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Journal of Commerce, Industry, and Finance
 specially devoted to the interests of Western
 Canada, including that portion of Ontario
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 of Manitoba and British Col-
 umbia and the Territories.

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

WINNIPEG, AUGUST 20, 1888.

A. ANDERSON, grocer, Winnipeg, has closed out.

M. P. ZINORD, contractor, Regina, N. W. T., has removed to Winnipeg.

W. G. JOHNSTON, hotel, Port Arthur, Ont., has removed to Winnipeg.

J. CRAWFORD will put elevator machinery in his grain warehouse at Neepawa.

A. H. PULFORD, furniture dealer, Winnipeg, has sold out to James E. Pulford.

EDWARD STANLEY, general store, Arrow River, Man., has closed out business.

McLEAN & HILL, general store, Glenboro, Man., are offering to dispose of their business.

ERNEST HAUGH has rented McCusker's wood working shop at Regina, and will manufacture carriages.

The name of the H. B. steamer lately built at Athabasca Landing, north of Edmonton, is the Athabasca.

COOMES & STEWART, of Brandon, contemplate erecting an elevator at Neepawa, Man., according to the local paper.

LAIMAN & MYERS, of Winnipeg and Portage la Prairie, have sold out their ginger beer works at the former place, to the Northwest Aeriated Water company, of Winnipeg.

DAVIDSON & Co., general merchants, Neepawa, Man., have decided to erect a large three storey block next spring on the corner of Hamilton street and Mountain avenue. B. R. Hamilton will also put up a block on the opposite corner.

RUSSELL & DAVIS, butchers, Prince Albert, Sas., had their slaughter house burned, with a loss of \$500, about \$200 of which was in meats.

THE town of Anthracite, which came into existence so rapidly, on the opening of the coal mines there, has about collapsed, owing to the closing of the mines. The merchants are feeling very blue over the continued inactivity at the mines, and as there is no prospect of resuming operations soon, the people are leaving the place. Quite a loss will result to those who have invested in the place. Carlin, Lake & Co. have opened a store at Field, B. C., and are removing a portion of their stock to that place. T. Woods & Co are shipping some of their stock to Calgary, and Wellington & McKenzie are sending most of theirs to Illecillewait, B.C.

LAND Commissioner Hamilton, of the C. P. R., says:—During his recent visit in the west he was amazed at the fine fields of wheat which were to be seen on all sides. From Indian Head to Pheasant Hills there is almost an unbroken stretch of growing grain in a magnificent state of development, and the yield promises to average from 30 to 50 bushels per acre. The crops west of Regina are further advanced than at points east of that place. The wheat harvest on the C. P. R. experimental farm at Forrest, was commenced on the 10th inst., and binders commenced work on the farm at Rush Lake the following day and will be through this week.

THE demand for farming lands in Manitoba this summer has been very brisk and large sales have been made. L. A. Hamilton, land commissioner of the C. P. R., says that judging from the sales made by the company since February for actual cultivation, there will be an increased area under crop on account of these sales of fully 60,000 acres, which at an average yield should increase the quantity of grain for export nearly two million bushels. The company has reduced the price of land from 25 to 33 per cent. for actual settlement, chiefly in Southern Manitoba. Mr. Hamilton says there will be a large increase in the amount of grain for export from the Territories this season.

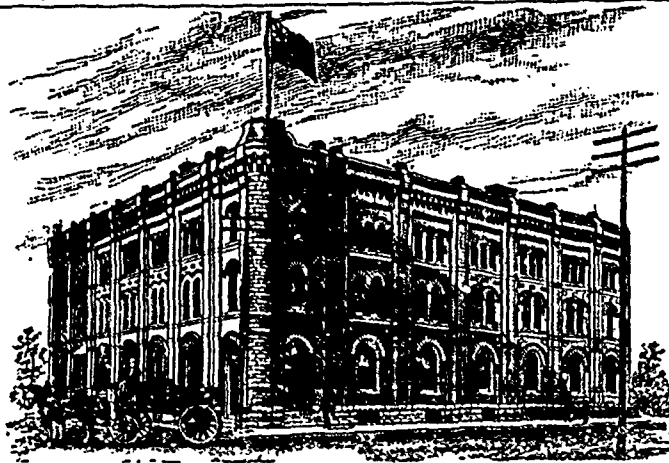
THREE varieties of fall wheat and one of rye, have been sown on the experimental farm at Indian Head, Assa., and all are above ground and growing fast. Other kinds of fall wheat are on the way and on their arrival will be sown, so that this important grain may be thoroughly tested. A very early kind of pea and two varieties of barley (Polar and Petchera) have been harvested. A two-rowed barley from Nova Scotia and three varieties of oats are ready to cut, and the Ladoga wheat is coming in fast and by the end of the present week will be harvested. It was sown the same day along side Saxonka and other kinds of wheat, and is fully two weeks earlier than any of them. Grape vines put out in the spring have well developed bunches of grapes on them.

A SAMPLE box of a delicious little fish which abounds in the waters of British Columbia, has been received by Joseph Carman, commission merchant, of Winnipeg. The fish is known as the oolachan, and is a shade smaller in size than the red herring. The fish are cured by smoking, in the same manner as herrings, but

have a better flavor than the latter. The price at which they are held, however, will preclude their sale in this market, herrings being worth about 30 cents per box, whilst the oolachans would be worth at least \$1 per box, if put up in the same way. The oolachan is a favorite fish in British Columbia, and either fresh, smoked, or salted, forms a real delicacy.

THE Northern Pacific Railway will issue special excursion tickets at one fare for the round trip, to the Minneapolis Exposition and Minnesota State Fair. For the Exposition tickets will be sold on August 21st, 23rd, 25th, 28th and 30th, Sept. 1st, 4th, 6th, 18th, 20th, 22nd, 25th, 27th and 29th. Every day from Sept. 8th 15th, inclusive, tickets will be sold for the State Fair, at one fare for the round trip, good to return to destination one day after being stamped at St. Paul or Minneapolis, but not later than Sept. 17th. All Exposition and State Fair tickets will include admission coupons at 25 cents each for the exposition and fifty cents each for the State Fair, which will be added to the railroad rates. For rates inquire of ticket agents N. P. R. R.

A DEPUTATION of the Regina board of trade waited on Hon. Mr. Dewdney, at that place recently. D. W. Bole was spokesman of the party. Mr. Dewdney was congratulated on his appointment as Minister of the Interior, and the board expressed its thanks to him for all he had done from time to time for that body. That evening the board's term of office expired but before they gave way to new men perhaps, they had decided on offering the congratulations and thanks then expressed. The board believed he would make an excellent Minister of the Interior Department. Mr. Dewdney in reply thanked the board for the kind words just expressed and the trouble taken to wait upon him. Although he would be shortly leaving town, he would not become a stranger to Regina as his new position should necessarily have many matters in connection with their city and its district brought before him. They were, perhaps aware that he had a peculiar interest in the prosperity of the town—though not a financial interest perhaps it was one of far greater importance—a hearty desire to see the town advance in wealth and prosperity. The board were, no doubt, aware that he had been requested to assist in advising the Government as to the location of the capital of the Northwest. Before doing so he took the best means in his power to assure himself first that the location he recommended was the centre of a valuable agricultural district, and secondly that it was a convenient point for the successful working of the Indian and police departments. When advising the Government on this matter of location he had not forgotten the advice given him by Sir John Macdonald before he started on his journey for the inspection of a site for the territorial capital—"Whatever you do be sure to have it in the centre of a rich agricultural district." The minister concluded by saying that every day proved the fitness of the selection then made, and that wherever he was he would always be ready to give the Regina board of trade and the town of Regina every assistance in his power, and no one felt a deeper interest in the advancement and progress of their city than himself.

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DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

THE anti-bucket shop legislation, passed at the last session of Parliament, is now on trial. For a time after the coming in force of the act, the bucket shops closed up. Later, however, it was believed that the law could be successfully evaded, and some of the shops were again opened. The law has been put in motion against these and convictions in the lower courts have been secured. No doubt the bucket shop men will thoroughly test the law by carrying some of the cases to the higher courts. Whilst recognizing the evils of gambling in margins, it has frequently been considered that it would be a very difficult matter to make a law sufficiently practical and free from annoying technicalities to completely suppress the bucket shops. It is to be hoped, however, that the new law will be found effectual in dealing with the matter.

GOVERNOR ROYAL'S order allowing the sale of beer in the Territories, is likely to cause no end of trouble, especially to the members of the Territorial Assembly. The licenses are to be granted subject to certain conditions, only to persons named by the members of the Assembly. This is certainly a very objectionable system, and one which places the members of the assembly in a very awkward position. In the first place, it makes possible the display of favoritism, as the member can recommend that his friends be given licenses, whilst withholding the names of those to whom he may be personally opposed. In many parts of the Territories there is a strong temperance element, which is strongly opposed to the granting of the licenses. The member will therefore be obliged to stand between the fire of the temperance people and those favorable to the license system, thus rendering the lot of many members an unhappy one. At Moose Jaw, J. H. Ross, member of the Assembly, called a public meeting, to gain the advice of the people as to the course to pursue in the matter. The result of the meeting is that petitions are being circulated throughout the district, calling upon the member to name persons for licenses, and other petitions are being circulated, to exactly the opposite effect.

THE *Winnipeg Call* says: "The Montreal *Trade Bulletin* may be well informed in regard to commercial matters generally, but it "certainly is not an authority in regard to "Manitoba matters. It has on several occasions exhibited a marked bias against this "country and is constantly taking occasion to "say something that must have an injurious "effect and without any foundation or truth. "The latest effort in this line was last week, "when it referred to the "unfavorable prospect of the wheat crop in Manitoba." If the "*Bulletin* had read carefully the reports in "regard to the crops throughout this country "it would have seen how absolutely misleading "its statements are." THE COMMERCIAL hastens to defend its Montreal contemporary against the charge made by the *Call*. Instead of being the enemy of Manitoba, the *Trade Bulletin* has always been the firm friend of this province, and in this respect it has been a marked exception to every other trade journal published in Eastern Canada. When all other Eastern trade journals were endeavoring to perpetuate monopoly in the West, the *Trade Bulletin* stood alone in standing up for the rights of this country, and it was instrumental in bringing to view many injustices practiced against Manitoba, in the direction of discriminating rates, etc. What the *Trade Bulletin* said about the crop outlook here was true, every word of it. The West has certainly lately experienced a spell of unfavorable weather for the crops, as every journal in Manitoba has shown. The greatest fault the *Trade Bulletin* has is the disagreeable one of hurrying out the truth on the least provocation, when perhaps a more reticent disposition would tend to conserve the popularity of the journal.

THE recent change in the management of the C. P. Railway is generally favorably commented upon. Even here in the West, where Mr. Van Horne has a good many enemies, the change is generally noticed with satisfaction. There is this to say of the new president of the great railway corporation, that he is a practical railway man, and it is expected that henceforth the business of the company will be confined

JAMES PYE,

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CONSULTING ENGINEER, &c.

218 Third Avenue South,
MINNEAPOLIS, - MINN.

A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 8th, 1887.

