding country like Western Canada is such success as Mr. Hutchings has achieved in his twenty and odd years of life in this country possible. He landed here in 1876, from Newboro, Leeds county, Ontario, having previously served his time to the harness making trade at Newboro, Ont., and immediately engaged in his chosen avocation in a little premises on what is now Main street, about where the Dundee block stands. An engraving from a facsimile of this first shop is shown herewith. From the first entirely dependent upon his own resources he early learned the lesson of self-reliance and this has stood him in good stead ever since. Almost uniformly successful in every undertaking his business grew steadily until to-day it stands at the head of the harness and leather goods trade of the west.

Briefly, Mr. Hutchings present establishment consists of the wholesale and retail stores and manufactory Winnipeg, and a cordon of branches in the leading centres for farm and ranch trade throughout the prairie country. He is also the possessor, as a part of his business, of a very fine farm a few miles out of Winnipeg which is devoted to rye culture for furnishing the straw used in the collar factory. One of our illustrations shows the retail store on the corner of Market and Main streets. This building and its location are well suited to the purpose. The manager of the retail department is A. Wahn.

As this description is mainly intended to deal with the new building, where the wholesale and manufacturing business will be carried on, that part should perhaps be taken

up at once. The accompanying engraving shows the new building as it appears from the outside. Only a careful personal examination will reveal its many inside features. The walls and foundations are of brick and stone. The building is four stories high with basement. It is heated throughout by steam and lighted by gas. It is provided with everything that is up to date in the way of conveniences, toilet rooms, wash rooms, water closets, etc. In the daytime light is obtained from an ample array of windows, front, back and east side, and on the top floor where the factory is located additional light is had from an immense skylight and two rows of side windows.

One of the most important considerations in planning a building of this kind is shipping facilities. In this respect the new building is all that could be desired. Situated as it is within a few yards of the transfer track, which connects the Canadian Pacific and Northern Pacific systems, a switch has been put in by which cars can be run right to the back foot of the warehouse and loaded with the utmost dispatch and convenience. The shipping and receiving room occupies the southeast corner of the ground floor. It is furnished with a powerful freight elevator worked by electricity, and has two doors, one reserved for shipping and receiving from cars and the other for horse conveyances. This latter door communicates with Market street by means of a lane which runs the length of the building on its east side.

The arrangement of this building inside is well worth a few minutes consideration. A number of different and distinct departments had to be provided for when the plans were made and an inspection of the finished building will convince any visitor that this one has been attained in a most admirable manner. The basement is reserved for the collar making department. This is a fine big room, the

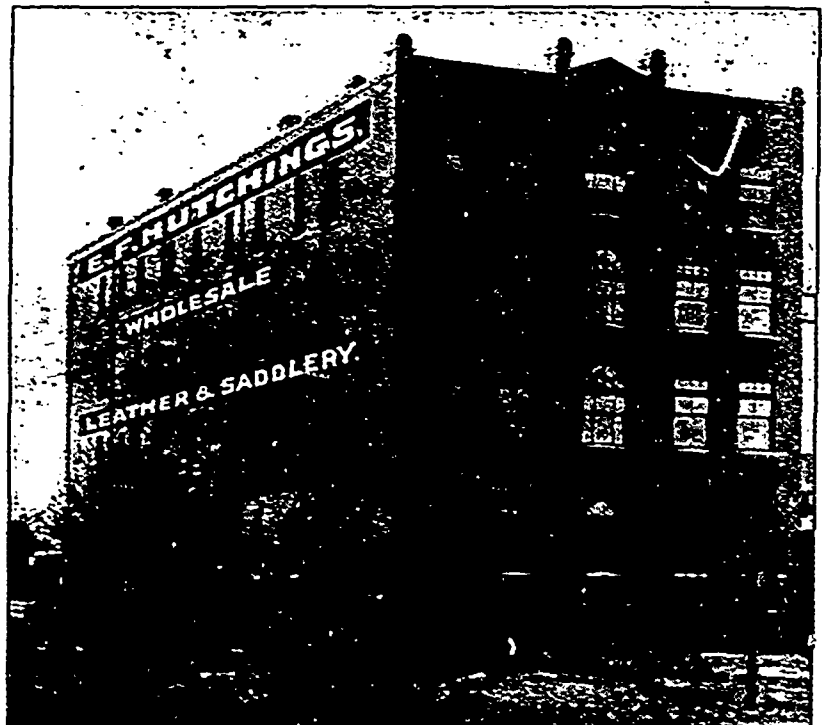
full size of the building, 50x134 feet with granolithic floor, dry and well lighted. It is being fitted up with an entirely new plant of machinery for performing the various operations in connection with collar making. An electric motor supplies the power for operating these, and the power will be transmitted to all the machinery from a single steel shaft running the length of the building. Besides the main basement an extra room has been provided under the shipping platform for the storage of rye straw which is used in stuffing collars. From 15 to 20 men are employed in this department.

The basement also contains the furnace and boiler, which supplies heat for all the floors. The boiler used is of 25 horse-power.

On the first floor the private office of Mr. Hutchings, the general office, sample room, shipping room, are situated, and a large part of it is shelled for the storage of hardware and harness furnishings. The offices occupy the front end, and are models of neatness and convenience. The finishing has been done in hardwood—birds-eye maple and red birch—which gives a handsome appearance to the interior. A large and substantial looking brick and steel vault furnishes protective facilities for the books, papers, etc., of the business. Here are located also the quarters of the different heads of departments, B. Denby, J. E. Morehead, E. K. Dowdell and J. C. Campbell. The offices are separated from the rest of the flat by glass partitions, which give a complete view of the sample and shipping rooms, permitting of better supervision and also improving the light.

The second floor is used for storage of imported goods of all kinds, and to the eye of a visitor presents a seemingly endless array of trunks, valises, hames, bells, whips and all the other lines which go to make up the list of western imports in this line.

The third floor is devoted to home



NEW WHOLESALE WAREHOUSE AND FACTORY OF E. F. HUTCHINGS, WINNIPEG



E. F. HUTCHINGS' FIRST WINNIPEG SHOP

manufactured goods and here the variety is almost as great as among the imports. A novel system of shelving for the storage of harness, etc., is in use on this floor, whereby the stock can be closed up in dustproof compartments and yet as accessible as if displayed on counters or tables.

On the fourth floor is located the manufacturing department. The front end is reserved for manufactures of brown leather and saddlery goods and the rest of the floor to other lines. The machinery used here is of the latest and most approved patterns, supplied by the Randall company, of Cincinnati. Power is furnished by an 8 horse-power motor. Upwards of 110 men are regularly employed in this department, and almost everything in the harness line is made.

This completes a tour of the building. Some further special features are: Its water system—two immense tanks supply soft water to all parts of the building for use in the wash-rooms, etc.; its telephone and call system—a private wire connects the different departments and the retail store by telephone, while speaking tubes and electric bells also extend to all parts of the building; its fire protection—stand pipes have been placed on every floor with hose, etc., for the rapid extinction of any incipient fires that may occur.

No better way could be found for showing this sketch of a great business than by presenting the reader with a glimpse of what the future presents to the mind of its proprietor in the line of expansion and extension. Mr. Hutchings predicts a great future for this western land. It has tributary to it as much country capable of development as the city of Chicago and it will always provide a large market for his line of goods, the character of the country and the amount of traffic by means of horses insures this. But further he looks forward to a steady and extensive export trade with countries so widely apart and so far distant as Australia, South Africa, South America, etc., and has equipped his new building with that

trade specially in view. Already he has had several very encouraging orders of this kind, a recent one being from Hon. Cecil Rhodes, premier of Cape Colony, for ox harness. In every instance the goods have given satisfaction. There seems to be no reason why these expectations should not be filled and even surpassed within a very few years and it will not be from any lack of energy on the part of the management of this concern if they are not.

Following is a list of the branches of this business as they exist at present throughout Manitoba and the Territories: Portage la Prairie, Man.; Neepawa, Man.; Prince Albert, Sask.; North Edmonton, Alberta; South Edmonton, Alberta; Bolsenvain, Man.; McGregor, Man.; Selkirk, Man.

Brandon Wants a Commission.

At the regular meeting of the Brandon city council held this week, the following motion was adopted: "That whereas the city of Brandon, a municipality in the province of Manitoba, has incurred liabilities, the payment of which presses heavily upon her, and whereas it is expedient to have ascertained the extent of said liabilities, and the means of paying them possessed by the said city of Brandon, and whereas great confusion and trouble is certain to be caused in the city, and great loss and damage done to the public interests generally, unless some action is taken at once as herein suggested; therefore the council of the city of Brandon requests an investigation into its affairs, under the provisions of an act

of the province of Manitoba, being chapter 30 of 55 Vic., and it is hereby resolved that a requisition be made upon the lieutenant-governor-in-council, of the province of Manitoba, under said act, that such investigation be held, that the mayor of the city of Brandon be, and he is hereby instructed to, at once forward a copy of the resolution to the lieutenant-governor-in-council, with the necessary request for such investigation."

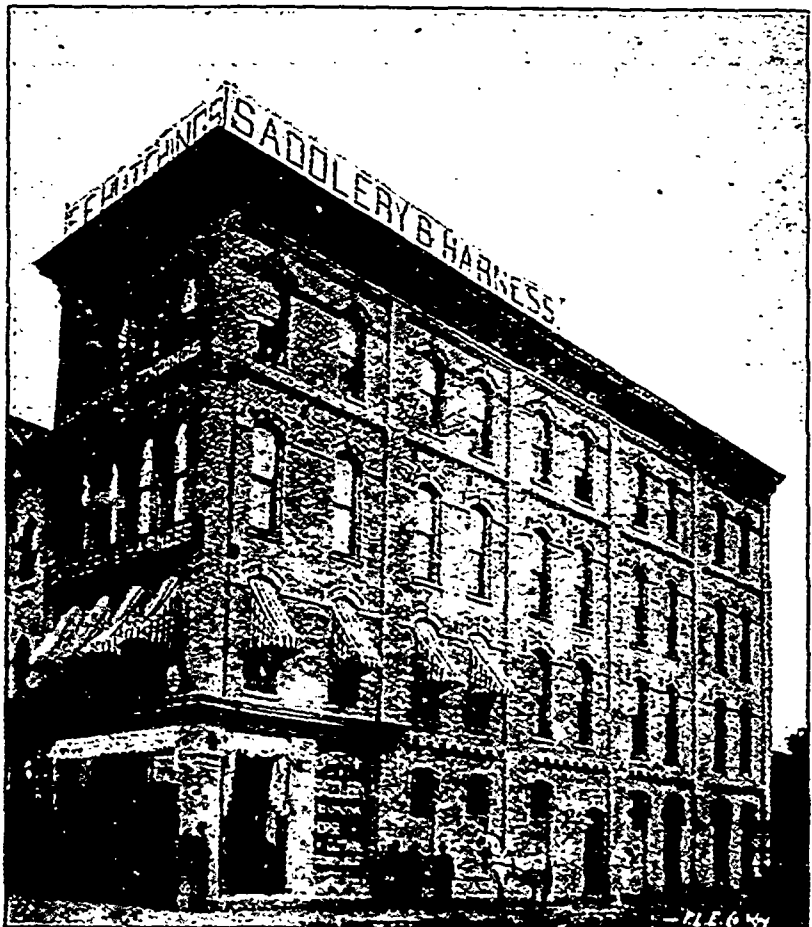
Grain and Milling News.

Leading Minneapolis flour millers have refused to go into the proposed consolidation company, mentioned recently.

E. P. Ferguson has disposed of his interest in the Melita roller mills to Thos. Bulloch, Sen., of Reston. The new firm name will be Bulloch & Son.

The report of the Winnipeg grain inspector is as follows for the week ending Dec. 17. One hard 108 cars of wheat inspected; two hard 16, one northern 129 two northern 12, three hard 1 one spring 31, Ladoga 1, one white Pysfe 1, two frosted 1, rejected 18, no grade 125, total 443 cars.

The National board of trade of the United States has resolved that in the board's opinion, the commercial, manufacturing and industrial prosperity of the country would be greatly promoted by the nearest practical approach to the establishment of complete reciprocal trade relations between the United States, the Dominion of Canada and the colony of Newfoundland.



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FOOD FOR
MUSCLE AND BONE

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to Her

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SOLE AGENTS IN CANADA

Minneapolis Markets.

Compared with last week prices indicate an advance of 20 to 25c on first patents flour and of 20c straight on seconds, an advance of 25 to 50c on shorts and of 50 to 75c on bran. Corn feed is up 25c. A very large export demand for corn raised the price 1-1-2 to 1-3-4c for No. 3 yellow, and 1-3-4c for No. 3. Oats have advanced 1-2c. Flax seed advanced 5-3-4c. Eggs are off 1-2c for strictly fresh, and 1-1-2c from the top on held goods. Cheese is stronger at 1-2c advance in the top price. Butter, creamery, is off 1-2c from the top price, and seconds 1-2 to 1c. Mutton is reduced 1-2c from the outside figure. Potatoes 2c lower, spring chickens, 1 to 1-1-2c lower, hens 1-2c, roosters 3c, turkeys 1-2 to 1-1-2c, lower.

Flour—Prices in barrels. First patents, \$3.70 to \$3.80; second patents, \$3.45 to \$3.50.

Millicec—Shorts in bulk, \$8.75 to \$9; bran in bulk, \$9 to \$9.25, corn feed, \$12.75 to \$14.25 per ton as to quality.

Corn—Quoted at \$1.1-2 to \$1.3-4c for No. 3 yellow, and \$1.1-2c for No. 3 white and 27c for No. 3.

Oats—Oats held at 27 1-4c for No. 3 white and 27c for No. 3.

Barley—Malting, 37 to 42c; feed quoted at 34 to 35c.

Flax seed—\$1.10 1-2 per bushel.

Eggs—13 1-2c for strictly fresh, including cases; held fresh, 15 to 16c; seconds, 10c.

Cheese—Choice to fancy, 10 to 12c; fair to good, 8 1-2 to 9c.

Butter—Creamery, 17 1-2 to 19c for choice to extras; seconds, 14 to 15c; dairy, 13 to 17c, for choice to fancy; seconds, 12 1-2c.

Dressed meats—Mutton, 5 to 6 1-2c; lamb, 8 to 10c; veal 5 to 7 1-2c.

Potatoes—Car loads, mixed, 25 to 33; straight varieties, 33 to 35 per bushel.

Poultry—Chickens, spring 4 1-2 to 6 1-2c; hens, 4 to 5c; roosters, 3c; turkeys, 6 1-2 to 8 1-2c; ducks and geese, 5 to 6 1-2c.

Hides—Green salted hides, 8 1-2 for No. 1; 7 1-2c for No. 2; bulls, oxen and brands, 6 1-2 and 7 1-2c; sheepskins, 10 to 70c each; veal calf 9 1-4 to 10 3-4c; tallow 2 1-4 to 3 1-2c; seneca root, 22 to 24c.

Wool—Unwashed, fine, 11 to 12c; medium, 13 to 14c; coarse, 14 1-2 to 15 1-2c.

Hay—\$6.00 to \$6.50 per ton timothy; mixed clover, \$4.50 to \$5.50.

Insurance Items.

S. J. McLeod, general agent of the Standard Life Insurance company, left this week on an eastern trip.

J. K. McCutcheon, superintendent of agencies of the Federal Life, has returned east from a business trip to Manitoba.

The members of the Ancient Order of United Workmen in Manitoba are all torn up over the question of graduated assessments. The order in Eastern Canada some time ago seceded from the supreme jurisdiction in the United States, and established an insurance department of their own, with graded assessments. The Manitoba lodge remained with the United States section, which has not adopted the latter system. The movement here in favor of graded assessments has gained considerable force, and some of the delegates to the grand lodge have been pledged to this course of action.

Slave Lake Minerals.

Mr. W. J. McLean of this city, a large shareholder and one of the directors of the Yukon Valley Prospecting and Mining company, returned last evening from Chicago, accompanied by Mr. S. J. Drew, of Joliet, who is president of the company and member for Will County in the Illinois state legislature. This is Mr. Drew's first visit to this city, but if one may reason from the favorable impressions which he has formed it is not likely to be his last. He expects to be in Canada a couple of weeks, dividing his time between Winnipeg and Ottawa. He is staying at the Leland hotel. His business is mainly in the interest of the mining company just named, with the object of securing proper charters and papers to enable it to do business in Canada.

The company has valuable claims on Great Slave Lake, chiefly discovered by Mr. McLean in person. Mr. McLean went out to that district last winter, starting from Edmonton on the 14th of February, with a party of thirty-three. He states that they made some very rich finds, and that they have some sixty claims located, and intend to commence operations there next spring after the opening of navigation. He brought back with him samples from sixteen different locations, and these have been assayed by some of the best assayers in Chicago, with results as follows: One for copper, by Dickman & Mackenzie, which showed 27.35 per cent, equal at 7 cents per pound, to \$38.29, which is said to be probably the best on record; a second, assayed by the same firm, for galena, this showed 11.72 ounces of gold, and 21.52 of silver, equal to \$265.16 per ton; oxidized ore .40 in gold, and .78 in silver, making \$874 to the ton. An assay by George H. Ellis gave 26.50 ounces of silver to the ton of quartz; gold \$7.50 ounces, equal in value to \$1,308.62 gold and \$15.90 silver; total per ton \$1,824.52. A third assay, by Goldsmith Bros., showed 24.8 ounces of silver, of gold 23.8; value of silver \$14.88, of gold \$5,891.60; total value per ton \$5,906.48. The certificates of these assays have all been sworn to.

Mr. Drew, with these results before him, says that Canada is going to be the richest country in the world. He is very much pleased with the portion of country he has seen, and says that very closely resembles his own state of Illinois. He is quite taken with the activity manifest in Winnipeg, and the progress which is very apparent in the streets, which he says reminds him of his own town of Joliet, an old manufacturing place, having some of the largest steel works in the United States, also wire mills and other important establishments. His stay here this time will be necessarily short, as he is obliged to be home in time for the opening of the session of his state legislature, on the 4th of January, but he expects to visit the Great Slave Lake country next season.

Farming Pays.

Mr. McCreary has received the following letter from a farmer who settled in Assinibola. He says it speaks for itself, and that comment upon it is unnecessary. It reads: "You ask me, as being a prominent and successful farmer at Sinaluta, in East Assinibola to give you some details as to my experience of farming in the Northwest. I am now on

my way to Ontario to enjoy a winter's rest after a number of years of steady work in this country. I came to Western Canada in 1883, and being pleased with it took up land before I returned, at Sinaluta; and returned from Ontario the following year with my family, a car load of effects, but with very little money. I had a large family of ten boys and five girls, and therefore had no light load to carry; but some of my boys being grown up, with their assistance and determined tenacity and perseverance and sobriety we gradually got ahead. We now own seven sections of land, the bulk of it being under cultivation. We raised 30,000 bushels of No. 1 hard wheat this year, summer fallowing running to forty bushels per acre, and sustained no loss from wet, but only from the shaking out of a small quantity of grain in the stook, as we never thresh, having our own threshers. We have forty horses and a considerable amount of stock, and our total belongings, at a reasonable estimate, we place as worth to-day between \$75,000 and \$100,000. I am well pleased in every way with the country; but a man must be sober and industrious and attend closely to business to succeed. This, with common sense, barring accident, will pull any family through in this country. I am now on my way to Barrie, Ont., my old home, and shall make known to my old friends there, the fine heritage we have in Western Canada. J. P. PARTRIDGE."

Winnipeg Raw Fur Prices.

Prices as to size and color, for prime skins: skins taken out of season range much lower:

Badger.....	\$.25	\$.50
Bear black.....	5.00	25.00
Bear brown.....	4.50	20.00
Bear, black yearlings.....	5.00	7.00
Bear, brown yearlings.....	3.00	4.50
Bear, grizzly.....	4.50	20.00
Beaver large.....	5.00	6.75
Beaver, medium.....	3.00	4.75
Beaver, small.....	1.50	2.50
Beaver, culs.....	.50	1.00
Beaver, castors, lb.....	2.50	5.50
Fisher, dark.....	6.00	8.00
Fisher, pale.....	3.00	5.00
Fox, cross dark, large.....	5.00	10.00
Fox, cross pale.....	2.50	5.00
Fox, kitt.....	.25	.75
Fox, red.....	1.00	1.60
Fox, silver dark.....	50.00	75.00
Fox, pale.....	25.00	60.00
Lynx, large.....	1.50	2.25
Lynx, medium.....	1.00	1.50
Lynx, small.....	.50	.75
Marten, dark.....	3.00	5.50
Marten, pale or brown.....	2.50	4.25
Marten, light pale.....	1.00	3.00
Mink, dark.....	.50	2.00
Mink, pale.....	.75	1.50
Musquash, winter.....	.04	.12
Otter, dark.....	6.00	10.00
Otter, pale.....	5.00	8.00
Skunk.....	.25	.75
Wolf, timber.....	2.00	3.00
Wolf, prairie.....	.40	.75
Weaverline, dark.....	3.00	3.50
Weaverline, pale.....	1.25	2.00

J. D. Randall, of Cincinnati, one of the firm of Randall & Co., who are supplying the machinery for the new Hutchings leather goods factory at Winnipeg, is in the city.

A cable report says that the green tea market in China has closed for the season and that no more of these teas will be shipped from the market of production until next season opens.

THE BUSINESS SITUATION

Winnipeg, Saturday, Dec. 24.