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

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

Yours very truly,

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Jas. MacLenaghan, Managing Director.

more closely to strictly railway matters. It is to be hoped that this expectation will be realized, and that grain deals "in the interest of Manitoba farmers," etc., and such like innovations will be left alone in the future. It is understood that the change has been made with a view to conducting the road more closely on business principles. The company doubtless realizes that the day for receiving further Government aid has passed away, and henceforth the company will have to rely upon its own exertions to carry out its various undertakings. The new president certainly stands at the head of a gigantic corporation. Though only established within the present decade, the Canadian Pacific Railway Company is already known as the greatest and most aggressive railway corporation in the world. In addition to completing and operating its main line across the continent from ocean to ocean, the company has contracted or purchased a net work of railways all over Ontario, and is still contemplating new additions to its mileage in that province. The latest announcement regarding railway construction in Ontario is, that the company will push a line through from London to the Detroit river, where connections will be made with Chicago. In Quebec the company's system is being steadily extended, and a road is being pushed across the state of Maine to connect with the Maritime provinces. New York, Boston, Portland, etc., are reached by independent lines. In the West the company has very recently obtained control of two railways which gives the road an entrance into the great grain and flour cities of Duluth and Minneapolis. Further extensions of these lines are said to be contemplated, and it is almost certain that the Duluth road will be extended to Winnipeg. In the far west an agreement has been made to connect the main line at Vancouver with the Puget Sound cities and general system of railways of the Pacific coast. This will necessitate the construction of a railway, which it is understood will be commenced next season. In Manitoba the company has control of six branch roads, in addition to its main line through the province. A line of steamships has been established between Vancouver and China and Japan

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and steamships also connect Vancouver with San Francisco and Puget Sound ports. A special Atlantic steamship service in connection with the railway is further talked of. What other undertakings may be contemplated, time alone will tell, but almost every day some new scheme is brought to light, and the public have ceased to wonder at the achievements of the company, so rapidly has one important move followed another. The valuable assistance extended by the Dominion Government has been largely instrumental in placing the company in the position it now occupies, and without which it could not have hoped to have attained such great results within a few years.

The provincial Government of Manitoba has leased a very commodious office in a handsome new building opposite the Walker House, Toronto. They intend to place in this office a permanent exhibit of Manitoba products which will be in charge of a man competent to give all the information that may be asked relative to this province. A travelling agent will also be maintained in the eastern provinces, whose business will be to lay the advantages of this country as a field for settlement before the people. This is a very practical and commendable move in the direction of obtaining settlers for Manitoba. There are always a



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certain number of good, practical farmers leaving Ontario for the newer districts of the West, where they can obtain large farms for themselves and families at a fraction of the price which they would be obliged to pay for land in Ontario. If these people can be attracted to Manitoba instead of being allowed to drift to the United States, both Eastern and Western Canada will benefit thereby. The Ontario farmer who moves to Manitoba, will still be largely supplied with goods by the eastern manufacturers, whilst his removal to the United States means the entire loss to Canada of his custom. His settlement in Manitoba will be another factor in developing this country. The people of the East should not therefore complain against the efforts of Manitoba to attract settlement hither. The Ontario farmer is just the man wanted in the West, and his wider experience gives him a decided advantage over the Old Country farmer, in commencing life on the prairie. In addition to his better knowledge of farming operations as carried on in this country, the Eastern farmer has the advantage over the Old Country farmer of being a sort of "Handy Andy." He will get along through a good deal of work alone where his Old Country brother would be obliged to call in the assistance of a mechanic. A leading mechanical journal some time ago advocated the establishment of a new trade, which should consist in training up men to do a variety of work belonging to different trades—sort of Jacks of all trades—who could under-

take odd jobs of any nature requiring some mechanical skill. The typical Ontario farmer comes very closely to filling the bill. He is almost invariably a passable carpenter, and if he has not got so far ahead in the world as to desire something pretty stylish, he will build his own house, and sometimes even manufacture furniture for use therein. The writer was shown through a large farm house, every room of which was nicely furnished with suites of home-made furniture, made during the winter season by the farmer and his sons from the native woods that grew on the farm. None of the persons had any instruction in cabinet work other than that picked up on the farm, yet to all appearance the furniture looked as good as factory work of a similar nature. The work was entirely done by the farmer and his family, with the exception of the sawing of the logs into lumber. The furniture was principally maple, beech and walnut, finished in oil or varnish. This farmer did all repairs in the nature of wood work, upon wagons, implements, etc., at home. This of course is an exceptional case, but it will serve to show how handy the Eastern farmer is with tools. This ability to turn his hand to a great variety of work, specially adapts the Eastern farmer to pioneer life in the West, and if his purse is rather low, he will be able to get along comfortably, at a minimum expenditure, by taking hold and doing himself many little jobs about a farm which the Old Country settler could not attempt without assistance.

The Commercial

WINNIPEG, AUGUST 20, 1888.

THE WHEAT SITUATION.

The last official report of the condition of the wheat crop in the United States showed a serious decline in the condition of spring wheat. Earlier in the season the spring wheat districts gave evidence of a very abundant crop, and this was made use of to offset the shortage in the winter wheat states. A number of the winter wheat states, including Indiana, Illinois, Ohio and Michigan, have this season produced short crops, and the quality of the grain is also very low. It is said that the weight per bushel will average eight pounds less than last year. This shortage in the yield, together with an estimated acreage of about 1,750,000 acres less than last year, will make a considerable reduction in the crop, as compared with one year ago. The total area sown to winter wheat this year is placed at 22,470,000 acres, against 24,221,000 acres last year. Last year the total yield of winter wheat was about 293,000,000 bushels, and this year the yield is estimated to be from 55,000,000 to 65,000,000 bushels less.

Last year the spring wheat yield was about 163,000,000 bushels, or an average of about twelve bushels per acre. Earlier conditions indicated that the spring wheat crop would be fully up to the average of last year, but later reports show a marked decline in the condition, the general condition having been reduced 8-6 since July 1st. On July 1st the official report placed the condition at 95-9, and one month later at 87-3.

The estimated surplus available for export from the total wheat crop of 1888 is placed at from 75,000,000 to 100,000,000 bushels. The latter amount is an outside estimate. Some authorities figure as low as 50,000,000 bushels. Exports for the year ended June 30th last were 119,000,000 bushels, and for the year ended June 30th, 1887, exports were 153,804,870 bushels. Average exports of wheat from the United States for a series of years have been about 127,000,000 bushels. Flour is included in exports of wheat. It will therefore be seen that even taking the maximum estimated yield for 1888, the surplus available for export will be considerably short of the actual average yearly exports.

So far as America is concerned, the present situation would indicate higher prices for wheat during the next crop year, than have ruled during the past few years. A great deal, however, will depend upon the foreign demand. So long as there is an actual surplus of wheat in the continent, prices here must be governed to some extent by the foreign purchasers. It would not matter much whether we had 100,000,000 or 200,000,000 bushels surplus, if the foreigners would not buy the wheat. A small crop here will of course produce a firmer feeling at home, but as long as importing countries could obtain cheaper wheat elsewhere, they would not follow any marked advance in American markets. Whilst stocks of wheat were cheap and plentiful in other exporting countries, a marked advance here would at once cut off the export movement, thus a surplus of 100,000,000 bushels would be sufficient to force prices down to an export basis, just the same as if the surplus were considerably larger. The general wheat situation must therefore be taken into account, in considering the probable course of the markets for the future. If it can be shown that the world's wheat crop for 1888 is not large, it is pretty certain that the light crop on this continent will cause prices to rule higher here for the next year. From the most reliable reports, it would seem that the wheat crop of the world, not considering America, will not be large. Russia is the only European country which reports very favorable prospects. That country which has been blessed with good crops for the past two years, again reports the wheat prospects as excellent. In Great Britain the present season has been very cold and backward, and the outlook is not good. In France, the largest producer of wheat in Europe, the crop has been seriously damaged by cold, wet weather. It is estimated that France will require over twice as much foreign wheat for the next crop year as she took last year. Foreign requirements for 1888-89 are placed at about 69,000,000 bushels, against imports of 32,000,000 bushels for last year. The German crop is estimated at 25 per cent. under average. The Italian crop is not good, and Austria-Hungary advices are unfavorable. If published advices are reliable as to the condition of crops in foreign countries, there would seem to be very good reasons for believing that the world's wheat crop for 1888 will be on the light side. With

the evidently light crop in America, it is therefore reasonable to expect wheat prices to rule higher here during the next crop year, than for the past season.

THE WHEAT GRADES.

Last week we published the order-in-council making a number of important changes in Manitoba wheat grades. The matter of wheat grades has long been a burning question in the West. Formerly it has been the custom, in the interest of Eastern shippers and millers, to keep the grades of Manitoba wheat at an abnormally high standard. The grain grades could only be changed through the department at Ottawa, and as the Eastern boards of trade had a preponderating influence over the department, Western representation counted for very little in the matter. Thus it was, that whilst hard and northern grades of wheat were grown only in the West, the Eastern grain men and millers, through their boards of trade, had the practical regulation of the grades of Western grain. As stated, the grades of Manitoba wheat were kept at an abnormally high standard, but it was found that the producers did not get the benefit of these high standards. In the markets, Manitoba No. 1 hard wheat, though a vastly superior article, would not bring more than Duluth No. 1 hard, and the same was true of the other corresponding grades. The difference in price between No. 1 hard and No. 1 northern ranges about two cents. Now, as Manitoba No. 1 northern was about equal in quality to Duluth No. 1 hard, it would appear that our northern wheat brought about two cents per bushel less than it would have done had it been graded on about the same standard as Duluth. On account of the abnormally high standards for Manitoba wheats, the bulk of the crop has graded only No. 1 northern, whilst at Duluth the bulk of the crop graded No. 1 hard. Many who were not aware of this difference in the standards, would infer that the bulk of the wheat reaching Duluth was of a very much higher quality than wheat inspected at Winnipeg and Port Arthur. Hence it has gone abroad that Duluth, drawing from northern Minnesota and Dakota, has a larger per centage of hard wheat than Manitoba, when really quite the opposite is the case. This idea has been circulated to the injury of Manitoba, as a field for immigration.

The Winnipeg board of trade took up the question of the wheat grades some

time ago, in the interests of western producers, and has since steadily pressed the matter upon the attention of the Inland Revenue department at Ottawa. More recently the Port Arthur, Brandon, Regina and other Western boards have seconded the efforts of the Winnipeg board, in urging a reduction in the wheat grades. The Eastern boards, however, steadily opposed the movement for a reduction in the grades, and thus the department was placed as it were between two fires. Latterly, however, a very forcible argument has been brought to bear on the question by the Manitoba people. That is to the effect that unless the grades were reduced so as to be more in conformity with Duluth grades, Manitoba dealers would this winter ship their wheat via Duluth, which they will soon be in a position to do, by the entrance into the province of the Northern Pacific railway. The removal of the C. P. Railway monopoly has therefore been the lever in obtaining a change in the wheat grades. Had the monopoly been still in force, so that Manitoba dealers could not ship but via Port Arthur, the grain grades of Manitoba would no doubt still be dictated by the Eastern trade.

The changes recently made in the wheat grades are satisfactory to the West, and are practically what was asked for by the Western boards of trade. The ornamental grade of extra Manitoba hard, which formerly called for a practically impossible wheat (absolutely pure hard wheat), has been reduced to 85 per cent. hard red Fyfe wheat. Those who are opposed to a reduction of the grades, argued that to reduce the grades would be to discourage the production of hard red Fyfe wheat. This grade of extra Manitoba hard will afford every encouragement to the production of a very high class of wheat. The grades of No. 1 hard and No. 2 hard have been reduced from 85 per cent. hard red Fyfe to 66 $\frac{2}{3}$ red Fyfe, the former grade to weigh 60 pounds to the bushel, and the latter 58 pounds to the bushel. A new grade, that of No. 1 hard white Fyfe wheat, has been established, to be composed of not less than 60 per cent. of hard white Fyfe. A considerable quantity of hard white Fyfe wheat is grown here, which has heretofore been obliged to take a low grade. The new grade will give this wheat a standing in conformity with its quality. The northern grades have not been materially changed except in the wording, Manitoba northern being used

instead simply "northern." The grade No. 3, northern, has been abolished. The amended grades will be found in another column of this issue in full.

THE WESTERN CATTLE INDUSTRY.