So near Christmas business has of course been quiet this week with the wholesale houses, except in some special lines such as fruits. The retail trade, however, is now having its harvest, and the city retail trade promises to show up well for the season. Very fine stocks of holiday goods are being shown in Winnipeg this year, surpassing the efforts of most past years in this direction. With the jobbers the month of December as a whole will exceed last year in the volume of business, in almost every branch of trade, thus making up to some extent for the falling off in the fall months, as compared with last year. Clearing house returns of late weeks continue to show a considerable gain over the corresponding weeks of last year, which will also go toward making up the falling off in the fall months in bank clearings here. The grain movement is not large when measured by the quantity of wheat yet held in the country, but the December movement is larger than for the same month a year ago. Last year, it must be remembered, the great bulk of the crop was handled before the close of navigation, while this year the bulk of the crop has not yet moved forward. Wheat is 2 to 3c higher in the country markets this week, but still the tendency among the farmers is to hold on to their grain. Land sales are also reported to be large for the time of year, December usually being about the quietest month in this as in most other lines. The increased business doing in December this year compared with last, is to some extent at least, business which has been held back by the late grain movement.

WINNIPEG MARKETS

Winnipeg, Saturday, Dec. 24

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

DRUGS.

The market for drugs is quiet. The few lines which are suitable to the holiday trade have been in good demand, but generally speaking business is quiet, and prices remain unchanged as given on another page.

GROCERIES.

The market is quiet this week. Sugars are unchanged. Teas are firm. Now dates are selling at 1-2c higher than quotations for old stock. Sultana raisins are held 1c higher. Lard is firm. Oatmeal easier.

GREEN FRUITS.

This has of course been a busy week with the fruit trade, and the Xmas trade has been a good one. The mild

weather has been specially favorable for this trade. There have been liberal supplies of oranges in, both in navels and Mexicans and prices are lower on both varieties. The demand has been largely for navels, though the Mexican fruit is good quality and by some considered the nicest for consumption. Some fine navel stock is shown. A few new lines specially for Xmas market have been brought in, including Catawba grapes, in fancy baskets, which have sold at \$5.50 per crate of 15 baskets. Some very fancy Malaga grapes have also been offered, at \$12 for extra fancy heavy kegs, \$10 for good ordinary sizes, and \$8 for common stock. New importations of sweet potatoes are offering at \$5 per barrel. Unfrozen cranberries are scarce. Good unfrozen stock has been offered at \$3 per barrel. New Pecan nuts have arrived. Further receipts of new almonds have also come to hand and prices are 2c lower. New stock in winter pears has also been received. Prices are: California navel oranges, \$1.50 to \$5, as to size. Mexican oranges, \$3.75 to \$4.50 box; bananas, per bunch, \$3 to \$2.50, as to size; Messina lemons, \$4.50 to \$5 box. Ontario apples, ordinary winter stock, \$3.50 to \$4, as to quality; fancy stock, \$4 to \$4.50 per barrel. Almeria grapes, \$3, \$10 and \$12 per keg as to quality and size. Catawba grapes, \$5.50 per crate of fifteen 3 lb. baskets; winter Nelles pears \$3 box; Easter pears \$3.50 box; cranberries, unfrozen, \$3 per barrel; sweet potatoes, \$5 per barrel. Coconuts, \$1 a dozen; Sicily filberts, large 11 to 12c per pound; Grenoble walnuts, 15c. Tarragona almonds, 14c; peanuts, green, 10c; roasted, 12c. Pezan nuts, 12c lb.; shell-ed walnuts, 24-2 to 26c per pound; strained honey, \$1-2 to 9c per pound; maple sugar, 11 to 12c; apple cider, 35c per gallon in barrels and half barrels. California figs, in boxes of ten bricks, \$2 per box; dates, 71-2c per pound; celery, 40c per dozen bunches.

HARDWARE.

Wholesale dealers are experiencing a period of quietness, which is usual at this time of the year. Beyond a little movement in lines which are in demand for Christmas purposes there are no unusual features. Prices remain unchanged at quotations given elsewhere.

PAINTS, OILS AND GLASS.

Interest is centred in the situation of turpentine. The advance of 2c noted in these columns last week has been followed by another of 5c, which makes the price now 70c per gallon for barrel lots and 75c per gallon for less quantities. The position of turpentine in eastern markets is very strong owing to the heavy exports—something like 14,000 barrels having gone to England, and the old country markets this year—and to the active demand from all parts of this continent. As far as production is concerned it may be said that this year's crop was a good one. Window glass is also very firm in this market, and it does not seem possible that any reductions can take place until next spring, as the stocks held are very small. Business generally is quiet and prices unchanged.

GRAIN AND PRODUCE.

WHEAT—The week ending to-day has shown more activity in the markets than has been for some time, and perhaps all the more so that it

was quite unexpected. With the approach of the Christmas and New Year holidays, a season of quietness was anticipated, but the unexpected has again happened. At the end of last week the markets closed flat and uninteresting, after a considerable show of strength for a few days previously. On Monday they opened with European markets stronger, and slightly higher, and the American markets followed, active and irregular, but gaining strength. Tuesday saw Liverpool slightly lower, and United States markets were slow and lost 1-2 to 3-4c per bushel. Wednesday all European markets were lower except Paris, but the American markets, after opening easier and remaining quiet the most part of the session, turned strong, and at the close had gained 3-4c to 11-4 over the close of the day before. The principal cause of strength seemed to be the increase of speculative buying in Chicago and other markets. Perhaps the main factor in initiating the advance, was the report of continued wet weather in Argentina, where harvest is progressing. The latest reports are of a more favorable character, better weather having returned, but the gathering of the crop is a week or two later than usual, and unless the weather to follow remains propitious more delay and probably considerable damage may result, to what was undoubtedly a very promising crop only three weeks ago. On Thursday and yesterday American markets continued strong and active, and the close showed a gain of 2c per bushel on the week. It is to be noted that English and continental markets have scarcely responded to the advance in the markets here, as Liverpool, for instance, only shows a gain on the week equal to 1-2c per bushel. World's shipments were 7,200,000 bushels but there was an increase on ocean passage of over a million bushels. The American visible supply showed an increase of 3,821,000 bushels, a very

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THOS. BLACK, Agent, Winnipeg.

large increase for one week. The increase in the world's visible supply was 5,090,000 bushels. Growing winter wheat crops maintain their fine promise, except in some small portions of Central Europe, where the weather has been too dry. Some complaints also come from California of damage to the young plants by heavy, drying winds. Otherwise, both in Europe and America, the prospect for the growing crops is eminently satisfactory.

Trade in the local market has been slow, and of small compass. No pressure to sell has been shown, and little disposition to buy. Prices have followed the lead of United States markets, and have gradually gained about 2c per bushel on the week. Yesterday's prices for 1 hard in store Fort William, spot, or December delivery, ranged from 65 1-2c to 66c; 2 hard and 1 northern 31-2c and 3 hard, 2 northern and 1 spring 7c less than 1 hard. A large proportion of the cars now passing through the inspector's hands at Winnipeg and Fort William are inspecting "no grade," being tough, damp or wet. The Canadian Pacific railway drying plant at Port Arthur was started working a few days ago, and from samples that have been shown on the grain exchange here, it is evident that damp or wet wheat can be brought into perfect keeping condition, so that it may be stored with the utmost confidence. The grain standards board will probably meet about the first week in January to fix standards for dried wheat. If satisfactory samples can be obtained by that time to allow of a proper selection.

FLOUR—Prices are unchanged this week. The market is rather firmer. A fair demand is reported. Prices here to retail dealers are as follows: \$1.35 for patent, \$1.75 for strong bakers; Glenora, \$1.75; Manitoba bakers, \$1.45, Algoma, \$1.30; Imperial XXX, \$1.35, XXXX, \$1.05 per sack of 98 pounds. Discount of 5c per sack for cash.

MILLFEED—Prices hold firm. There is a good demand, which continues to absorb the supply. Bran is quoted at \$10 and shorts at \$12 per ton, with large lots at \$1 per ton less.

GROUND FEED—The variety and quality of feed now being offered varies so widely that prices are only a rough guide to the market. Prices vary all the way from \$8 to \$19 a ton as to quality. Oat chop is quoted at \$17 to \$19 per ton, mixed barley and oats, \$15 to \$16, and wheat mixtures at \$8 to \$12 per ton as to quality all cake, \$23 per ton.

OATMEAL—Rolled oatmeal is quoted at \$1.90 to retail dealers.

OATS—Prices quoted last week have been fairly well maintained. Deliveries in this market by farmers have been larger, and as the average quality is very poor the tendency has been easier for common stuff. Good oats, fit for milling, however, have held firm. Prices paid to farmers here have ranged all the way from 23 to 28c, which is a wide range. For ordinary feed quality 23 to 24c per bushel of 34 lbs. has been the general price, and sometimes 25c has been obtained. Good qualities have brought 26c for milling and up to 28c for choice, but few have been good enough to bring over 26c. Car lots are generally held at 25c on track here for ordinary feed quality, and we quote 24 to 25c for cars of feed and 26c

for a good No. 2 white of full weight per bushel. Oatmeal millers are bidding good prices to farmers in country markets for the best samples, prices ranging higher at some country markets than relative value for car lots here.

BARLEY—The market is weaker, owing to more liberal offerings. The local consumptive demand for barley is limited, and as there is no shipping demand, it does not take a very large quantity to make an over supply. Farmers have been offering quite a quantity of feed barley here, and prices for such are 2 to 3c lower this week, prices having dropped to 25c and later only 24c per bushel of 48 lbs was being offered by some layers. Maltng barley is also easier, 30c being the usual price offered.

WHEAT—Local street market—The mills were paying 55c here yesterday for No. 1 hard, delivered at the mills by farmers, which shows an advance of 3c from last week. No. 2 hard 2c less. There is considerable damp wheat offering, which brings 30 to 45c per bushel of 60 lbs. as to quality.

FLAX SEED—In Manitoba country markets 65c per bushel is being paid to farmers.

CORN—A little corn is coming in from the States. Car lots on track here would cost laid down about 42c per bushel of 56 lbs.

BUTTER—Creamery—The market is steady, at about the same prices as quoted last week. Jobbers are quoting 22 to 23c as to quantity and quality. Stocks are light here and there is practically no business doing on spot, the local demand being almost entirely for dairy grades.

Butter - Dairy—The market is steady. Buyers are offering 13 1-2c to 14 1-2c here for lots, as to quality, and 15c is paid for choice round lots.

CHEESE—The market is quoted the same as last week. Jobbers quote 9 1-2c for large and 10c for small sizes.

EGGS—Held fresh, mostly Ontario stock, are selling at 15 to 20c as to quality, and fixed at 16 to 17c. There are absolutely no fresh Manitoba eggs coming in. Fresh gacheed are obtainable in a small way from producers at 35 to 40c per dozen.