Attention has again been directed to the cattle industry in Alberta, by the movement to export cattle from that region eastward. Some cattle have already been shipped eastward from the western ranges, and it will be remembered that last season some lots were exported to Great Britain, whilst other lots were put on the market in Eastern Canada. So far, however, shipments have not been on an extensive scale, and have been mainly of an experimental nature. This fall it is understood several shipments of cattle will be made, on perhaps a larger scale than any heretofore.

It will be interesting to know just what number of beef cattle will be available for export from the western ranges this season, but supposed authorities differ so widely upon this point, that it is difficult to form a satisfactory opinion in the matter. The *Macleod Gazette*, probably the best informed journal on the western stock interests, lately stated that the number of surplus cattle, over home requirements, would reach barely 1,000 head. Another alleged authority claims a surplus available for export of from 5,000 to 7,000 head. Perhaps the happy medium between the 1,000 and the 5,000 will be about the correct number.

It would appear from these figures that the stock industry is not making as rapid headway in the grazing country of the West as was at one time expected. It must be remembered, however, that a considerable number of cattle are annually taken for home consumption, including the supplies furnished the Indians, and the Mounted Police force. This season it is said the Government will require 3,000 head of cattle for Indian and police supplies, and it is estimated that a somewhat larger number will be required for local consumption by the white population. Taking the cattle required for home consumption and the probable surplus number available for export, it would give a total of less than 10,000 cattle fit for beef on the western ranges this season. The total number of the cattle on the ranges is usually placed at about 100,000, of which something less than one-tenth would be available for beef this season, if the figures quoted are correct. The total number of cattle on the ranges is certainly small in comparison with the vast extent of country available for grazing purposes. Of course there are a number of sheep and horses on the ranges, in addition to the

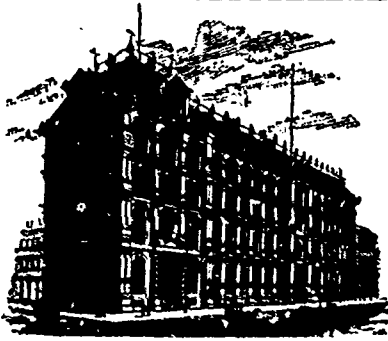
cattle, but the total of the two former is not large. A great deal of land is held under lease by parties who have not fulfilled the conditions relative to stocking their holdings, and this may be in a measure responsible for the relatively small number of cattle on the ranges.

THE RAILWAY CONTRACT.

The rumor, which spread in Winnipeg on Thursday to the effect, that the Northern Pacific Railway Company had refused to carry out their side of the railway contract with the Provincial Government, found its way into the columns of the *Free Press* on Friday morning, and so far as we can learn has not been either confirmed or denied by the members of the Provincial Government. As a natural consequence the matter has received quite a big share of attention, and has been freely discussed by the citizens in general.

It does seem strange, that a corporation like the Northern Pacific Railway Company should conclude to take such decided action because of adverse criticism of their proposed contract, when all such criticism so far has been from unofficial and irresponsible sources. Railway men do not act so hastily as a rule in such matters, and if the Northern Pacific officials have so acted in this case, it is to be feared that they never seriously intended to enter into the proposed contract. The "pay your money and take your choice" way in which the Provincial Government act when questioned as to the truth of the Railway men's rumored withdrawal, cannot be accepted as any proof of the truth of the rumor either. Mr. Greenway and his colleagues, while they shadow a policy of placing the fullest confidence in the representatives of the people in the Legislature, have not as yet shown the weakness of having confidential friends outside of their own circle, and especially in press circles. Their silence therefore can be best interpreted by assuming that they place no importance on the rumor, but keep their own counsel until the Legislature meets. If there is any withdrawing from the proposed contract, it is more likely to be on the part of the Government than the railway company, and this fact will probably be made known when the House meets.

The withdrawal from the contract by either party at present would be a great mistake so far as the company's interests are concerned; for the contract itself is a loose-jointed indefinite document, which requires explanation on many points before its exact meaning can be understood, and we have faith that these explanations could be furnished by the Government to the House. A withdrawal on the ground of adverse irresponsible criticism by either party would be no injury to the province, as it would indicate that the proposed contract must be swallowed with eyes shut to secure its ratification, and it is too crude a dose to be swallowed in that manner.



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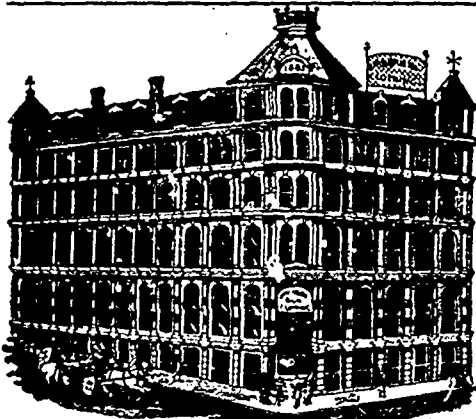
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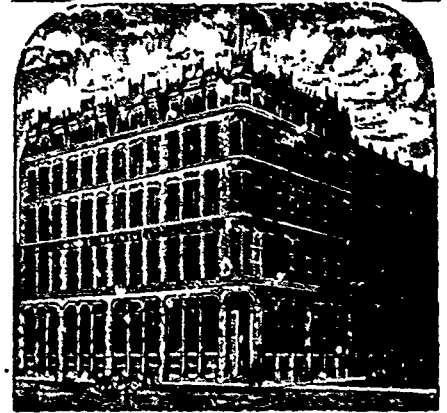
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WINNIPEG MONEY MARKET.

A rather sluggish feeling prevails in monetary circles in the city, and business generally is probably at about the lowest ebb of the year. Bankers are looking with considerable anxiety upon the crop situation, as upon the ultimate result depends in a large measure the success of their business operations for the next year. Until the harvest has been assured, the inactivity in financial circles will continue, and the commencement of the crop movement will be awaited for a really active call for funds. Discount business is now very quiet, with rates steady at from 7 to 8 per cent. Real estate mortgage loan business is also about nil, and is expected to remain quiet until after harvest.

WINNIPEG WHOLESALE TRADE.

The anxiety in regard to the crop outlook continued to be the all important matter for conversation in trade circles. The backward state of the crops, together with the unfavorable weather conditions which prevailed on several days of the week, tended to darken the prospects for the future. Under these circumstances dealers were not inclined to push for new business, preferring rather to wait a short time, as it cannot now be long before the result of the harvest will be fully known. Still, in some branches of trade, dealers were commencing to send out fall stocks, without regard to the crop situation. Altogether, the week was a quiet one as to present business, and without much prospect of marked improvement until after harvest.

DRUGS.

Quotations are unchanged and as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.50 to \$3; iodide of potassium, \$4.25 to \$4.75; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.50 to \$3; chlorate of potash, 25 to 30c; alum, \$4 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5.25; American blue vitrol, 7½ to 8½c.

DRY GOODS.

There is very little new business doing, and travellers are mostly off the road. Orders for fall stocks are being filled and being sent out to some extent. In the clothing branch, goods are now coming in, but orders have not been sent out to any extent as yet. Eastern houses have commenced shipping to western customers.

FRUITS—GREEN, VEGETABLES, ETC.

Apples of good quality continue to arrive freely. Watermelons are easier. Minnesota tomatoes are arriving, of good quality and prices firmer. Quotations are: Messina lemons, \$7.50 to \$8; apples, per barrel, as to quality, \$5 to \$5.50; bananas, \$3 to \$4 per bunch; cucumbers, 60c per doz.; tomatoes, ½ bushel boxes, \$1.50; do bushel baskets \$5; watermelons, \$4.75 to \$5.00 per doz; California fruit:—Peaches, \$3 per box; pears, \$5.50 per box; plums, \$3.00 per box; blueberries, 5c per pound; Rhodi oranges, \$8 to \$8.50 box; Southern onions, \$8.00 per barrel or \$5.50 per 100 pounds. Maple syrup, ¼ gal.

tins, \$7.75 dozen, quart tins, \$4.50 dozen; Maple sugar, 13c pound, small cakes; cider, rectified, per bbl 32 gallons, \$14.00; in ½ barrels, \$7.50.

GROCERIES.

Sugars are unchanged, but continue to rule strong at the refineries. Foreign advices also report a tendency to higher prices. Teas are generally firmer in tone than earlier advices from outside markets. Prices are: Sugars, yellows, 7½ to 7¾c as to color, granulated, firm at 9c; lumps, to 9¾c. Coffees—Rios, from 21 to 24c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan 23 to 46c; Congous, 22 to 69c; Indian teas, 35 to 60c; young hyson, 26 to 50c. Syrups, corn, \$2.40 to \$2.60; sugar cane, \$2.50 to \$2.75; T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

CANNED GOODS.

Quotations are unchanged and as follows: Tomatoes, \$3.25; peas, \$3.50 to \$3.75; beans, \$2.75 to \$3.00; corn, \$3.25 to \$3.40; peaches, (Canadian) 3lbs., \$8.25; apples, \$3.25 to \$3.50; pears, \$3.25 to \$3.50; plums, \$4.50 to \$5.00; strawberries \$5.25; raspberries, \$4.75 to \$5.25; peaches (California) \$8.75; pears, \$8.75; Plums, \$7.50; apricots, \$7.75.

HIDES.

Prices are unchanged as follows: Winnipeg inspection, No. 1, 4c; No. 2, 3c; bulls, 2c; calf, fine haired real veal, 6 to 11 pound skins, No. 1, 6c; No. 2, 4c; sheep pelts, 25 to 60c. Tallow, rendered, 4c per lb; rough, 2c per pound.

HARDWARE AND METALS.

Business is quiet in this branch, and there is not much disposition shown to push matters at present. Quotations in some lines are easier: Cut nails, 10d and larger \$3.60; I. C. tin plates, \$5.50 to \$6; I. C. tin plates, double, \$11. to \$12.00; Canada plates, \$3.75 to \$4.; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 40 to 45 per cent off list prices; ingot tin, 30 to 35c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 6¾; per lb.; tarred felt, \$2.60 to \$2.75 per 100 lbs. barbed wire, 6½ to 7c

LEATHER AND FINDINGS.

Prices are unchanged as follows: Spanish sole, 26 to 30c; slaughter sole, 26 to 30c; French calf, first choice, \$1.25 to \$1.50; Canadian calf, 75c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 76c; slaughter kip, 55 to 65c; No. 1, wax upper, 45 to 50c; grain upper, 50c; harness leather, 27 to 31c for plump stock. American oak butts, 50 to 55c; buffe, 17 to 22c a foot; cordovan, 17 to 21c; pebble, 21 to 23c; colored linings, 12c.

LUMBER.

Shipments are now being made more freely to country points, cars now being obtainable more promptly. The shortage in stocks existing at several points has therefore been relieved. The following are the quotations f.o.b. at Lake of the Woods mills:

Dimension—2x4 to 12x12, 12 to 16 ft long, \$15; do 10, 18, and 20 ft long, \$16. Fifty cents per M advance on each foot over the above length up to 24 feet long. One dollar per M advance on each foot over 24 feet long. \$1 per M advance on each inch over 12 inches surface. Surfa. ½ g, 50c per M; Surfacing and sizing, \$1.00 per M. Boards—1st, common, rough, \$10.50, dressed, \$17.50; 2nd common rough \$15, dressed, \$16; Culls, rough, \$11; dressed, \$12; 1st common, stock, 12 in, rough, \$19, dressed, \$20; do, 8x10 in, rough, \$18, dressed, \$19; 2nd common, 12 in, rough, \$17, dressed, \$18; do, 3x10 inch, rough, \$16, dressed, \$17. Ten feet long and under, \$1 less per M. Shiplap—10 inc, \$17.50; 8 inch, \$17. 8 and 10 inch flooring and siding at \$1 per M advance. Siding, ceiling and flooring—1st, 6 inch, \$29; 2nd, do, \$25; 3rd, do, \$21; 4th, do, \$18 1st, 5 inch, \$29; 2nd, do, \$25; 3rd do, \$20; 4th do, \$17; 1st, 4 inch, \$29; 2nd do, \$25; 3rd do, \$19; 4th do, \$16. \$1 per M advance for dressing on both sides. \$1 per M less for lengths 10 feet and under. Bevel Siding—No. 1, 1st siding ½ in x 6 in, \$20; No. 2, do, \$17. Stock—B, \$35; C, \$30; D, \$25. Clear, 1 inch—1st and 2nd, \$32; 3rd, \$28. 1½, 1½, and 2 inch—1st and 2nd, \$40; 3rd, \$35; selects, \$30; shop, \$25. Mouldings—Window Stops, per 100 feet lineal, 75 cts; Parting Strips, do, 50 cts; ¼ round and cove, per 100 feet lineal, 60 cts. Casing—4 inch, O. G., per 100 feet lineal, \$1.50; 5 in, do, \$1.75; 6 in, do, \$2; 8 inch, O. G., base, \$3; 10 in, do, \$3.75. Lath, \$1.75. Shingles—1st quality, \$3; 2nd do, \$2.50; 3rd do, \$1.50; 4th do, \$1. Dealers are requested to order by number. No delivered prices.

PAINTS, OILS AND COLORS.

Prices are as follows: Turpentine, 75c in five-gallon cans, or 70c in barrels; harness oil \$1.00; neatsfoot oil, \$1.25; linseed oil, raw, 80c per gallon; boiled, 70c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal. olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 26c; water white, 29c. American oils, Eocene, 34c; water white, 31c; sunlight, 28c. Calcined plaster, \$3.75 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.25. Alabastine, \$8 per case of 20 pkgs.

WINES AND SPIRITS.

Prices are: Canadian rye whiskey, five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Deboucho & Co., \$4.50; Martell, vintage 1885, \$6.50; vintage 1880, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1885 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry, \$2.50 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$14.00 per case of 12 bottles; v. o., \$19. v. s. o. c., \$22.

WOOL.

Quotations are unchanged and as follows: 7 to 8c for unwashed fleeces, and 12 to 15c for washed. Western ranch sheep, 11 to 14c.

THE MARKETS.

WINNIPEG.

WHEAT.

The weather has continued unfavorable since our last report, for the rapid ripening of the crops, and consequently harvesting has made very little progress as yet. Barley has been cut to some extent, and reports are commencing to come in from some districts, of a few fields of wheat being cut, but these are exceptional instances. The bulk of the crop is still very backward, and with favorable weather, it will be at least a week from to-day before harvesting can become general. There has been some talk of damage from cold and unseasonable weather, but so far authentic reports of any extensive crop damage have not been received, and with more favorable weather from this forward, the bulk of the crop would probably yet be harvested in good shape.

FLOUR.

Flour holds very firm, but unchanged. Quotations in broken lots to the local trade being: Patents, \$2.30; strong bakers, \$2.10; XXXX, \$1.55 to \$1.60; superfine, \$1.40.

MILLSTUFFS.

Firm at last quotations, follows: Bran \$12; shorts, \$15; ground feed, oats and barley \$24 per ton.

OATS.

Oats were somewhat irregular in price, and apparently the tendency was easier, there being some disposition to get off stocks of old before new commence to come into the market. At outside points cars on track were worth about 30 to 33c, as to quality. For local use laid down here on local freights, the value would be about 35c.

OATMEAL.

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

EGGS.

There is no change in eggs, prices still ranging from 15 to 16c in case lots.

BUTTER.

There is a somewhat firmer feeling in butter, and for choice qualities for local use, better prices have been obtained. The tone of the market has been improved by the cleaning out of the bulk of the stocks held in the city, of all qualities, for shipment eastward. Several car lots have been sent out in this direction, purchased at from 8 to 14c, and there is further inquiry from the East for Manitoba butter. Fancy prices, however, will not be paid. About 14c is the highest that has been paid for our best dairy, for shipment eastward, and this price would not be materially exceeded at present. Country dealers have been holding back their stocks, apparently on account of low prices ruling here, and with the free movement eastward, stocks in the city are not large. For local use a choice article would now bring about 16c.

CHEESE.

Prices were rather easier. Small lots were usually jobbing about 10c, and a few sales were even made in this way at 10c. The latter figure, however, is a very close one, and will not likely be repeated at present. Factories were generally holding at about 9c. There is now a good deal of cheese held at the factories, the bulk of the July make being yet on hand. It is expected that a portion of the surplus cheese of the province will have to find a market eastward, which will mean lower prices for at least the portion so disposed of.

LARD.

Quoted at about \$2.45 in 20 lb pails.

CURED MEATS.

Prices hold firm and steady as follows: Long clear, at 12c; smoked, 13c to 13c; breakfast bacon, 15c; rolls, 15c; hams, 16c; Armour's star hams, 18c; do. breakfast bacon, 16c. Some home cured hams, uncured, are offered at 15c, and breakfast bacon at 15c.

LIVE STOCK.

The easier feeling in live stock generally continues. About 3c is now the top price for cattle, and to bring this price they must be good stock. Hogs are being offered more freely, but buyers are holding back, with a view to reducing prices. About 5c is the very top price which can be quoted at the yards here, and this is perhaps an outside figure. From 5c to 5c may be given as the range of present values, with the feeling easier.

DRESSED MEATS.

Quotations are:—Beef, 6c to 7c; pork, 8c; mutton, 10c.

VEGETABLES.

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

CANADIAN SECURITIES IN ENGLAND.

The Canadian Gazette of Aug. 2, gives the following quotations of leading Canadian securities in the London market:

	Price.	Rise.	Fall.
Canada 3 per cents.....	105 1/2	—	—
Ditto 3 per cents.....	94 1/2	—	1/2
Ditto 4 per cents, 1885.....	—	—	—
British Columbia 4 per cents.....	112	—	—
do 6 per cents 1877.....	—	—	—
Manitoba 5 per cents.....	110	—	—
Quebec 4 per cents.....	102 1/2	—	—
Winnipeg 5 per cents.....	110	—	—
Canadian Pacific shares (N.Y. register)	69 1/2	1 1/2	—
Ditto shares (London register).....	52 1/2	1 1/2	—
Ditto mortgage bonds.....	108	—	—
Grand Trunk ordinary stock.....	10 1/2	—	—
Ditto first preference.....	59	1/2	—
Bank of B. C. fully-paid shares.....	33	—	—
Ditto £15 paid.....	—	—	—
Bank of B. N. A.....	75	—	—
Manitoba Mortgage.....	—	—	—
Trust and Loan of Canada, £5 paid.....	—	—	—
Canada North-West Land.....	2 1/2	1/2	—
Hudson's Bay.....	15 1/2	1/2	—
Vancouver Coal, £9 paid.....	—	—	—
Manitoba Northwestern bonds.....	101	—	—
Manitoba Southwestern bonds.....	105	1/2	—

A Wild Goose Chase.

If the members of the West Northwest Council could have seen the wholesale destruction that is being wrought amongst wild geese on the plains, they would have considered twice before striking them from the list of birds protected by the Game Law. These birds breed in large numbers in the lakes on the plains, and during the breeding season are easily captured. There are now about forty people, mostly half-breed, at Tramping Lake, forty miles south of this place, engaged in killing the moulting geese, which are literally being killed by the thousand. At this season of the year the ganders are gathered in immense flocks in the larger lakes, and being unable to fly, become an easy prey to the pursuers. The mode of procedure is for some of the party to take boats and canoes, and starting at one end of the lake work their way to the other, driving all the geese before them. Having gathered a sufficient number together they are driven ashore at some point where the party of hunters is

lying concealed, and when the birds have left the water the work of destruction begins. Unable to fly or run for any considerable distance, they are assailed with clubs and stones, and the work of destroying a flock of several hundred takes but a few minutes. Once on the land there is no escape—all must die. The birds are at this time very poor, but this is a valuable point in connection with the mode of preserving the flesh for future use. Cutting the flesh of the bones, it is hung up in the sun, and in a very short time it is so far dried that it will keep for any length of time so long as it does not get damp. Two thousand of these birds were killed in this way in one morning last week, from which fact some idea may be formed of the total number destroyed during the breeding season.

Whatever extenuation there may be for this mode of proceeding, it cannot be applied to the subsequent action of the "hunters." It is their intention, as soon as the helpless males are exterminated on the lakes they frequent, to go to other lakes where the sitting geese and their young are, and repeating the tactics, clean them up also. Thus between the two "hunts" a large section of country will be completely despoiled of this class of game.

Another objectionable feature in this style of hunting is, that large numbers of ducks are found along with the geese, and these, although "protected" by the law, also fall before the clubs of the goose hunters.

Is it any wonder that people complain that game is not so plentiful as it was in former years? With a systematic "hunt" for eggs early in the season, followed with the wholesale destruction of the adult birds while moulting, and the killing off of the young ones before they are able to fly, it is not at all strange that so many legitimate hunters should in the fall return with empty bags from the scenes of their former successes, where they were once able to enjoy good sport and at the same time lay by great stores of game for their winter's consumption.—Saskatchewan Herald, Battleford.

The Railway Situation.

The railway situation in Manitoba seems again to have become inexterminably mixed. Immediately following the rumor of the split up of the agreement with the Northern Pacific, came the statement that the St. Paul, Minneapolis & Manitoba Railway Company is willing to step into the breach and carry out the Manitoba schemes. The Free Press on Saturday, said:—

"Premier Greenway was interviewed yesterday respecting the statement made on the street that the Northern Pacific had withdrawn from the agreement. He refused to confirm the report absolutely, but said he feared it might be true. An arrangement had been made with the Northern Pacific directors that their chief engineer, Mr. Kendrick, should come to Manitoba and superintend the construction of the railways. According to this agreement, he should have arrived here on the 5th inst., but he has not yet come. The Government are corresponding with the Northern Pacific people endeavoring to get at the cause of the hitch."

In the editorial columns of the same issue,

the *Free Press* continues its opposition to the proposed agreement with the Northern Pacific, and says:—

"True, the N. P. assert that they will not take hold of the scheme at all unless the St. P., M. & M. are shut out; but we speak by the book in saying that the St. P., M. & M. stand ready to step into the N. P.'s shoes in the matter of the proposed contract in every respect, modified in so far that every railroad shall have running privileges. Is this not immensely preferable? But we revert to our original position. Let the Government do the construction— which they are doing anyway and they will find the St. P., M. & M. ready to lease the work at interest-paying rental, and with fair provisos that will enable any road to use it."

This from the *Free Press*, coupled with the previous rumors that the St Paul road was willing to take hold of the Manitoba railway schemes, and that Mr. Luxton of the *Free Press*, had gone to St Paul to urge the matter upon the St. P. M. & M. people, makes it appear that there is more than talk in the rumors. The first objection to the St Paul road will undoubtedly be that it is an ally of the C.P.R. and has combined with the latter road to prevent competition in railway rates to Manitoba. It is quite possible, however, that now enforced monopoly has been broken and the C.P.R. has a railway into Duluth, the St P. M. & M. and the C.P.R. may not in the future work together so closely. In the meantime the Government is going on with the completion of the Red River Valley road, and contracts for grading the Portage la Prairie extension have also been let.

O. H. DINGMAN has opened a boot and shoe store at Morden, Man.

H. E. KIRK, tobaccos and cigars, Calgary, has sold out to one Benskin.

Horns, druggist, Pilot Mound, Man., is opening a drug store at Killarney.

DAVIES, the Qu'Appelle, Assa., bank embezzler, has been arrested at Montreal.

SHIPLEY & Palmer, proprietors of the bar of the Russell House, Rat Portage, have sold out to O. Montgomery, of Winnipeg.

LETHBRIDGE is going ahead. The Lethbridge News office has just been provided with a new power press and steam fittings. The engine is a coal oil burner.