POULTRY—A heavy trade has been done in poultry this week. Manitoba stock has been very scarce, but imported goods have supplied all the requirements. Owing to the cutting on the part of some small dealers, especially among the grocers, some of whom sold turkeys at cost in order to catch orders for other lines of goods, prices have been a little unsteady but large dealers have held out for firm prices and we note only 1-2c reduction from the top price for turkeys for the week. Prices are: Chickens, mixed lots, 8 to 9c per pound; straight lots spring chickens 1c more; turkeys, 10c to 12c, and ducks and geese, 8 to 10c.

GAME—Rabbits \$1-2c each. Vigcons 20c per pair. Wild ducks 25c per pair.

DRESSED MEATS—Christmas stocks of meats are now on view and most of the butchers have very fine displays. The beef shown is largely from western range stock, and it is in fine condition. The general price paid for this class of beef has been 6c, though some has cost retail butchers 6 1-2. Ordinary beef has sold at 5 to 5 1-2c, and frozen beef 4 to 5c as to quality. Mutton is firmer. Choice mutton for Christmas display has cost 1c higher at 8c, and we quote 7 to 8c

for good to choice mutton. Fancy lamb has sold at 9c, and we quote lamb at 8 to 9c. Dressed hogs continue to be brought in from Ontario by packers, and as they can be laid down here at \$5.50 to \$5.90 per 100 lbs., the tone of the local market is easier at about 15c per 100 lbs. lower. Packers will not pay over 6c for the best local hogs, when they can bring in car lots at less than that price from the east. Butchers have paid as high as \$5.10 per 100 lbs. for choice hogs for cutting up fresh for their retail trade. Veal 5 1-2 to 7c.

VEGETABLES—The mild weather has brought out a number of farmers with potatoes this week and offerings have been fairly liberal. In consequence of this prices eased off a little and 35c was the best that dealers would pay for good potatoes. Other lines are unchanged. We quote as follows: Potatoes, 35c per bushel; turnips, 20c per bushel; parsnips, 11-2c per lb.; carrots, 35 to 40c; beets, 35 to 40c per bushel; celery, 40c per dozen; cabbage, 1 to 1 1-2c per pound as to quality; onions, 9c to \$1 per bushel; Spanish onions, \$2 per crate; pumpkins, 1 1-2 to 2c per pound.

SENECA ROOT—Nominal at 21c.

HIDES—Hides are now very plentiful this winter. Dealers attribute the scarcity to the light kill and the fact that the country has been pretty well cleaned out of cattle. Some of the offerings are poor and contain a lot of offal. Frozen hides are quoted at 6c, but a shade more will be paid for No. 1 lots by some dealers. Bulls and oxen 1c less. Five pounds dockage is put upon these hides for offal. Inspected hides are as follows: No. 1, 6 1-2c; No. 2, 5 1-2c; No. 3, 4 1-2c. Branded hides grade No. 2, and bulls No. 3; kip, 6c to 6 1-2c; calf 8c; deacon, skins, 15c to 25c each, sheepskins and lambskins 40 to 55c; horsehides 75c to \$1.50 each.

HAY—Baled is quoted at \$8 to \$9.50 on track here and loose on the street market at \$8 to \$7.50 as to quality. Much of the loose hay offering is very poor quality. The final Manitoba government crop report, issued last week, says of hay, "Over 40 per cent of the reports received state that the amount of hay secured is not sufficient to meet the requirements of the coming winter. This means a general shortage throughout the province. In the majority of cases the reason given for the short hay crop is the excessive rainfall, which flooded the hay meadows and made it impossible to secure the usual supply." Some of the local dealers, however, disagree with this report and claim that there will be sufficient hay to go round.

LIVE STOCK.

CATTLE—The market is practically nominal this week. Xmas cattle were all in last week, and as all the butchers are carrying large stocks of beef, very few cattle will be wanted for a few weeks. A good deal of the Xmas beef is western range stock. The custom of using frozen beef in the winter here has been on the wane for years, and this winter the bulk of the demand will be for fresh killed meat throughout the winter. Cattle are nominal at about 3c for good butchers' stock. Stockers nominal at 2c to 2 1-2c.

SHEEP—Stocks of frozen mutton held here are lighter than usual and fresh supplies of sheep will be wanted before long. There has been some talk of looking to Ontario for sheep for late winter or spring killing, as

supplies seem scarce here. Sheep quoted at 31-2c here.

HOGS—Practically there are none offering. Nominal at 43-4c off cars, for selected weights.

MILCH COWS—Prices range from \$25 to \$10.

HORSES—There is some demand for horses for the woods, but this demand is about over. One car of heavy draft and general purpose horses from the United States was received.

The Montreal Fire.

Montreal, Dec. 21.—The loss by last night's fire will amount to about \$1,100,000, on which was insurance of \$1,009,000. The entire block belonged to the estate of Duncan McIntyre. The value of the part occupied by Greenshields was between \$50,000 and \$60,000, and the stock of goods inside, which was very complete, and but recently materially added to by importations, is estimated at some \$600,000. The part occupied by McIntyre and Son is valued at \$30,000 to \$35,000, and the stock in the neighborhood of \$400,000. The Leggatt property, valued at \$50,000, was badly injured, though some of the stock will be saved. Their loss will be about \$50,000 altogether. In the case of the Greenshields and McIntyre the stocks and buildings are practically a total loss and in the Leggatt case will amount to a large part of the insurance.

THE INSURANCE.

The companies interested and the amounts are as follows: Aetna, \$15,000; Alliance, \$40,000; Atlas, \$50,000; British American, \$32,000; Calendonian, \$55,000; Commercial Union, \$60,000; Connecticut, \$25,000; Guardian, \$60,000; Hartford, \$10,000; Imperial, \$45,000; Lancashire, \$52,500; Liverpool, London and Globe, \$39,000; London and Lancashire, \$15,000; London Assurance, \$30,000; Manchester, \$10,000; North British and Mercantile, \$85,000; Northern, \$35,000; North American, \$10,000; Phoenix of Hartford, \$15,000; Phoenix of London, \$95,000; Quebec, \$121,000; Queen's, \$10,000; Royal, \$100,000; Scottish Union and National, \$10,000; Sun, \$20,000; Union, \$30,000; Western, \$42,000. Total \$1,009,000. Mark Fisher & Co. were damaged to the amount of \$5,000 and the city of Montreal lost \$25,000 by the destruction of the water tower and other fire apparatus.

THE BURNT BUILDINGS.

Montreal, Dec. 21.—The Greenshields block, destroyed this morning by fire, was situated on the corner of Craig street and Victoria Square and has been well known for years as one of the finest warehouses and office buildings in the Dominion. It was six stories in height and built of stone, each flat being one hundred by one hundred feet in size. The building was fitted throughout with thermostat electric fire alarms and had also electric burglar alarms. There were nine distinct departments. The basement and part of the second floor were devoted to cotton goods, on the third carpets and house furnishings, fancy goods and notions on the fourth, imported and domestic woollens, haberdashery and men's furnishings, on the fifth the small wares. The entry room was in the rear of the ground floor and below it was the shipping and receiving department. There were eighty people employed in the warehouse. Many firemen had miraculous escapes from death; several of them were on

the roof of the McIntyre building just before the fire wall fell in, but they managed to get down in time. The wall fell on the water tower which was playing on the building, completely wrecking it. The building occupied by S. Greenshields, Son & Co. and McIntyre, Son and Co., were entirely destroyed, while the falling walls carried away part of the roof and wall of the adjoining structure on Craig street, occupied on the lower floor by Napoleon Torangeau, dealer in artificial limbs, trusses, etc., and on the upper floors by L. E. A. F. Waters, printers and publishers, and Jas. Leggatt, wholesale boots and shoes. The damage to stock and plant of these people will be considerable.

British Columbia Items.

Kelly & McHugh, hotel, Vancouver, have sold out.

Annan & McDonald, hotel, Vancouver, are selling out.

John Lefevrey, boots and shoes, has opened at Vancouver.

S. J. Mark, grocer, etc., Vernon, has sold out to Frank Gibbs.

A. J. Venn contemplates opening a general store at Salmon Arm.

The Royal Soap Co., Ltd., is applying for incorporation at Vancouver.

Gaine & Roy have opened a wholesale liquor and clothing store in Cascade City.

Hiram J. Robertson, hardware and tins, Slocan City, has opened a branch at Sandon.

Shotton & Mead, plumbers, Kamloops, have dissolved; style now Shotton & McClaughan.

A cigar factory will be opened at New Westminster by a firm composed of J. Molena and B. Wilberg.

Sheasgreen & Co., gents' furnishings, Vancouver, have had their stock damaged by fire; fully insured.

L. M. Livingston & Co., general merchants, of Deer Park, have opened a branch of their business at Niagara.

Clarke & Co., drugs, Kamloops, have amalgamated with the Kamloops Drug Co., Ltd.

Horses and dogs are in demand for Yukon and the interior mining camps. A number of pack animals have been bought up in the Kamloops ranching district for this trade.

McPhee & Moore, general merchants, Cumberland and Courtney, have dissolved. Jos. McPhee continues at Courtney, and is admitting his son, Walter S., as McPhee & Son. J. C. Moore continues at Cumberland in his own name.

John O'Leary, a well known railway contractor, who has been operating in Kootenay district for several years, was killed on the Robson-Penticton railway, upon which he had a sub-contract.

Christmas trade is very brisk and prices are stiffening, owing to the excellent demand for all lines of staples, as this upward tendency will last a few days only, it would be misleading to quote the changes in the market report.

It was announced this week that the Hastings lumber mills were to start again as soon as machinery could be installed. This is indeed, good news for Vancouver. It is estimated that every ship loading lumber at this port within the last ten or fifteen years has left \$2,000 among the merchants of Vancouver, to say nothing of the

large number of hands the mill has employed. The most modern machinery is to be installed, and the capacity of the mill very much increased.

The incessant rain in Vancouver has temporarily suspended building operations. The demand for dwelling houses continues unabated, unimproved cottages are renting for \$25 and \$30, while furnished dwelling houses of the ordinary rent at \$40 and \$15 for short periods of from three to six months. The hotels are doing a bustling business and restaurants are becoming numerous. Similar reports come from Victoria. In Victoria and Vancouver this week were placed very large orders for supplies for the White Pass railway. Another very large order from the same source is promised for the near future for both cities.

Some of the latest business changes in the Kootenay are as follows: Chas. Guise has opened a clothing store at Greenwood, A. Skofesal, grocer, of Brandon, B. C., will shortly open a store in the Boundary country. W. C. Weitman has opened a barber shop and cigar store at Midway. John L. White, of Slocan City, is about to open a branch drug store at Greenwood. The Slocan City News Co. has closed its Slocan City branch, Hiram Robertson, hardware, of Slocan City, has opened a branch at Sandon. J. D. O'Neil & Co., hardware, has closed out at Slocan City. McLennan & Co., Slocan City, have sold their flour and feed business. Thomas & Gregor, of Rossland, have closed the Brooklyn branch of their liquor and cigar house.

Mining Notes.

James Hammond, of the Hammond Gold Reef Mining Co., Port Arthur district, reports 93 ounces of gold from the last clean up, being from 396 tons of rock milled in eighteen days.

The machinery for the av-stamp mill at Ymir has arrived. The work of erecting the mill will be proceeded with rapidly and the mill will be ready for operation by the middle of January.

The first ten days' production of gold for December, by the Mt. Portage district mines, exceeds all previous records of that district. Here is the production. Sultana, \$6,100; Regina, \$5,000; Mikado, \$18,000; Golden Star, \$3,000.

A nickel claim in Garson township, Sudbury district, has been disposed of to the Oxford Copper company, for the sum of \$53,000. Considerable development work has been done on the property, consisting of two shafts about 500 feet apart, and a smelting furnace is in course of erection.

The prospectus of the Dominion Consolidated Mines company has been issued. The company has a number of very promising claims in Fairview. The following is the directorate: I. Oppenheimer, Vancouver, B. C.; Stephen Mangott, Fairview, B. C.; John Love, Fairview, B. C.; A. R. McIntyre, Toronto; John R. Barber, M. P. P., Toronto; W. J. Bickell, Toronto, President. Geo. H. Maurer, vice-president, A. E. Mason, secretary-treasurer, L. W. Shatford.

The Commercial staff were regaled by a box of delicious sweets from Paulin & Co. this week.

There is a big demand for nuts in eastern markets at present. Cables from Spain received report an advance of 1c in the price of Tarragona almonds.

The Commercial Men.

Known to all as the choery, up-to-date, happy aristocrat of the grip, the commercial traveller has friends everywhere. A true nomad, he is always at home for his sterling qualities and perennial good humor win for him a welcome even among strangers. What is perhaps the most wonderful of all is the fact that the commercial man maintains his good nature in the face of circumstances that would in a few weeks reduce an ordinary good-humored mortal to hopeless pessimism. The knight of the sample case is by the uninforming supposed to have a "snap" but the life of the ordinary individual who thinks himself a martyr should he be called upon to work in his office until midnight, would be a sinecure for the traveller who gets up at 4 a. m. to drive 25 miles in the teeth of a blizzard, and after spending the day with his customers, waits in a cold station for an hour and a half after midnight to catch a tardy train. Though the keenest rivalry exists between representatives of different firms and there is always a spirited competition for business, the best of feeling exists between the different members of the fraternity.

That the travelling man realized the truth of the old maxim, "in union there is strength," is shown by the progressive strength of the northwest Commercial Travellers' association, an organization which exists in the interests and for the protection of travelling men. The growth of the N. W. C. T. A. has been almost phenomenal and as this growth has been paralleled with the advancement of commercial interests in the Northwest it is a matter of congratulation even to those outside of the mystic circle. On the 10th of Octob. r, 1882, i. x. e. n. y. a. ago, a couple of dozen travellers gathered in the old Grand Union hotel, now represented by a heap of ashes at the corner of Ross avenue and Princess street, the Northwest Commercial Travellers' association was formed. A few days later officers were elected as follows: President, Joseph Mulholland; vice-president, Thomas Johnstone; treasurer, W. R. Langridge; secretary, Mr. Mackean; directors, J. S. Wilkinson, J. J. Fanning, W. McPherson, A. B. Coblenz and F. Chilcott.

This was the acorn from which a mighty oak has grown for today the Northwest Commercial Travellers' association has come to be one of the most influential organizations in existence in the province. The membership has grown from the original score to more than half a thousand, scattered from the Pacific on the west to the great lakes on the east. Five years after organization the association made a most important advance in securing incorporation by act of the legislature of the province of Manitoba. The officers of the association at that time were: President, Jos. Campbell; vice-president, E. J. McKay; treasurer, W. M. Ronald; secretary, J. M. O'Loughlin; directors, M. R. O'Loughlin, Andrew Straug, Geo. Stott, Fred Chilcott, J. C. McLean.

At the time of incorporation the association had 185 members, and had to their credit the sum of \$1,531.89. A change was made in the by-laws, and in 1889 the board of directors was increased from five to seven. During 1890 the mortuary by-law, which provides for payment of

certain sums on the death of a member from causes other than accident, was fully discussed, and it came into effect on Dec. 20, 1890.

During the early part of 1891 amalgamation with the Canada Travellers' association, of Toronto, became a live topic of discussion; correspondence took place, and on the 7th of July a deputation, from the east arrived to discuss the question. No decision further than that of laying the matter before the annual meeting was arrived at. The matter, on being discussed at the annual meeting, was voted down, and the association still remains independent. At the last annual meeting the British Columbia officers were increased to two vice-presidents and five directors. The amount of mortuary benefits now carried by the association is \$75,740.40.

During its existence the association, in addition to the accident policy of \$1,000, and \$5 a week indemnity in case of totally disabling injury by accident, which goes to every member, has secured many benefits and privileges for its members that would otherwise be unattainable.

The social side of life has not been forgotten, and once a year the travellers gather in Winnipeg, with their friends, and spend one evening in social intercourse. The first gathering took place in 1882, in the form of a dinner. It was held at the McCuskill restaurant, with Mr. Johnston, the vice-president in the chair. On Dec. 28th, '85, 150 sat down to the annual dinner held in the Grand Union hotel. Among those present on that occasion were the late Hon. John Norquay and Hon. C. P. Brown. In 1889 an attempt to hold, instead of the annual dinner, a conversation, was made. It failed, and at the dinner held in the Clarendon over 200 guests sat down.

The growth of the C. N. W. T. A. will be seen to have been rapid and yet of the most substantial character. This year the membership increased about 20 per cent. The officers for the coming year, elected recently, are: President, Jas. Mundie, of W. E. Sanford & Co.; vice-president, F. W. Drewry, of Redwood Brewery; second vice-president, Wm. Hargreaves, of G. F. Stephens Co.; treasurer, L. C. McIntyre, of Paulin & Co.; secretary, J. M. O'Loughlin, of Hamill on Powder Co. The annual social gathering, which will take place on Dec. 25th, promises to surpass in brilliancy and in attendance all previous efforts of the association.—Free Press.

Western Business Items.

W. A. R. Dase, general store, Stockton, Man., has, assigned.

Frank Hockin, general store, Wolsely, Assiniboia, has assigned.

Mabee & Freeze have opened a butcher shop at Calgary, Alberta.

Huff & Phillips, Dominion City, Man., publishers, have commenced business.

M. Donohue, proprietor of the Arlington hotel, Winnipeg, Man., has sold out to Asa McIntosh.

J. F. Forbes is about to open in the grocery business at Fort Saskatchewan, Alberta.

Returns of Vancouver clearing house for the week ending to-day were \$610,729, about \$150,000 less than those of last week.

It is reported that Sparling & Lauder, hardware merchants, Manitou, Man., who were burned out recently, will not resume business at that point.

J. E. Morehouse, manager of the wholesale establishment of E. F. Hutchings, Winnipeg, left for Minneapolis on Friday to spend Christmas.

W. S. Atough, of John Macdonald & Co., Toronto, returned to Winnipeg on Friday from a western trip.

Kari K. Albert, Winnipeg, general agent for the Victor scales, and issued a calendar and nanger which is quite appropriate to his business.

The Alberta Irrigation company who asked to have its name changed to the Canadian Northwest Irrigation company, with head office at London, capital one million dollars.

It is said that H. Parker is sealing out his general store at Crystal City, Man., and is returning to Manitou, where he will resume business as tailor.

The directors of Molsou's bank offer a reward of \$10,000 for information that will lead to the conviction of any person or persons concerned as principals in the robbery of the Winnipeg branch.

Letters patent have been granted to Dr. F. H. Newburn, of Lethbridge, Alberta, F. McLeay, of Irvine, and Wm. Bentley, of Toronto, manufacturer, to trade as the Lethbridge Sheep company, with a capital stock of \$20,000.

Owners and agents of sealing vessels held a meeting recently at Victoria, B. C., and decided to incorporate a company with a capital stock of \$50,000. This means a determination on the part of the seamen not to accept any offer of purchase by the government.

Application has been made at Regina to incorporate the Lethbridge Co-operative company to trade as merchants at Lethbridge, Alberta, the capital stock to be \$50,000; the Lacombe Co-operative association, capital \$3,000, to do business at Lacombe, Alberta; and the Calgary Clothing company, capital \$10,000, of Calgary, Alberta.

Ryan & Fares, horse dealers, Winnipeg, have bought up the horses which were used by the Canadian Pacific railway on the construction work of the Crow's Nest Pass line, and are feeding these on the western ranges preparatory to putting them on the Winnipeg market in the spring. This will mean a good supply of work horses at a time when they are much needed in this market.

The proposed combination of all the leading flint glass bottle manufacturers in the United States will probably be completed by the promoters who are now in session at Pittsburg.

During a recent week the Canadian high commissioner in London received no fewer than eleven special inquiries from firms in Doncaster, Leicester, Dundee, Glasgow, Manchester, Liverpool, Christiania, Antwerp, and Sweden generally, desirous to sell in Canada or buy from Canada the following commodities: Boots and shoes, elastic fabrics, spruce boards, woodenware and timber generally; grain, flour, etc.; oakum, and wool, sheep-dip, glucose, antimony, butter-scotch.

Bank clerk (scrutinizing check) "Madam, we can't pay this unless you bring some one to identify you."

Old Lady (tartly)—"I should like to know why?"

Bank Clerk—"Because we don't know you."

Old Lady—"Now, don't be silly! I don't know you either."

British Columbia Markets.

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

BY WIRE TO THE COMMERCIAL.

Vancouver, Dec. 24, 1898.

Dairy produce is steady at unchanged prices. Flour has declined 30c per barrel. Oats are \$1 per ton higher. There is a big demand for poultry at the prices quoted below. The market is well supplied with Ontario stock in this line. The Xmas trade generally has been the largest on record here, but prices are closer than in previous years, owing to increased competition.

Butter—Creamery, jobbers price, 23c for August and 23½@24c for September make; choice dairy, jobbers price, 18c; Off-grade or cooking 16@16½c.

Eggs—Local, 50c; Eastern eggs, jobbers prices, 19@19½c.

Cheese—Ontario, 11@12c, jobbers price.

Cured Meats—Hams 12½@13c; breakfast bacon 12½@13c; backs 12@12½c; short clear 10½c; short rolls 10½c; smoked sides 11 @ 12½c; Lard is held at the following figures: Tins 10½c per lb, in pails and tubs 9½c lb.

Fish—Flounders 3c; smelts 5c; sea bass 4c; whiting 5c; soles 6c; smoked salmon 10c; fresh halibut, 6c, salmon, 6c.

Vegetables—Potatoes, \$10@11 per ton, Ashcroft's, \$16 @ 17c; California silver skin onions, 1½c; cabbage 2c lb; carrots, turnips and beets, \$12.00 a ton; local onions, \$20 per ton.