R. R. Dobell, a leading lumber exporter of Quebec, is going to British Columbia to make a personal examination of the lumber facilities and advantages of the Pacific coast.

W. J. MACAULEY, the old time Winnipeg lumberman, who left for Vancouver on Thursday, intends to build a saw mill at some point on the Pacific coast, probably at Seattle, W. T.

A PORT ARTHUR telegram of Saturday last says:—Roger S. Peas, a Minneapolis miller, is here contemplating the erection of an extensive flouring mill in this town. He will submit a proposition to the council.

WM. HAMILTON, of the Wm. Hamilton Manufacturing Co., of Peterboro, Ont., has lately made a tour of British Columbia, with the object of introducing the saw mill machinery of the company in the province. F. S. Strickland of Westminster, has been appointed agent for the Hamilton Co.

CONTRARY to their previous decision, the Government decided not to wait any longer for the arrival of the Northern Pacific officials, as far as the Portage extension was concerned. and on Wednesday the contracts for grading were awarded, Mr. Strelvel getting the first ten miles out from Winnipeg; Egan Bros. the next fifteen miles, Sinclair & Flanigan the next seventeen and a half miles, and Mann Bros. the remaining ten miles. This order is not exactly correct certain sections having been secured in different places by contractors. The prices range from 9½ to 12 cents per cubic yard. The total work is estimated to cost \$58,000, and to be completed by Oct. 7th. W. F. Alloway, D. D. Mann and Ross & Grant, tenderers for the whole road, it is understood got nothing. It is reported that Mr. Kenderick, of the Northern Pacific, will personally superintend the construction.

Head Quarters for Salt Fish from the Nass and Skeena Rivers, B.C.

Boneless Blood Red Salt Salmon,
(Heads and Tails off in bbls. and halves.)

RED SALMON BELLIES
(In kits and halves)

SALMON TIPS.
BLACK COD FISH
(In ½s, ¾s and whole bbls.)

SALT OOLACHANS. (OR CANDLE FISH)
(In kits and quarter bbls.)

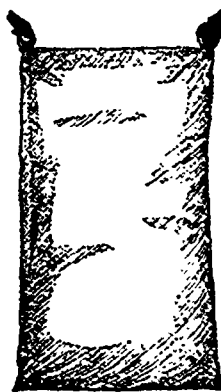
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Jute and Cotton **BAGS** GRAIN SACKS,
FINISHED OR ROUND THREAD.

Manitoba and Northwest Agents:

MERRICK, ANDERSON & Co., Winnipeg

EASTERN MARKETS.

CHICAGO

On Monday wheat opened at a slight advance, but later sold down about 1c. Cables were very strong, but the local feeling was bearish, in view of an increase of 2,227,000 bushels in the visible supply for last week. Exports from Atlantic ports for last week were 1,225,250 bushels wheat and flour. September wheat opened at 83½c, and ranged from 81½ to 83½c. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat	82	82½	82½	83½
Corn	43½	43½	43½	—
Oats	24½	23½	24	—
Pork	13.40	13.40	13.40	—
Lard	8.65	8.67½	8.62½	—
Short Ribs	8.05	8.05	8.05	—

Wheat opened ½c lower on Tuesday. Cables were weaker. September wheat opened at 81½c, and ranged from 81½ to 82½c. The local feeling was better, influenced by leading operators being buyers. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat	81½	82	82½	83½
Corn	45½	45	44½	—
Oats	24½	24	24½	—
Pork	13.42½	13.42½	13.42½	—
Lard	8.75	8.75	8.72½	—
Short Ribs	8.02½	8.02½	8.02½	—

Wheat prices averaged higher on Wednesday on strong cables and unfavorable weather in the Northwest. September wheat opened at 82½c and ranged from 82 to 83c. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat	82½	83½	83½	84½
Corn	44½	44½	44½	—
Oats	25	24½	24½	—
Pork	13.20	13.20	13.25	—
Lard	8.75	8.75	8.70	—
Short Ribs	7.90	7.90	7.87½	—

Wheat was strong on Thursday. After a late opening prices advanced about 1c. Cables were strong, and unfavorable weather in the Northwest helped on the bull movement. Unfavorable British crop news also added to the stronger feeling. September wheat opened at 82½c, and ranged from 82½ to 84c. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat	83½	83½	84½	—
Corn	44½	44½	44½	—
Oats	—	—	—	—
Pork	13.35	13.35	13.40	—
Lard	8.85	8.85	8.80	—
Short Ribs	—	—	—	—

On Friday foreign advices were bullish, and cold weather in the Northwest had a similar influence upon the market. September wheat opened 84½c, and ranged from 84½ to 84½c. Closing prices were:

	Aug.	Sept.	Oct.	Dec.
Wheat	84	84½	85	—
Corn	45	44½	44½	—
Oats	25½	24½	24½	—
Pork	13.57½	13.57½	13.65	—
Lard	8.92½	8.92½	8.90	—
Short Ribs	8.10	8.10	8.12½	—

Closing prices on Saturday were:

	Aug.	Sept.	Oct.	Dec.
Wheat	85½	84½	85	86½
Corn	44½	44½	—	—
Oats	25½	24½	—	—
Pork	—	13.75	13.50	—
Lard	—	8.95	8.2½	—

DULUTH WHEAT MARKET.

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

	Cash.	Sept.	Oct.	Dec.
Monday	80½	81	81½	81½
Tuesday	80½	81½	81½	81
Wednesday	80½	81½	81½	81½
Thursday	80½	81½	81½	80
Friday	80	80½	80½	80½-1

Closing prices on Saturday were:—August, 83½c; Sept., 86½c; Oct., 85½c; December, 86½c.

MINNEAPOLIS.

Closing quotations on Thursday for wheat were as follows:—

	Cash.	Sept.	On track
1 hard	80½	80½	81½
1 northern	81½	81½	85½
2 "	81½	81½	82-83

Closing quotations for flour were: Patents, sacks to local dealers, \$4.70; Patents to ship, acks, car lots, \$4.30 to \$4.40; in barrels, \$4.50 to \$4.60; bakers, here, \$3.30 to \$3.70; superfine, \$2.00 to \$3.00; red dog, sack, \$1.50 to \$1.60; red dog, barrel, \$1.65 to \$1.75.

The Northwest Miller of Friday last says: In considering the situation in the northwest, there is one feature that is likely to cut considerable of a figure. The elevators at terminal stations are going to be lower in quantity of grain carried forward than usual. The storage capacity has also been largely increased. It will require much more wheat than usual to fill up the empty bins. That these houses will be filled to carry until next summer, is conceded. The capacity of country elevators has been greatly extended also, so that now one-half of the entire wheat crop of Minnesota and Dakota, might be dropped at once into these empty bins without bulging them in the least. The proprietors of all these houses expect to bring them into line with the purpose of their erection as early as possible, making a hole to lay away 50,000,000 bushels of wheat, to lie there until next summer. With that demand, added to the necessary requirements for country and city milling, there will be no lack of inquiries for all the wheat that may be turned out of farmers' granaries. With such demand, there is no probability that prices will not be sustained at the highest point warranted by the situation. Without a glut, and with all these demands active, there will be the lowest possible margin between prices here and prices anywhere the property can be sent. It is not improbable that there will be even no margin at all, and that none will go forward from Minnesota excepting to supply outside milling demands, until next spring. The outlook then is that prices are likely to be well maintained during the time of heaviest movement, and that the surplus will not outweigh the demand.

MONTREAL STOCK MARKET.

The following quotations on Aug. 17th as compared with prices on July 20th will indicate the course of the stock market:

	July 20.		Aug. 17.	
	Offered.	Bid.	Offered.	Bid.
Montreal	214	213½	222	221
Ontario	123	120	124½	124½
Toronto	211½	208½	211	209
Merchants	130½	136	140	138
Dominion	—	—	—	—
Commerce	115½	115	117½	116½
Imperial	—	—	—	—
Molson's	—	145	160	150
Union	—	—	93½	91½
N. W. Land Co.	54½	53	61	58
C. P. R.	57	56	56½	56

J. S. NORRIS.

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**Norris & Carruthers,
FLOUR AND GRAIN
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Watches, Diamonds, Clocks, Spectacles, Gold-headed Canes, Silver-plate, Watch Material, Tools, etc., etc.

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D. PIERSON well known to the commercial trade throughout the west, has lately taken charge of this house and fitted it up with Sample Rooms and every convenience for Commercial Travellers

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WOLSELEY, - ASSINIBOIA,
E. A. BANBURY, PROPRIETOR.

Headquarters for Commercial Men. This house has been recently refitted, with special reference to the convenience and comfort of the commercial trade. Good Sample Rooms. Livery in Connection.

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THE LEADING COMMERCIAL HOUSE.
Free Sample Rooms for Travellers. Opposite C.P.R. Station.
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The leading and best appointed hotel on the Manitoba Northwestern Railway. Commercial Travellers seek it for Sundays. Sample room and other conveniences.

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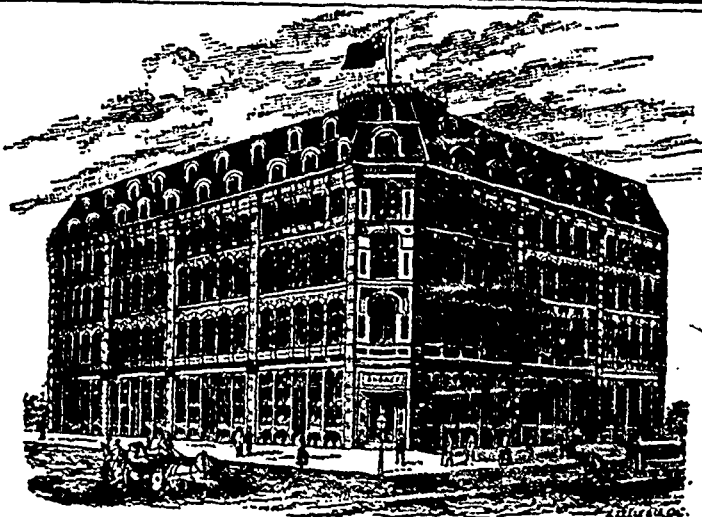
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MANITOBA PRODUCE a Specialty.
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Correspondence solicited.

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Manufacturer of

SASH, DOORS, BLINDS

Mouldings, Stairs, Handrails, Newels
Baulsters, etc.

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Turn out British Mottle Soaps, Electric and Ivory Soaps, Pale Yellow and Brown Soaps, Coconut Oil Toilet Soaps, Soda Crystals and Washing Powders, Superior Shaving Soap.

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WAREHOUSE: 335 St. Paul St. Montreal

Branch: Cor. Front & Yonge Sts., Toronto.

The Experimental Farms.

Prof. Saunders, director of the Central experimental farm, Ottawa, arrived in Winnipeg Tuesday morning. The object of his visit is to inspect and push along the work on the farms recently established at Brandon and Indian Head; and to discuss with the managers the best plans to be adopted for future operations. The work so far at Brandon is of a preparatory character. A considerable amount of summer-fallowing has been done and the land will be in fair condition for cropping next year. Work was commenced at Indian Head earlier and some oats and barley were sown for test. Prof. Saunders will examine the trees and grain sown for test and note the result. He says this fall twenty or thirty thousand fruit and forest trees will be sent to the Brandon farm. They will be mostly native kinds and will be planted in nursery rows, which will give protection and show quicker which are the hardiest for permanent planting. A large number of trees were set out on the farm at Indian Head in the spring. Fruit growing will be a special feature of the farms. Prof. Saunders has no doubt about the success of small fruit, and is sanguine that species of the larger varieties, such as apples, plums, cherries, pears, etc., will be found to withstand the rigors of this northern climate, if not by direct transplanting by the process of time. The professor is inclined to believe that the strength of the soil in this country is as hurtful to the cultivation of trees as the climate, and tests will be made on the light soil of hillsides and in valleys, both farms being well suited for such experiments. The professor went out to Stonewall on Tuesday to see how some fruit trees—apples and cherries—that were planted there last year have survived the winter. They were Russian varieties, and he was well pleased with their healthy appearance. He thinks if fruit trees live through one winter it is only reasonable to suppose they will maintain their vigor afterwards. He has known a certain variety of Russian cherries to thrive in Iowa under a temperature so severe that the mercury failed to register the intensity of the frost. Prof. Saunders will go over the farms during his visit and select sites for buildings. The contract for the necessary buildings on the Northwest farm have already been let and the work of construction will be commenced at once. The farms will be fenced immediately and by next spring operations will be commenced in earnest. Prof. Saunders goes west this morning and after completing his labors at Brandon and Indian Head will proceed to British Columbia to attend to some legal business connected with the site of the farm selected for that province. There is some difficulty about the title of the land and a portion of it will have to be expropriated, and the professor hopes by attending to the matter personally to hasten a settlement.