Green Fruits—California lemons, \$4.50 @5 box; grapes, \$1.50@1.60; pears 60c @1.50 box; apples, 65c per 50 lb. box; Valencia oranges, \$3.25, Japanese oranges 65c.

Meal—Rolled oats, 90 lb sacks, \$2.80; 2 45 pound sacks \$2.90; 4 22½ pound sacks \$3.10; 10.7 sacks, \$2.50; Oatmeal, 10 10's, \$3.25; 2 50's, \$3.00.

Flour—Delivered B. C. points—Manitoba patent per barrel \$5.00; strong bakers \$4.40; Oregon, jobbers price, \$4.45.

Grain—Oats, 18.00 @ \$20.00 per ton; wheat, 23.00@25.00 per ton;

Ground Feed—National mills chop, \$23.00 per ton; shorts \$20 ton; bran \$18; oil cake meal, \$35 ton; F.O.B. Vancouver including duty paid on imported stuff.

Hay—\$8 to \$10 per ton.

Dressed Meats—Beef, 7@7½c; mutton 8 @ 8½c; pork 7@8c; veal 10 @ 10½c; Pemican 40c lb.

Live Stock—Steers, \$3.50 per 100 lbs; sheep, \$4.00 per 100 lbs; hogs, \$7.00 per 100 lbs; cows, 3.00 per 100 lbs live weight.

Poultry—Turkeys, 13½@14c lb; geese and ducks, 12½@13c; chickens, 12@13c.

Evaporated Fruits—Apricots 10½c per lb; peaches 9c; plums, 9@10c; prunes, French 5@7½c; loose muscatel raisins, 6c; London layer raisins \$1.90 box; Italian prunes, 6@8½c lb.

Nuts—Almonds, 13c; filberts, 12½c; peanuts, 10c; Brazil, 12½c; walnut, 13c lb.

Sugars—Powdered, icing and bar, 6½c. Paris lump, 6½c; granulated, 5c; extra C. 4½c; fancy yellows 4½c; yellow 4½c lb.

Syrups—30 gallon barrels, 2½c pound; 16 gallon kegs, 2½c; 5 gallon tins \$1.75 each, 1 gal. tins, \$4.50 case of 10, ½ gallon tins, \$5.25 case of 20.

Teas—Congo: Fair, 11½c; good 18c; choice 20c. Ceylon: Fair, 25c; good 30c; choice, 35c lb.

Toronto Hardware Market.

Toronto, Dec. 24.

Pig Iron—Canadian, \$13.50@14.00.
Bar Iron—Base price, \$1.35 @ 1.45; band and hoop iron, \$1.05@1.75.

Sheet Steel—12-gauge, \$2.25 per 100 lbs; 16-gauge, \$2.40; 18@20, \$2.30@2.40; 22@24, \$2.30@2.40; 26, \$2.35@2.45; 28, \$2.45@2.55.

Galvanized Iron—16-gauge, \$3.75; 18 @24, \$4.00; 26, \$4.25 and 28 at \$4.50.

Lead—Pig, 4c; sheet, 4½c @ 4½c per lb; shot, Can., dis. 7½ per cent; pipe, ordinary, 7c; composition waste, 7½c with dis. 25 per cent.

Black Iron—10@12 gauge, \$2.25@2.40 per 100 lbs; 14@16 gauge, \$2.60@2.70; 18@20 gauge, \$2.30@2.40; 22@24 gauge, \$2.25@2.35; 26-gauge, \$2.30@2.40; 28-gauge, \$2.45@2.55.

Coil Chain—½ in., \$4.65; 5-16 in., \$3.75; in., \$3.25; 7-16 in., \$3.15; ½ in., \$3.10; in., \$2.80; ¾ in., \$2.75.

Sheet Zinc—7½@8c per lb.

Antimony—10½@11c; solder 18@14c.

Ingot Copper—13@13½c per lb.

Ingot Tin—21@21½c.

Canada plates—Half-polished, 52-sheet boxes, \$2.35; do, 60-sheet boxes, \$2.40; dull 75-sheet boxes, \$2.25; all-bright "Garth," \$2.85 per box; do, "alaska," \$3.00.

Tin Plates—Prices unchanged at \$4.75 @4.50 for I.C., \$6.00@6.25 for I.X. and \$7.25 to \$7.50 for I.X.X.

Iron Pipe—Black pipe, per 100 ft., ½ to ¾ inch, \$2.25@2.30; 1 inch, \$2.30@2.35; ¾ inch, \$2.30; 1 in., \$3.95; 1½ in., \$5.20; 1½ inch, \$6.75; 2 inch, \$9.10; Galvanized, ½ inch, \$3.95; ¾ inch, \$4.80; 1 inch, \$6.75; 1½ inch, \$7.15; 2 inch, \$11.75; 2 inch, \$16.00.

Barb Wire—\$1.75 f.o.b. Cleveland and \$1.85 from stock Toronto. Terms, 30 days or 2 per cent. 10 days.

Fence Wire—Annealed, oiled and annealed, 37½ per cent; galvanized, 30 per cent; terms 4 months or 3 per cent. 30 days. Bright wire 35 per cent.

Nails, Wire—Base price, \$1.75.

Cut Nails—\$1.75 base price, with 5c keg, Toronto, Hamilton, London and Montreal.

Horse Nails—Discount on regular brands, 50 per cent.

Horseshoes—Iron, light and medium pattern, \$3.25 per keg, Toronto and Hamilton.

Screws—Flat head bright, 87½ per cent; round head bright, 80 per cent; flat head brass, 82½ per cent; round head brass, 75 per cent.

Bolts—Common carriage bolts, ½@5-16, 70 per cent; tire bolts, 70 and 5; machine bolts, 60 and 10; blank bolts, 60 per cent; sleigh shoe bolts, 80 per cent; plough bolts, 60; stove bolts, 70 and 5; nuts, square, 4½c; hexagon, 5½c.

Rivets—Iron, 60 per cent; copper rivets, 30c per pound.

Glass—First break in 50-foot boxes, \$1.80, and in 100-foot boxes, \$3.50; double diamond, under 25 united inches, \$5.50. Toronto, 4 months, or 3 per cent 30 days.

Green Wirecloth—\$1.20 per 100 square feet; terms, 4 months or 3 per cent for 30 days.

Spades and Shovels—Discounts 40 and 10@45 and 2½ per cent.

Rope—Sisal, 7-16 in. and larger, 9½c; ¾ in., 10½c; ½ and 5-16 in., 10½c. Manila, 7-16 and larger, 10½c; ¾, 11c; ½ and 5-16, 11½c.

Tar-pentine—63c.

Toronto Grocery Market.

Toronto, Dec. 24:

Sugar—Standard granulated sugar, 4.58c; yellows, 3.82@4.32c.

Syrup and Molasses—Syrup medium, 30c@32c; special bright, 35c@42c. Molasses—West Indian, brls, 32c@45c; New Orleans, 20@30c; for medium and 35c@47c for bright.

Teas—Japans, low grade, 16c@20c per lb; Young Hysons, seconds 16c@19c; firsts, 25@45c; Indian, 18@50c; Congous, low grades, 10c@15c; mediums, 22@25c, and fines, 40c @ 55c; Ceylons, 17 @ 25c; Formosa Colongs, 25 @ 65c.

Coffees—Green, Rio, 7½@11½c; Mocha, 23c@28c; Java, 30c@32c.

Canned goods—Tomatoes, 85 @ 95c; peas, 80c@1; sifted peas, \$1.05@1.20; corn, 95c@1; beans, 80@90c; pumpkins, 70@75c; strawberries, 2's, \$1.50 @ 1.80, raspberries, 2's, \$1.60@1.75; peaches, 2's, \$1.55@1.65; 3's, \$2.50@2.65. Colocoe salmon, \$1.15@1.20; sock-eyes, \$1.50@1.60; lobsters, halves, \$1.75 @.1.80; tail lbs, \$2.80; flats, \$3.10.

Nuts—Marbots, 11½c; filberts, Sicily, 9c @10c; Grenoble Walnuts, 12½@13c.

Rice—Rice, bags, 3½@4c; do. Patna, 5½ @6c; do. Japan, 6@6½c.

Dried Fruits—Raisins, Valencias, off stalk 4½c; fine off-stalk, 4½@5c; selected, 5½@5½c; layers, 6@6½c; Provincial; currants 4½@5c; Filiatras, 4½@5½c; Patras, 6c; Vostizas, 6½@8c. California evaporated fruits—Apricots, 17 @ 18c; pears, 9c @ 10c; prunes, 70's to 80's 7½ @ 7½c; 80's to 90's 6½@7c; 90's to 100's, 5½@ 6c. Bosnia prunes, 5½@6½c; Sultanias, 11c@13c. Peel—Orange, 12c @. 13c per lb; citron, 17c @ 20c; lemon 10½c @12c. Hallowee dates, 6@6½c. Malaga, London layers, \$1.75@1.90 per box; black baskets, \$2.40; blue baskets, \$2.50, royal clusters, \$4.00; quarter flats—London layers, 65c; black baskets, 75c; blue baskets, 85c; Dehesia, clusters \$1.25.

Spices—Ginger, Jamaica, 25c; Cochin 20c; cloves, Zanzibar, 15 @ 18c; Amboyna, 18@25c; allspice, 20c; nutmegs, 50c@1; cream tartar, pure, 25@28c, and 18@25c for compound.

PROVISIONS.

Mess Pork—\$15.00 for Canada mess; short-cut, \$15.50; clear mess, \$14.00.

Dry Salted Meats—Long clear bacon, car lots 7½c, ton and case lots, 7½c.

Smoked Meats—Breakfast bacon, 10½c; hams, large 10c and 10½c for medium; rolls, 8½c; green meats out of pickle are quoted 1c less than smoked.

Lard—Tubs, 6½@7c

The January number of the Delin-eator heralds the magazine's twenty-seventh year of existence as the most accurate and complete index of the requirements of fashion and medium of household and social information.

Dr. Warnock's Veterinary

"ULCERKURE."

The greatest healing medicine known. Heals Wounds and Sores of all descriptions. Large bottle \$1.00. Send stamp to Western Veterinary Co., P.O. Box 478, Winnipeg, for a free trial bottle and treatise on "The Healing of Wounds and Sores in Domestic Animals."

New York Wheat.

New York, Dec. 19.—Flour—Receipts 82,924 barrels; exports 21,838 barrels. Wheat—Receipts 237,725 bushels, exports 120,628 bushels; options opened about 5-8 cents higher, cables being favorable and speculation (with general) including a good foreign demand for May contracts, sold off under liquidation following increased visible supply, but again rallied on covering and renewed investment buying, assisted by firm accounts from Chicago and closed steady, 1-4 to 5-80 net higher; March 75 to 75 3-8c, closed 75 1-8c; May 71 11-15 to 72 5-10c, closed 72 1-4c; Dec. 73 1-4 to 74c, closed 73 3-8c.

New York, Dec. 20.—Wheat, March opened 74 3-4c, closed 74 1-2c b. Dec. opened 73 3-8c, closed 73 1-2c. May opened 71 7-8c, closed 71 1-2c b.

New York, Dec. 21.—Wheat—Receipts, 123,800 bu., exports, 32,317 bu. Options opened easy with cables; for a time, holiday dullness and depression prevailed; but on a late bulge in corn, shorts started an excited buying movement that advanced prices over a cent a bushel. Easier Liverpool cables were offset by continental strength and foreign buying here, but export trade was light. Closed strong, 7-11 to 1 1-8c net higher; March, 74 5-16 to 74 7-8, closed 75 3-8; May, 71 5-16 to 72 1-2, closed 72 1-2, Dec. 73 3-8 to 74 5-8, closed 74 5-8.

New York, Dec. 22.—Wheat—Receipts 223,457 bushels; exports 283,333 bushels. Options opened strong and higher on foreign buying and cables; with irregular changes thereafter all day. The idea of broadening trade sentiment has grown very bullish, and the short interest correspondingly timid. Several sharp advances occurred to-day, in sympathy with corn, followed usually by reaction and realizing, closed unsettled at 1-8 to 1-4c net advance. March opened 75 1-2 to 76, closed 75 1-2; May opened 72 9-16 to 73 1-4, closed 72 3-4; Dec. opened 74 5-8 to 75 3-8, closed 74 3-4.

New York, Dec. 23.—Wheat receipts 277,500 bushels, exports 241,645 bushels. Options were dominated entirely by bulls sentiment to-day. Opening steady on the favorable news from Liverpool, they advanced actively on good continental buying, export demand and large clearances reaching top point on the present bull movement. The close was firm at half to 3-4c net advance; March 75 5-8 to 76 3-8, closed 76 1-4c; May 72 1-2 to 73 1-2, closed 73 1-4c; Dec. 74 3-4 to 75 11-16, closed 75 1-2c.

Chicago Board of Trade Prices

Prices are quoted per bushel of 60 pounds for wheat, bushel of 56 pounds of corn, bushel of 32 pounds of oats, per barrel of mess pork, and per 100 pounds for lard and short rib bacon; flax seed per bushel of 56 pounds.

Chicago, Dec. 19.—Wheat, Dec. opened 66 1-4c n, closed 66c. May opened 67 1-2 to 5-8c. July opened 65 3-4c, closed 65 5-8c n. Corn, Dec. opened 34 3-8c, closed 34 1-2c. May opened 35 1-8 to 1-4c, closed 35 3-8c n. July opened 35 5-8c, closed 35 3-4c n. Oats, Dec. 20c n. May opened 26 3-4c, closed 26 3-4c. Ribs, Jan. opened \$4.63, closed \$4.62 to \$4.65. May opened \$4.85, closed \$4.80 to \$4.82. Pork, Dec. \$8.07 b. Jan. opened \$9.45, closed \$9.40 n. May opened \$9.72, closed \$9.67. Lard, Jan. opened \$5.12 to \$5.15, closed \$5.15. May opened \$5.37, closed \$5.35.

Chicago, Dec. 20.—Wheat, Dec. opened

66c n, closed 65 1-2c. May opened 67 1-4 to 6-8c, closed 67 to 1-8c. July opened 65 3-8c, closed 65 1-8c to 1-4c. Corn, Dec. opened 34 1-2c, closed 34 3-8 to 1-2c. May opened 35 1-2c, closed 35 1-4 to 3-8c. July opened 35 3-4c, closed 35 5-8c. Oats, Dec. 25 1-2c. May opened 26 3-4c, closed 26 5-8c b. Ribs, Jan. opened \$4.62, closed \$4.62. May opened \$4.80, closed \$4.80. Pork, July n. Jan. opened \$9.32, closed \$9.37. May opened \$9.67, closed \$9.67. Lard, Jan. opened \$5.10, closed \$5.07. May opened \$5.32, closed \$5.30.

Chicago, Dec. 21.—Wheat, Dec. opened 65 3-8c b, closed 66 1-2c n. May opened 66 7-8c, closed 68 3-8c n. July opened 65 1-8c n, closed 66c. Corn, Dec. opened 34 1-8c, closed 35 1-4c. May opened 35 1-4c, closed 36 5-8 to 3-4c. July opened 35 1-2c, closed 36 7-8c. Oats, Dec. 26c. May opened 26 5-8c, closed 27c n. July 24 7-8c b. Ribs, Jan. opened \$4.62 to \$4.65 b, closed \$4.65 to \$4.67. May opened \$4.80, closed \$4.85. Pork, Dec. \$8.10 n. Jan. opened \$9.35, closed \$9.42 b. Lard, Jan. opened \$5.05 to \$5.07, closed \$5.10. May opened \$5.30, closed \$5.32 to \$5.35.

Chicago, Dec. 22.—Wheat, Dec. opened 66 1-8c, closed 66 3-8c. May opened 68 3-8c, closed 68 1-4c n. July opened 66 1-8c, closed 66 3-8 to 1-2c b. Corn, Dec. opened 35 3-4c, closed 36 to 1-8c n. May opened 37 1-8c, closed 37 to 1-8c b. July opened 37 1-8c, closed 37 3-8c n. Oats, Dec. 26 1-8c n. May opened 27 1-8 to 1-4c, closed 27 1-8c b. July 25 5-8c. Ribs, Jan. opened \$4.70, closed \$4.72 n. May opened \$4.87 to \$4.90, closed \$4.90 b. Pork, Dec. \$8.20 n. Jan. opened \$9.50, closed \$9.57 b. May opened \$9.60, closed \$9.90 to \$9.92. Lard, Jan. opened \$5.17, closed \$5.17 n. May opened \$5.37, closed \$5.42 a.

Chicago, Dec. 23.—Wheat, Dec. opened 66 1-8c, closed 66 5-8c. May opened 68 1-8 to 1-4c, closed 68 7-8c n. July opened 66 3-8c, closed 67 to 1-8c. Corn, Dec. opened 35 3-4c, closed 36 1-8c. May opened 37c, closed 37 1-2c n. July opened 37 to 1-8c, closed 37 5-8 to 3-4c. Oats, July 25 7-8c, May opened 27 1-8c, closed 27 3-8 to 1-2c. Dec. 26 3-8 to 1-2c. Ribs, Jan. opened \$4.75, closed \$4.85. May opened \$4.92 to \$4.95, closed \$5.35. Pork, Jan. opened \$9.57 to \$9.60, closed \$9.85. May opened \$9.95 to \$10, closed \$10.20. Dec. \$8.45 n. Lard, Jan. opened \$5.22, closed \$5.27 to \$5.30. May opened \$5.42 to \$5.45, closed \$5.55.

Chicago, Dec. 24.—Holiday. No market till Tuesday.

A week ago December option closed at 65 1-8c. A year ago May wheat closed at 94 1-4c; two years ago at 81 7-8c, three years ago at 53 3-8c, four years ago at 57 5-8c.

DULUTH WHEAT MARKET.

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

- Monday—Dec. 63 7-8c, May 66 3-4c.
- Tuesday—Dec. 63 3-8c, May 63 1-8c.
- Wednesday—Dec. 64 3-8c, May 67 1-8c.
- Thursday—Dec. 64 3-8c, May 67 1-8c.
- Friday—Dec. 64 7-8c, May 67 3-8c.
- Saturday—Holiday.

Cash No. 1 hard closed on Friday at 66 7-8c and cash No. 1 northern at 64 7-8c.

A year ago May wheat closed at 92 1-2, two years ago May option closed 81 1-2c, three years ago at 56 3-4c, four years ago at 62c, and five years ago at 63 7-8c.

MINNEAPOLIS WHEAT.

Saturday, Dec. 23.—No. 1 northern wheat closed to-day at 65c, for December and 66 1-8c for May, cash No. 1 northern 65 1-4c, cash No. 2 northern 63 1-4c.

NEW YORK MONEY.

New York, Dec. 23.—Money on call steady 2 1-2, prime mercantile paper 3 1-2 to 4 1-2 per cent; sterling exchange steady at \$1.81 1-2 a 3-4 for demand, and at \$1.81 3-4 a \$1.82 for sixty days, posted rate, \$1.82 1-2 and \$1.85 1-2, commercial bills \$4.81; silver certificates 59 1-2 a 60 1-2; bar silver 59 3-8. Mexican dollars 45 5-8; government bonds irregular.

BRITISH LIVE STOCK MARKETS.

Montreal, Dec. 23.—There has been no improvement in the condition of the foreign live stock markets since Monday. Private cable advices received from Glasgow reported sales of choice American cattle at figures which showed a loss of fully \$1 per head. Cables from London reported sales of Canadian sheep and lambs at 22s per head, which figure also shows a smart loss for the shipper. Cables from Liverpool reported sales of Canadian lambs at 28s 6d per head, which is also below cost.

BRITISH STOCKS.

London, Dec. 23.—Closing—Consols for money 110 1-4; consols for the account 110 3-8. Canadian Pacific 86 3-4; Erie 14 1-2. Erie first preferred 38 1-8; Illinois Central 117 1-4; Northern Pacific preferred 79; St. Paul common 122 1-8; New York Central 126 3-4; Pennsylvania 62 5-8; Reading 97 8; U. P. preferred 75 1-2; Atchafalaya 39 1-8; Louisville 65 1-2. Bar silver 27 3-8d. Money 2 to 1-2. The rate of discount in the open market for short and three months bills 3 7-16 to 1-2 per cent.

NEW YORK STOCKS.

New York, Dec. 23.—The stock market opened irregular. Atchison 18 3-4; Burlington 122 1-2; Louisville 62 7-8. Leather preferred 70 1-8; Manhattan 97 7-8; Missouri Pacific 45; Northwest 142 1-4; People's Gas 109 1-2; Rock Island 111 1-2; Sugar 126; St. Paul 118; Southern preferred 41 1-2; Union Pacific 43 3-8; N. P. preferred 73 1-2.

Money on call nominally 2 to 2 1-2 per cent. Prime mercantile paper 3 to 3 1-2 per cent. Sterling exchange steady at \$1.84 1-2 to 3-4 for demand, and at \$4.81 3-4 to \$4.82 for sixty days. Posted rates \$1.82 1-2 and at \$4.85 1-2. Commercial bills \$4.81. Silver certificates 59 1-2 to 60 1-2. Bar silver 59 3-8. Mexican dollars 46 5-8. Government irregular.

CHICAGO FLAX MARKET.

Chicago, Dec. 23.—Flax seed closed to-day at \$1.14 1-2 for cash; December option at \$1.10, and May \$1.13. These prices show an advance of 5c on the week.

LIVERPOOL PRICES.

Liverpool, Dec. 23.—Wheat, spot dull No. 2 red western winter 6s 2 1-2d.

FORT WILLIAM STOCKS.

There were 1,050,000 bushels of wheat in store at Fort William on Dec. 17, an increase of about half a million bushels since the close of navigation. At this rate of movement there will soon be a large quantity in store at our lake port elevators.