EDMONTON Bulletin:—Regarding the matter of the destruction of the beaver in the country northwest of this point mentioned last week, it is held by some that disease and not starvation is the cause. That the dead animals found are fat, and that on being examined the heart appears to be diseased. It is also said that a similar occurrence took place once within the memory of men in this region.

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Breech-Loading Guns, Winchester Rifles and ELEY'S AMMUNITION.

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Grain Shippers,
SPECIALTIES: WHEAT, BARLEY & OATS
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J. C. SMITH

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MANUFACTURERS,

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BOOTS AND SHOES!!

36, 38 & 40 FRONT ST. WEST,

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White, Joselin & Co.

Muslins, Embroideries, Lisle and Silk Gloves, Kid Gloves, Lace Curtains, Laces.

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MONTREAL, P.Q.

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Proprietors, Manufacturers of

Gas Fixtures of Every Description,
Engineers, Plumbers,

Steam & Gasfitters Brass Goods.

Gas Motors and Automatic Fire Extinguishers.

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

Business East.

ONTARIO.

A. McLean, shoes, Stayer, has left here.
E. Larter, laundry, Toronto, has sold out.
Geo. Phillips, tailor, Hamilton, has sold out.
Wm. Elliott, millinery, London, has failed.
P. J. Keating, tailor, Toronto, has assigned.
G. G. Kerr, builder, Toronto, has assigned.
Harry Webb, baker, Toronto, has assigned.
C. M. Newans, grocer, Wingham, has sold out.

J. H. Evans, harness, Strathroy, has sold out.

W. H. Adams, Dominion Dairy, Ottawa, is dead.

Hey & Co., bankers, Ailsa Craig, have assigned.

J. J. Wheeler, drugs, Hamilton, has assigned.

Jacob Rose, Cartage Agent, Toronto, has assigned.

Samuel Black, fruit, etc., Toronto, has assigned.

Dresser & Dresser, tailors, Brockville, have assigned.

Inte Furniture Co., Kingston, are closing up business.

W. & R.-Erwood, plumbers, Toronto, have dissolved.

G. W. Davey & Co., grocers, Toronto, have dissolved.

P. D. Goldsmith, drugs, Campbellford, has sold out.

T. K. Wynn, saloonkeeper, Hamilton, has sold out.

Thos. E. Bayeur, dealer in shoes, Peterboro, has assigned.

H. J. Lytle, general storekeeper, Cambray, has sold out.

Geo. D. Ferris, sewing machines, Toronto, has sold out.

M. J. Carter & Co., dry goods, Colborne, has sold out.

J. A. Thompson, baker, etc., Woodstock, has sold out.

Perkins Bros., general storekeepers, Gorrie, have dissolved.

Paine & Co., general storekeeper, Petrolia, have assigned.

A. E. Rondot, general storekeeper, Amherstburg, has failed.

C. Steinberg, dealer in cigars, etc., St. Catharines, is dead.

Peter C. Vance, dealer in fancy goods, Port Hope, has assigned.

Horace Graham, harness, Thamesville, is moving to Strathroy.

N. Neal Phillip, general storekeeper, Essex Centre, has assigned.

O'Flynn & O'Hara, general storekeepers, Madoc, have dissolved.

Jno. H. McLeod, dealer in gents' furnishings, Woodstock, has assigned.

R. J. Cole, general storekeeper, Keewatin; estate to be sold by auction.

McCay & McCurdy, druggists, Norwich, have dissolved; S. D. McCay continues alone.

QUEBEC.

Portneuf Paper Co., Portneuf, have dissolved.

T. Delage, painter, Montreal, has assigned.
J. Coto & Bro., tanners, Quebec, have assigned.

H. Frenotte & Bro., Fraserville, have assigned.

N. Drolet & Co., grocers, St. Sauveur, have assigned.

J. E. Godin, shoes, Three Rivers, has assigned.

E. L. Ether & Co., hotelkeeper, Sorel, have assigned.

Trepannier & Co., dry goods, Quebec, have assigned.

M. T. Sarault, clothing, Montreal, has assigned.

Grant, McConkey & Co., grocers, Montreal, have assigned.

Troutbeck & Co., fancy goods, Montreal, have assigned.

Compain & McGuire, restaurant, Montreal, have dissolved.

Pierre Ricard, general storekeeper, Coaticook, has assigned.

Kirk, Abbott & Co., importers of tea, Montreal, have dissolved.

L. G. Villeneuve, general storekeeper, St. Faustin, has assigned.

Wencelas Blais, general storekeeper, St. Romuald, has assigned.

J. B. Lemyre & Frere, mineral waters, Quebec, have dissolved.

Cathe Purcoll, general storekeeper, Chambly Canton, has compromised.

NOVA SCOTIA.

Garret Roach, grocer, Halifax, is dead.

P. D. Kinney Co., grocers, Yarmouth, have sold out.

J. H. Buckley, general storekeeper, Guysboro, has assigned.

NEW BRUNSWICK.

E. T. Smith, general storekeeper, Shediac, is dead.

G. R. Price, hotelkeeper, St. John, has assigned.

The "Soo" Route.

So long as the Northwest was dependent upon and of necessity tributary to the ways oceanward through Chicago, no one bid it stay in its splendid progress, but whenever self-dependence appeared as its achievement the country was called upon to order it back to its dependent state.

Canada is the apparent object of this hostility, but we well know that the achieved emancipation of the northwest is in largest part the real cause. Far better for our whole country would it be to seek a yet closer union with our northern neighbors. Let the commercial channels from Chicago eastward be rearranged to meet inevitable new conditions. To war against these conditions will only make serious trouble and result in nothing more favorable for the old state of affairs. That can never be brought back. The plain duty now is for the United States not to heed the alarm sounded south of the lakes, but to see into the grand future the new northwest has entered, and to begin to prepare for the inevitable time, when Canada itself shall become commercially at least, a part of the American union. The commercial revolution brought about by the opening of the Soo road is such that it must sooner or later be accepted by the country at its full worth. Better let the nation therefore, now begin to adjust itself to it.—*Minneapolis Market Record.*

Grain Grades for 1888.

The following are the grain grades which will be in force for the inspection of the crop of 1888. The wheat grades given are only such as apply to Manitoba and the Territories. Oats are graded here the same as in the East, and the barley grades also are the same as in Eastern Canada, with the exception that the word Manitoba is added to the grades of barley grown in the West. Thus, instead of No. 1 barley, barley grown in Manitoba and the Territories will be graded No. 1 Manitoba barley. It should be noticed by those who are endeavoring to introduce Kubanka, rice or goose wheat, that any admixture of this wheat with other wheats, will have the effect of excluding the entire lot from regular inspection:

WHEAT GRADES.

Extra Manitoba hard wheat shall be sound and well cleaned; weighing not less than 62 pounds to the bushel, and shall be composed of at least 85 per cent. of hard red Fyfe wheat grown in Manitoba or the Northwest Territories.

No. 1 Manitoba hard wheat shall be sound and well cleaned; weighing not less than 60 pounds to the bushel, and shall be composed of at least two-thirds of hard red Fyfe wheat, grown in Manitoba or the Northwest Territories.

No. 2 Manitoba hard wheat shall be sound and reasonably cleaned, weighing not less than 58 pounds, composed of at least two-thirds of hard red Fyfe wheat grown in Manitoba or the Northwest Territories.

No. 1 hard white Fyfe wheat shall be sound and well cleaned, weighing not less than 60 pounds to the bushel and shall be composed of not less than 60 per cent. of hard white Fyfe wheat, grown in Manitoba or the Northwest Territories, and shall not contain more than 25 per cent. of soft wheat.

No. 1 Manitoba Northern wheat shall be sound and well cleaned, weighing not less than 60 pounds to the bushel and shall be composed of at least 50 per cent. of hard red Fyfe wheat grown in Manitoba or the Northwest Territories.

No. 2 Manitoba Northern wheat shall be sound and reasonably cleaned; of good milling qualities and fit for warehousing; weighing not less than 58 pounds to the bushel and shall be composed of at least 50 per cent. of hard red Fyfe wheat, grown in Manitoba or the Northwest Territories.

No. 1 Spring wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel.

No. 2 Spring wheat shall be sound and reasonably cleaned, weighing not less than fifty-eight pounds to the bushel.

No. 3 Spring wheat shall comprise all wheat fit for warehousing, not good enough to be graded as No. 2, weighing not less than fifty-six pounds to the bushel.

Rejected spring wheat shall comprise all wheat fit for warehousing, but too low in weight or otherwise unfit to be graded as No. 3.

OATS.

No. 1 Oats shall be sound, plump, clean and free from other grain.

No. 2 Oats shall be sound, reasonably clean, and reasonably free from other grain.

No. 3 Oats shall be sound, but not clean enough to be graded No. 2.

Rejected oats shall include such as are damp, unsound, dirty, or for any other cause unfit to be graded as No. 3.

BARLEY.

No. 1 Barley shall be plump, bright, sound, clean and free from other grain.

No. 2 Barley shall be reasonably clean and sound, but not bright and plump enough to be graded as No. 1, and shall be reasonably free from other grain and weigh not less than forty-eight pounds to the bushel.

No. 3 Extra barley shall be in all respects the same as No. 2 barley, except in color, weighing not less than forty-seven pounds to the bushel.

No. 3 Barley shall include shrunken or otherwise slightly damaged barley, weighing not less than forty-five pounds to the bushel.

No. 4 Barley shall include all barley equal to No. 3, weighing less than forty-five pounds to the bushel.

All barley which is damp, musty, or from any cause badly damaged or largely mixed with other grain, shall be graded as "rejected."

All barley grown in Manitoba and the Northwest Territories must be graded by the inspector as "Manitoba barley."

PROVISIONS AS TO ALL GRAINS.

No grain that is warm, or in a heating condition, shall be graded.

In the inspection of grain the weight shall not alone determine the grade.

All inspectors shall make their reasons for grading grain, when necessary, fully known by notation on their books.

All good wheat that is slightly damp shall be reported and entered on the inspector's books as "no grade" with the inspector's notations as to quality and conditions.

All wheat that is in a heating condition, or too damp to be considered safe for warehousing or that has any considerable admixture of foreign grain or seeds, or is badly bin-burnt, whatsoever grade it might otherwise be, shall be reported and entered on the inspector's books as "condemned," with the inspector's notations as to quality and conditions.

Any material admixture of "rice wheat," otherwise known as "goose" or "California" wheat, or of red chaff wheat with other descriptions of wheat, shall exclude the parcel from regular inspection.

All wheat shall be weighed, and the weight per bushel entered on the inspection book.

No wheat or other grain that has been subject to scouring or treatment by the use of lime or sulphur shall be graded higher than No. 3. The samples furnished to inspectors shall be made to conform as strictly as possible to the conditions and terms specified in the foregoing classification.

OLD WHEAT GRADES.