E. Boisseau & Co., wholesale clothiers, Toronto, are opening a permanent sample room in Vancouver in the new Melutye block. S. M. James is their western representative. This firm have recently built a large block in Toronto for the accommodation of their business. This building has a total floor space of 95,000 feet, with the factory on the top flat, warehouses on the second flat and retail department on the ground floor and basement. This consolidates the entire business in one building and thereby removes the objectionable sweating features from the manufacturing department.

TORONTO WHOLESALE TRADE.
 Special to The Commercial.

Toronto, Dec. 24.
 Dry goods is dull this week. Travellers are off their routes till after New Year's. Canadian staples are being shipped with April dating. Values are firm. There is talk of advancing prices of Canadian woolen goods.

Hardware—Trade is quieter and mostly confined to letter orders. A good holiday business has been done. Payments are good and values firm. Turpentine is dearer at 63c. White zinc is 1-2c to 1c dearer.

Groceries—Granulated sugars was reduced five cents yesterday. Tarrogonia almonds are dearer. Coffees firmer. There is some demand this week from Manitoba for tomatoes and corn, but no sales reported.

TORONTO LIVE STOCK.

Special to The Commercial.

Toronto, Dec. 20.

At the semi-weekly market to-day receipts were 47 carloads, including 650 sheep and lambs and 1,250 hogs.

Demand slow. Local dealers and shippers held off and some difficulty was found in placing the big lots of Christmas beef included in the supply, even at lower prices than such beef brought on Friday. Prices of export and choice cattle were considerably lower, the former dropping 15c per cwt and the latter 50c per cwt. The total amount of stock received last week was: Cattle, 2,817, sheep and lambs, 1,620; hogs, 1,255. The weigh scale fees amounted to \$23.44.

Cattle—Cables from Great Britain showed a considerable decline in cattle prices. Heavy exporters were quoted at \$1.25 to \$1.40 per cwt. The offerings of butchers' cattle were heavier than anticipated, the demand was slow and prices were considerably lower. Choice were quoted at \$3.75 to \$4.25 per cwt. Common were slow at \$2.75 to \$3.25 per cwt. Heavy bulls were steady at \$3.50 to \$1 per cwt. for export. Light \$2 to \$2.13 per cwt. Heavy stockers brought \$3 to \$3.25 and \$3.35. Feeders firm at \$3.50 to \$3.75 per cwt.

Sheep and lambs—Sheep for export and butchers' use sold readily at \$3.25 to \$3.50 per cwt. Spring lambs from \$3.75 to \$4.25 per cwt.

Hogs—The supply was a little heavier than expected, but the demand was good. Prices unchanged from Friday. Choice selections \$1.25 per cwt.; light and thick fats quoted at \$1 per cwt.

FRIDAY'S MARKETS.

Toronto, Dec. 22.

Receipts of live stock at the market to-day were 20 carloads of all kinds, including 600 sheep and lambs and 800 hogs.

The market was dull. Stocker cattle were 15c per cwt higher than on Tuesday. Export sheep met with a good demand. Hogs ruled steady but the prospects are for lower prices. Other prices same as on Tuesday.

TORONTO GRAIN AND PRODUCE.

Special to The Commercial.

Toronto, Dec. 24.

Grain deliveries are light, owing to bad roads. The market is firm. Ontario wheat is 1-2c dearer than on Thursday, and Manitoba is 1-2c firmer. Ontario flour is 5 to 10c dearer. Barley has advanced 1-2c. Lined eggs are 1c up, and cured hides 1-4c up. Prices are as follows:

Flour—Manitoba patents, \$4.15. Manitoba bakers, \$3.85; Ontario

straight roller, \$3.40 to \$3.45 per barrel Toronto freights.

Wheat—Ontario red and white winter wheat, 68 1-2c for cars at country points. No. 1 hard, grinding in transit, 80 to 80 1-2c, and 75 to 75 1-2c midland.

Oats—White, 27 1-2 to 28c for cars at country points.

Barley—No. 1, 46 1-2 to 47 1-2c at country points, No. 2, 44 1-2c.

Millfeed—Shorts, \$14 to \$16 per ton at country points. Bran, \$12 per ton.

Oatmeal—\$3.30 in bags per barrel and \$3.50 in wood for car lots.

Eggs—Fresh, 17 to 18c; new laid 20 to 22c; lime, 16c.

Butter—Dairy, tubs, 11 to 14c for choice fresh goods, creamery, tubs, 19 to 20c.

Cheese—10c for choice late fall make.

Hides—No. 1 green, 81-2c; cured, 9 1-4c, sheepskins and lambskins, 60 to 75c; calfskins, 8 to 10c; tallow, 3 to 3 1-4c.

Wool—Washed fleece, 14 to 15c; unwashed, 9 to 10c.

Beans—75 cents to \$1 per bushel as to quality.

Dressed hogs—\$5 to \$5.25 per 100 pounds for car lots of mixed weights.

Dried apples—5 to 5 1-2c for round lots; evaporated 8 to 8 1-4c.

Honey—Round lots 6 to 7c.

Poultry—Turkeys, 8 1-2 to 10c; chickens, 25 to 30c; geese, 6 to 6 1-2c.

MONTREAL GRAIN AND PRODUCE

Special to The Commercial.

Montreal, Dec. 24.

There have been very few changes in values this week, the principal feature being the continued hardening in the price of cheese. Choice western is now quoted at 10c str light, prices showing a gain of 1-8c on the week. Poultry has met with a brisk demand and prices have advanced 1-2c all around. Other commodities unchanged. Quotations are as follows.

Oats—No. 2 white, 30 to 30 1-2c in store.

Flour—Prices to the trade delivered are. Manitoba strong bakers, \$4 to \$4.10; Manitoba patents, \$4.30 to \$4.40.

Millfeed—Bran, \$13.50 to \$14 per ton; shorts 15, including sacks.

Oatmeal—Rolled oats \$1.70 to \$1.75 per bag.

Hides—No. 1 green city hides, 9c; No. 2, 8c; No. 3, 7c; calfskins, 8c to 10c; sheepskins, 40c to 50c; lambskins, 70c; tallow, 3 1-2 to 4c.

Eggs—Fresh laid, 25 to 30 per dozen; candled stock, 16c per dozen.

Butter—Choice dairy, 14 to 15c; western dairy, 12 to 13c.

Butter—Creamery, in tubs, 20 1-4 to 20 1-2c.

Cheese—Choice western, 10c, eastern, 9 7-8c.

Beans—85c to 95c per bushel as to quality.

Potatoes—In car lots 50c to 55c.

Poultry—Dressed turkeys, 8 1-2 to 10c; ducks, 7 1-2 to 8c; geese, 5 1-2 to 6 1-2c; chickens 6 1-2 to 7 1-2c.

Dressed meats—Sales of beefs have been made freely at 5c to 7c per pound for hind quarters, and 3 to 5c for forequarters. Choice bright dressed hogs sold readily at \$5.75, and heavy weights at \$5.50 per 100 lbs.

MONTREAL HARDWARE MARKET.

Special to The Commercial.

Montreal, Dec. 24.

The hardware market is firm and quiet. Paints and oils are steady. Turpentine has advanced 4c owing to the large export demand in the south.

Prices are as follows:

White lead, government standard, \$5.62 1-2; No. 1, \$5.25; dry white lead in kegs, 5c, red lead in kegs, 4 1-2c; linseed oil, raw, 49 to 50c; boiled, 52 to 53c; turpentine, 61c, bar iron, \$1.40 to \$1.50; tin plates, cokes, \$2.75 to \$2.90; I. C. charcoal, \$3.25 to \$3.75; Canada plates, \$2.10 to \$2.15; tern plates, \$5.95 to \$6.25, galvanized iron 4 1-4 to 4 3-4c, lead, \$3.75 to \$4; iron pipe 4 to 4 1-4c, putty in bulk, \$1.65, in bladders, \$1.80. ingot tin, 20c. Cement, English brands, 3.30 to \$3.40. Germany, \$2.45 to \$2.55, and Belgium \$1.85 to \$1.95 per barrel, ex-wharf. Rope, sisal 10 to 10 1-2c, Manila, 11 1-2 to 12 1-2c for 7-16 size and larger.

MONTREAL LIVE STOCK PRICES.

Montreal, Dec. 20.

Yesterday being one of the Christmas cattle markets, the receipts of cattle at the East End Abattoir were large, about 1,000 head being on hand. There were, however, no cattle offered, stock ranging from fair to good. The demand was good, but a number were left over. A few choice sold at 4 1-2 to 4 3-4c. Good stock sold at 4 to 4 1-4c; fair, 3 1-4 to 3 3-4c, and common grades 2 to 3c. About 200 sheep were offered, and prices ruled steady at 3 to 3 1-4c. There were only 500 lambs offered, and sold at 4 1-4 to 4 3-4c per lb., live weight. At the Grand Trunk stock yards selected lots hogs sold at \$1.37 1-2, heavy fat at \$4.10 to \$4.15; light stockers at \$4; sows at \$3, and stags at \$2.50 per 100 lbs.

Montreal, Dec. 23.

Receipts of cattle at the semi-weekly market yesterday were 650 head and 600 sheep and lambs. The best cattle sold at 4 1-2 to 4 3-4c, and the general run at 4 1-4 to 4 1-4c. Sheep ranged from 3 to 3 1-2, and lambs 2 to 4 3-4c per pound. Hogs sold at from \$1.20 to \$4.35 per 100 pounds. There was an active demand all around.

MONTREAL GROCERY MARKET.

Special to The Commercial.

Montreal, Dec. 24.

The market is firm and steady with prices unchanged as follows:

Granulated sugar stands \$4.45 per 100 lbs. at refineries; yellows \$3.70 to \$4.20; molasses 31c in car lots, syrups 2 to 2 1-2c as to quality, Valencia raisins 4 3-4 to 5 1-2; Valencia layers, 6 1-2c; currants, 5 1-8 to 6 1-2c, as to brand; coffee, Rio, 8c to 10c; Mocha, 22 to 24c; Java, 22 to 24c; rice, Crystal Japan, 5 1-2 to 5 3-4c; standard B., 3 3-4 to 4c.

SUGAR.

Special to The Commercial.

London, Dec. 23.—Beet sugar ex-cisr. December 9s 9d. January the same.

LIVERPOOL CATTLE MARKET.

Special to The Commercial.

Liverpool, Dec. 23.—Cattle are slow and weak. Quoted at 83-4c.

CHEESE MARKETS.

Special to The Commercial.

Liverpool, Dec. 23.—Cheese, white, 47s 6d, colored, 48s 6d. This is an advance of 6d over last week's prices.

Liverpool, Dec. 23.—The wheat market opened 1-4d higher this morning. Corn was 1-2d higher, but the boat's cable is unchanged. The wheat market closed quiet, unchanged to 1 1/2 higher.