Following are the wheat grades by which the last crop was inspected, and a comparison of which will show the changes now made:—

Extra Manitoba hard wheat shall be sound and well cleaned; weighing not less than 62 pounds to bushel, and composed of Red Fyfe grown in Manitoba or the Northwest Territories.

No. 1 Manitoba hard wheat shall be sound and well cleaned; weighing not less than 60 pounds to the bushel, and shall be composed of at least 85 per cent. of Red Fyfe grown as above stated.

No. 2 Manitoba hard wheat shall be sound and reasonably clean, weighing not less than 58 pounds to bushel, composed of at least 85 per cent. of Red Fyfe grown as above stated.

No. 1 Northern spring shall be sound and well cleaned, weighing not less than 60 pounds to the bushel, and composed of at least 50 per cent. Red Fyfe grown as above stated.

No. 2 Northern spring, shall be sound and reasonably clean, weighing not less than 58 pounds to the bushel, and composed of at least 50 per cent. of Red Fyfe grown as above stated.

No. 3 Northern spring shall comprise all wheat of the above mentioned varieties, fit for warehousing, and weighing not less than 56 lbs. to bushel, not good enough to be graded as No. 2.

No. 1, 2 and 3, and rejected spring grades the same as given above.

A Smart One.

"Rebecca, you shall not shpeak mit dot Moses Levi vonce more."

"O, fadder, you preak mine heardt. Ve vos almost engaged. Vy shall I not shpeak mit him?"

"He haf scheidet me. He haf sold me a paste diamond for a shenuine shtone."

"O, fadder, dot shouldt recommend him to you as a son-in-law. If he can fool a vise man life you, see vot a fortune he haf in the schewelry puzness."

"Vell, Rebecca, you vas schmarder as I thought. Get married ven you like. I am ankchious to go into bardnership mit mine son-in-law."

Nova Scotia apple growers say that the maturing crop will be largest and best for many years.

Shipments of Irish butter have been made to St. John's, Newfoundland and first Corks is now being offered for sale in that city.

A round lot of dried apples sold at Montreal recently at 7½c., a good advance on former prices. They went west, and the local market is reported bare.

Owing to the great scarcity of feed for cattle in the neighborhood of Ottawa, Ontario, the milkmen are discussing the advisability of raising the price of milk at once to 8 cents a quart, with a prospect of ten cents in the winter.

A movement has been inaugurated for the consolidation of the flour mills and bakeries in Liverpool, England, in one great establishment where the breadmaking of the city may be done in immense ovens, under the most highly scientific conditions and, and at a material saving in cost.

In 1875 the peach crop of the United States reached a total of 5,000,000 baskets. This was the largest ever grown, but the Philadelphia Record says that the crop in 1888 will be double that quantity. Large numbers of young orchards are maturing, and will bear their first crop this season.

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

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 EACH PLUG OF THE
Myrtle *avy*
 IS MARKED
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 IN BRONZE LETTER.
NONE OTHER IS GENUINE.

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 Commission Merchants,
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PROVISIONS!

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 Pork Packers and Wholesale Provision Merchants.
 Hams, Bacon, Lard, Butter, Eggs, Cheese, Canned
 Meats and HEAVY PROVISIONS at close prices to the
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 Write for prices.
 64 & 66 McDERMOTT ST., WINNIPEG.

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 Wholesale Dealers in
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 SHEEPSKINS AND WOOL
JOHN HALLAM
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 PROPRIETOR.

Frank Lightcap, - Traveler.
 We will be in the market this season
 as usual for all classes of Wool, and
 are prepared to pay the highest market
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CLOTHING
 NEW FIRM, NEW GOODS.
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 McGILL STREET, **MONTREAL**
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 Agent for Manitoba and the Northwest,
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 Cor. Craig & St. Francis Xavier Sts.,
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 Samples with McLean Bros.,
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 BRANDS: Hardwater, Dominion, Lincin, Ivorine
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Protect HOME Industry!

BOECKH'S
STANDARD
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 Quality and Size Guaranteed.
 For Sale by all Leading Houses.

Campbell, Spera & Co.,
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MEN'S FURNISHING GOODS,
 Smallwares, etc.
 MANUFACTURERS OF
 Overalls, White and Regatta Dress
 Shirts, Flannel, Cotton & Tweed Shirts
 Our stock for the coming season is replete with all the
 'Novelties. The inspection of buyers cordially invited.'
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27 PORTAGE AVENUE EAST,
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James Whitham & Co.
 Manufacturers of & Wholesale Dealers in
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 43, 45 and 47 St. MAURICE STREET,
 Near McGill Street,
MONTREAL.
 Represented by J. M. MACDONALD,
 625 MAIN ST., WINNIPE

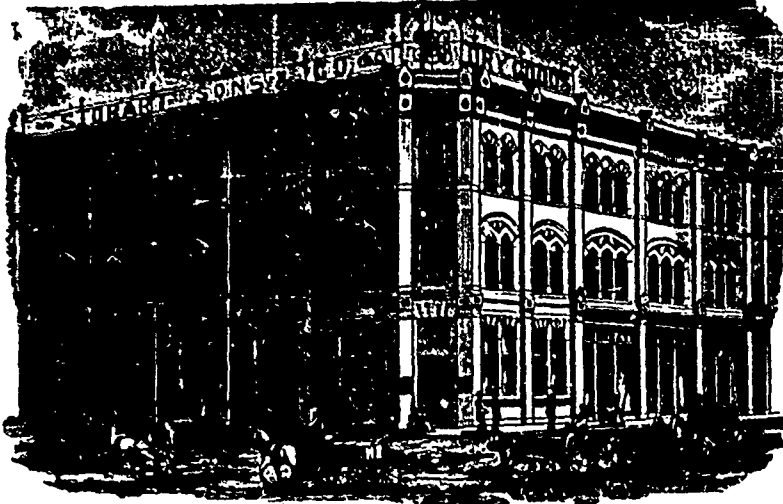

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 We are in a position to fill all orders promptly.
 Ours is the only wire manufactured in the Dominion of
 Canada on which is found the GENUINE LOCK BARB.
 A personal inspection will convince you of this fact. Quality
 of wire the best ENGLISH BESSEMER STEEL.
 Every pound guaranteed.
Manitoba Wire Company

OGILVIE MILLING CO.
 Mill at Point Douglas.
 Capacity - - 750 Barrels per day.
 OFFICE:—Corner King and
 Alexander Streets, Winnipeg.
 A Full Stock of Patent Hungarian, Strong
 Bakers' and Spring Extra Flour; Oatmeal, Pot
 and Pearl Barley, Graham Flour, Cracked
 Wheat, Bran, Shortst, Ground Feed, Otas,
 Barley.
 Wheat buyers at all C.P.R. Shipping Stations

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Manufacturers of Clothing
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TORONTO.

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TEAS,
EAST and WEST INDIA PRODUCE
 —AND—
GENERAL GROCERIES.
9 Front St. East,
TORONTO.

Importers British & Foreign Dry Goods

A Full Range of Canadian Staples
Always in Stock.

STOBART, SONS & CO.

PORTAGE AVENUE, WINNIPEG.

A Great Farming Scheme.

Sir John Lester Kaye and private secretary, arrived in Winnipeg Tuesday morning. The object of his visit to this country is, as is well known, in connection with his extensive farming interests in the Northwest. There are eleven farms owned by the syndicate Sir Lester Kaye represents, distributed through the Northwest, each comprising 10,000 acres. The Balgonie farm is already tolerably well equipped, but vigorous steps are to be adopted to complete the equipment of this and the other farms. To this end an expenditure of \$150,000 has been provided for. The equipment includes building and wire fencing. The buildings on each property will comprise a large central farm house, where the manager and agricultural laborers will reside; a stable which will accommodate 55 working horses; a cattle shed which will accommodate 500 breeding heifers; sheep sheds to accommodate 5,000 sheep, and a piggery to accommodate 300 pigs. Operations will now be pushed forward as rapidly as possible so as to have all the buildings and fencing completed before winter comes on. The cost of the buildings on each farm will be about \$15,000 including the fencing. Extensive measures are also being taken relative to stocking the farms. The Powder River ranch herd, on Mosquito Creek, Alberta, consisting of 63,000 head has been purchased for this purpose and will be distributed among the different farms.

An arrangement has been made to purchase upwards of 50,000 sheep in Washington Territory and Oregon. These will be delivered on the eleven properties in the spring of 1899. Eleven choice Clydesdale stallions have been selected in England and Scotland and will be shipped forthwith. In order to improve the product of the sheep which, by the way, are almost entirely owes, 1,100 rams have been secured. They include such well known breeds as Cheviots, Shropshires, border Leisters and Cotswolds. In order to improve the breed by a fresh cross with the product of the shorthornes, 99 polled Angus and Galloway bulls are now on their way from Scotland to the Northwest. In the same manner the product of the sows will be improved by the importation of middle and

white Yorkshire boars and sows, which he promptly imported and distributed among the farms. One manager and three foremen will be placed on each farm."

S. R. PARSONS, of Parsons, Bell & Co., wholesale papers, etc., Winnipeg, left for the Pacific coast last week.

SPECIAL excursion rates to Minneapolis Exposition and Minnesota State Fair, via Northern Pacific Railway.—Excursion tickets will be sold to Minneapolis and return for the Exposition on the following dates at one fare for the round trip, tickets good to return to destination until Monday following date of sale, viz. :— Aug. 21st, 23rd, 25th, 28th and 30th, Sept. 1st, 4th, 6th, 18th, 20th, 22nd, 25th, 27th and 29th. Every day from Sept. 8th to 15th, inclusive, tickets will be sold to either St. Paul or Minneapolis at one fare for the round trip, good to return to destination one day after being stamped at St. Paul or Minneapolis, but not later than Sept. 17th. On account of the Minnesota State Fair tickets will be sold to either St. Paul or Minneapolis and return every day on Sept. 8th to 15th inclusive, good to return one day after being stamped at St. Paul or Minneapolis, but not later than Sept. 17th. All Exposition and State Fair tickets will include admission coupons at twenty-five cents each for the Exposition and fifty cents each for the State Fair, which will be added to the railroad rates. For rates inquire of ticket agents N.P.R.R.

A letter from Malaga, speaking of lemons and oranges, says: Many trees are dying, as in most districts a disease of the roots has shown itself, for the remedy of which no means have so far been found. The quantity expected is in consequence only moderate.

The coming crop of California raisins is beginning to attract attention on the Pacific coast. The packers have already started in to contract for stock in the sweat boxes, and some liberal operations in this way are reported closed at 5c per pound. The prospects for the crop are very encouraging, and reliable authorities place their ideas of the total yield at 1,000,000 boxes, or 250,000 boxes in excess of last year.

GRANT AND HORN,

PRODUCE and
COMMISSION

•• MERCHANTS ••

19 Alexander St. West,
WINNIPEG, MAN.

FLOUR EXPORTERS,

AND DEALERS IN,
BUTTER AND EGGS, CHEESE

☞ Potatoes in Car Lots. ☞

BALED HAY,

SACKS.

FOR GRAIN AND FLOUR.

COARSE - LIVERPOOL SALT - DAIRY

S. R. PARSONS. HENRY BELL. W. E. HAZLEY

PARSONS, BELL & CO.,

Wholesale Paper Dealers

—AND—
GENERAL STATIONERS.

AGENTS

Canada Paper Company,
Manufacturers Printing, Wrapping & Writing Papers
&c., Montreal and Windsor Mills, Quebec.

Alex. Pirie & Sons,
Manufacturers Fine Stationery, Aberdeen, Scotland.

M. Staunton & Co.,
Manufacturers Wall Papers, Toronto.

GERRIE BLOCK, PRINCESS STREET,
WINNIPEG.

REMOVAL : :

WARWICK & SONS, TORONTO, ONT.

Have removed to their large and commodious
NEW WAREHOUSE, 68 & 70 Front St. West,
where, with their improved facilities and increased accommodation, they are now better prepared than ever before to execute with diligence and despatch, all orders with which they are favored.

PRINTING IN EVERY GRADE AND DETAIL,
PRINTING AND PUBLISHING WORK,
BOOKBINDING, ETC., ETC.

SAMPLES AND ESTIMATES ON APPLICATION.

BROWN BROS.,

Wholesale and Manufacturing

STATIONERS,

64 to 68 KING STREET EAST,

TORONTO.

SPECIALTIES.

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

Kid Glove Leather.

We only touch on the processes through which the leather passes. Beginning at the beginning we enter a room in which the raw material lies before us, in the shape of hundreds of bundles of sheep skins, tanned and bleached as white as the driven snow. Handling them we find them soft and elastic to the touch. These are not the skins of our high-bred English sheep, which are wholly unfit for the purpose, but the skins of half-wild mountain sheep, which are collected by Jews over the east of Europe and the western part of Asia. The glover does not care for the skins of your wool-producing sheep; his dictum is, "the rougher the hair the better the pelt."

These skins were formerly imported untanned; but the German tanners have now beaten the English tanners out of the market, and they are bought in the condition in which we now see them here, in Berlin or Vienna. As the skins are required they are taken out of the store and soaked in a vat containing the yolks of eggs, in the proportion of ten dozen skins to one gallon of yolks. In order to secure that every part of the skins shall be thoroughly soaked they are trodden by men's feet. This is done, it is said, to feed or nourish them, or, in other words, to make them still more elastic.

The soaking over, the skins are next taken to the dye-house and laid face uppermost on a slightly convex lead-covered board. There they are rapidly and frequently brushed with what is called a "striker"—that is, a liquid preparation that will fix and render permanent the dye already put on them.

The skin is next hung up in a stove or heated room where it rapidly dries. When dry it is handed over to a man whose business it is to examine it, and if, as is almost always the case, it is too thick for the purpose intended, or of unequal thickness, to pare it down until it is of the required thickness all over. In some places this process is carried on in the factory, but more commonly in an outbuilding attached to the workman's home. Considerable skill is required to pare the skin without cutting it, and should the workman be awkward he may not only injure his work, but seriously cut himself.—*Chambers' Journal.*

MR. CROMPTON, of the Crompton Corset company, of Toronto, was in the city last week.

PROF. BARRE, managing director of the Jolie creamery, was in Winnipeg last week, and speaking of the dairying industry in the province he said there was quite a large quantity of cheese lying in the different factories. The July stock, amounting to about 150,000 pounds, was still on hand, the manufacturers holding it in anticipation of higher prices. The demand was quiet at present, although the home market would eventually take a considerable amount. He was of opinion it would be better for the manufacturers to take lower prices and get rid of their stocks. Some of the cheese would probably have to be sent east, in which event the producers would require to take a cent less than eastern sellers to cover the cost of freight. This would be hardly satisfactory to the farmers and patrons of the various factories. As regards butter there was

a ready market, and but little accumulated stock; the creamery butter especially being in brisk demand.

CHRISTIE, of Brandon, will build a new saw mill near the river close to the old Brandon planing mill. Work will be commenced on it in a week or so.

Advices from Japan to Montreal houses continue to speak of a firm market for tea. Prices for second crop will probably be higher than expected, as labor is becoming scarce owing to the demand for natives on newly projected railway works. Some of the plantations are said to be almost deserted, as at the present price of tea the planters cannot afford to pay the men such high wages as are offered by railway contractors.

Few people have any idea of the care with which tobacco has to be attended to after it is grown. It will imbibe odors of almost any kind if placed near the source of them. A pig sty, for instance, near the place where the planter stores his crops will impart a disagreeable flavor, which no cure afterwards will divest it of. Among the many precautions taken to obtain a faultless leaf for the "Myrtle Navy" brand, is to ascertain carefully the methods which every farmer adopts with his crops in the sections of Virginia where the "Myrtle Navy" is grown.

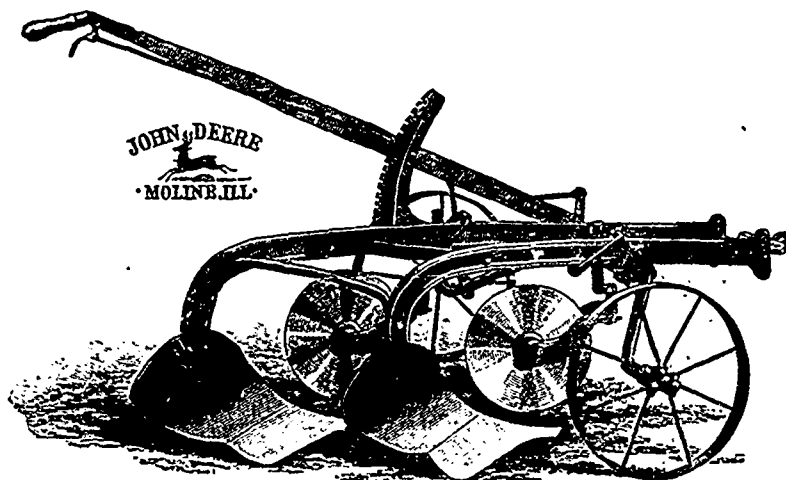
Or the 60,000 Indians in the Canadian west, 35,000 are under treaty. The Church of England has done most of the religious work to them.

F. A. FAIRCHILD & CO.

—WHOLESALE DEALERS IN—

AGRICULTURAL IMPLEMENTS, CARRIAGES, SLEIGHS, &c

PLOWS,
SULKY PLOWS,
GANG PLOWS,
HARROWS,
SEEDERS,
FEED CUTTERS,
CRUSHERS,
WAGONS,



BUGGIES,
BUCKBOARDS,
PHAETONS,
SURREYS,
ROAD CARTS,
RUNABOUT WAGONS,
CUTTERS,
SLEIGHS,

CLOSE PRICES TO DEALERS. SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.

* * * **WINNIPEG.** * * *

British Columbia.

H. McLeod of Revelstoke, has sold a fifth interest in the mining location owned by himself, for \$7,000.

One, Taylor, an old resident of the Province has opened an establishment at Vancouver, as cabinetmaker and undertaker.

Thos. Clelland has disposed of his interest in the Kamloops hotel to Johnston, who will be responsible for all debts incurred.

Messrs. Miller & Co., wholesale and retail tobacconists, Vancouver, are one of the recent additions to the business enterprises of the terminal city.

Advices from the north show the salmon catch on the norther coast to be extremely successful. The Skeena and Naas canneries have closed the season with full pack.

The Columbia Milling Co., proprietors of the only roller flour mill in the province, have assigned for the benefit of their creditors. The mill is located at Enderby, in the Spallumcheen district, and was established about a year ago. The company is known to have been in difficulty for some time.

Only thirteen out of 279 votes were against the Railway bonus by-law at Westminster. Two engineering parties have been sent out and have commenced work on the definite location of the line. The company has advertised for 500 men to work on the road, and the number will be largely increased as construction progresses.

The Victoria Standard has changed hands, and is now published by the Standard Newspaper Company, under entirely new management. The paper has made its appearance in a new dress, and is otherwise improved. The daily edition will hereafter be published in the evening, instead of the morning, as formerly. Politically the Standard will be "essentially Conservative."

Gen. Ely, of Norwich, Connecticut, who was lately in Kamloops, is formulating a scheme to establish a smelter in that district. It is understood that it has been decided to form a company, with a cash capital of \$50,000, and establish a thirty ton smelter. Henderson, of the Nicola mine, is interested in the scheme. Kamloops will be asked to assist the enterprise with a bonus of \$5,000.

A. J. Bovill of Westminster is about to erect a large sawmill below Langley on the Fraser River. The machinery has been ordered through Strickland & Company from Ontario, and is expected to arrive here about the middle of next month, when the frame work and wharves of the mill will be ready to receive it. The mill, which will be set up by Strickland & Co., will have a capacity of about 40,000 feet of lumber per day.

ONE of the sights of the City of Hamilton is the factory in which the celebrated "Myrtle Navy" tobacco is made. Some people may suppose that putting up plugs of tobacco must be a very simple matter, but a walk among the ponderous and complicated machinery of this establishment would speedily undeceive them. Here are hydraulic presses, screw presses, iron frames, all of enormous strength, besides a steam engine and many other pieces of machinery.



Northern Pacific Railway.

Pemona, Grand Forks, Helena, Butte and all Prominent Montana points.

POPULAR TRANS-CONTINENTAL

DINING CAR ROUTE

To Spokane Falls, Portland, Seattle, Victoria, B.C., All Puget Sound Points and Alaska.

Express Trains Daily

To which are attached Pullman Palace Sleepers and Free Colonist Sleeping Cars.

The only rail line to the Yellowstone National Park For full information, address,

CHAS. S. FEE,
Gen. Passenger and Ticket Agent,
ST. PAUL, MINN.

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, April 17th, 1897

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Friday
LEAVE 13 00 A14 25 D14 45 16 45 A16 35 D16 45		Portage la Prairie Gladstone Neepawa..... Minnedosa	ARRIVE 14 50 13 25D 13 05A 11 58 11 13D 11 05A
17 50	04 Rapid City	9 45
18 30 110 30 21 40	115 138 155 Shoal Lake Birle Binscarth.....	9 20 13 20 6 20
23 00	166 Russell	5 00
23 15 ARRIVE	180 Langenburg	4 45 LEAVE

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

THESE VESTIBULED TRAINS
go in service May 15th.

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

The best equipped line to CHICAGO, OMAHA AND KANSAS CITY.

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

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

Trains Eastward will run as follows: Leave Minneapolis 6:50 p.m.; St. Paul 7:30 p.m. Arrive Milwaukee 7:40 a.m.; Chicago 9:30 a.m.

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

Tickets at LOWEST RATES, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 160 East Third Street; Minneapolis, 13 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

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

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



Owns and operates 5,650 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

For maps, time tables, rates of passage and freight, etc. apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

ROSWELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt. J. F. TUCKER, Ass't Gen'l Manager. GEO. H. HEAFFORD, Ass't Gen'l Pass. and Tkt. Agt. MILWAUKEE, WISCONSIN.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAUGAN, Land Commissioner, Milwaukee, Wisconsin.

TRAVEL VIA THE
Minneapolis and St. Louis Railway
AND THE FAMOUS
Albert Lea Route

	Leve St. Paul.	Leve Minneapolis
Chicago, Burlington, Kansas City and Des Moines Ex.....	a 8.45 a.m.	a 9.25 a.m.
St. Louis Fast Ex.....	b 6.25 p.m.	b 7.05 p.m.
Chicago Fast Ex.....	c 8.75 p.m.	c 7.05 p.m.
Des Moines Passenger.....	a 9.25 p.m.	a 8.45 a.m.
Excelsior and Watertown.....	a 9.00 a.m.	a 8.45 a.m.
Arlington and Excelsior.....	a 4.15 p.m.	a 4.00 p.m.
Mankato Express Accom.....	a 3.15 p.m.	a 4.00 p.m.

a Ex. Sunday b Ex. Saturday. d Daily.

THROUGH COACHES AND PULLMAN PALACE SLEEPERS TO Chicago, St. Louis and Des Moines

DIRECT LINE TO WATERTOWN, D.T. PALACE DINING CARS ON CHICAGO TRAINS.

2—THROUGH TRAINS DAILY—2 to KANSAS CITY, LEAVENWORTH, ATCHISON or ST. JOSEPH, making connections in Union Depots for all points west.

Fast and frequent trains between St. Paul, Minneapolis and Lake Minnetonka points.

For maps, sleeping car berths, or other information call upon any agent in the Northwest or write to S. F. BOYD,

General Ticket and Passenger Agent, Minneapolis.