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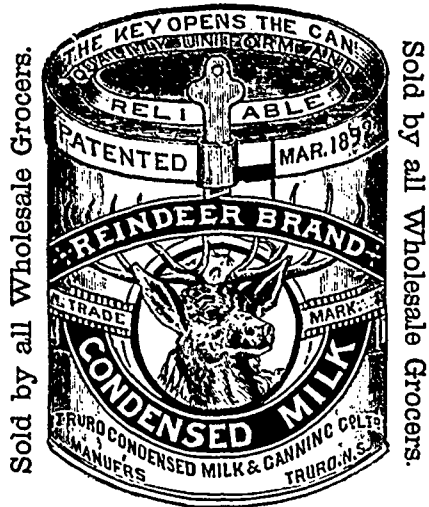
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# The Commercial

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WINNIPEG, JULY 17, 1893.

## A Big Mining Deal.

There seems to be authority for stating that the big mining deal which has been on the tapis for over a year has at last been consummated. I refer to the Silver King group of mines on Toad Mountain, West Kootenay. THE COMMERCIAL has already stated that W. C. Ward, Inspector of the Bank of British Columbia, and a respectable authority on such matters, had given publicity to the fact that "The mine was floated for £300,000, of which amount the present owners secured £200,000 in paid up stock. The remaining £100,000 is to be subscribed in cash, and of this £70,000 had been subscribed when the Victoria Colonist's informant left London. The original owners are to receive back from this the amount so far expended, the balance being utilized in the development of the property."

Later details state that the Silver King and associated claims have been floated in England under the title of the Hall Mines, Limited, British Columbia, with a capital of £300,000, stg., divided into 50,000 seven per cent cumulative shares of £1 each, and 250,000 ordinary shares of £1 each. The following are the directors:—Sir Jos. W. Trutch, K.C.M.G., Chairman; James Roberts Brown, London; J. R. Drake, Sydenham; Rankine Dawson, M.A.M.D., London; Robert Day, High Sheriff of Cork; D. H. Gribb, Isle of Bute; Walter Neilson, Eisenfeld, Ayr; Secretary, F. Ramsay. The offices are at 111 Wool Exchange, London, E.C.

THE COMMERCIAL has been in possession some time of a "private and confidential" preliminary prospectus of the "Kootenai Bonanza Mining Co.," which was accompanied by a report of Mr. Roepell, an English expert, who examined the mine last year. In this the terms of sale and provision for working capital were as follows:—

### Purchase price—

Cash .....	£ 75,000
Shares .....	195,000
Cash or shares .....	45,000
	-----£315,000

### Working capital—

Cash .....	£60,000
Reserved shares .....	25,000
	-----£85,000
	-----£400,000

It will be seen, therefore, that the terms have been considerably modified, doubtless a necessity of the present condition of the money market as well as the distorted state of silver.

Mr. Roepell's report is an exhaustive one, and goes thoroughly into details, which to a large extent are technical and would weary readers to follow. However, the gravamen of the report is that he estimates the ore in sight will yield 55,000 tons of ore at a net profit of £12 10s per ton, or in other words that the net value of ore in sight developed by the lower workings alone amounts to £687,500, to which must be added £10,000 for the ore in the ore house and on the dumps, giving a total of £697,500. This conclusion is founded on pretty safe data, because Mr. Roepell assumes that the tunnel has traversed the bodies of ore at their greatest width and that they are wedge-shaped, that is, terminating at a point above and below, thus adopting a form to give the least possible cubical contents, whereas, as he says himself, there is no reason to believe that the ore does not increase in width either above or below the tunnel. But his calculation, to be safe, assumes that it "peters" out on both sides.

The total quantity of ore shipped from this mine was 184 tons, averaging 18.17 per cent. of copper and 213.9 ozs. of silver to the ton, the average value realized per ton of 21 cwt., at the smelting works being \$215. That was certainly a very fair working test. Mr. Roepell says: "A yearly extension of 6,000 tons could be obtained during the second and third year and a yearly output of 8,000 tons or possibly more after this. A profit of £9 per ton of 21 cwt. of shipping ore should be realized; the profit could be further increased by the erection of smelting works whenever coke can be had on cheaper terms."

He computes the probable output as above and the returns as follows:—

Cost—Mining and concentrating, inclusive of prospective work .....	£5, 0s. 0d.
Sacking of ore .....	1, 0 0
Transport to England .....	5.16 0
	-----£11,16.0

Value—Ore of 17½ per cent. copper and 100 oz silver to the ton of 2,240 lbs. ....	£20,17,0
---	----------

Profit—Per ton of 21 cwt. delivered in England .....	£9,1,0
--	--------

It is possible; he remarks, that a larger profit might be obtained by selling the ore in the United States. However, at the rate of about \$250,000 per annum the shareholders would be pretty well satisfied, and at the purchase price would be a fair investment.

This is really the first great mining deal in British Columbia, and may be said to form an epoch in quartz mining. If this be successful it is sure to be followed by the stocking of other large mines, when the era of real work shall have been begun. It has been said before, and it may be safely repeated here, that up to the present year there has not been a mine in British Columbia. The Silver King was the nearest approach to one, but never shipped ore in the regular way. And with the development work already done Mr. Roepell finds considerable fault, as being to a considerable extent "hap hazard." When ore is being shipped regularly or smelters are in operation then and only then can it be said that we have

mines. We have hundreds of good prospects. The Silver King has crossed the Rubicon, and practical work will now commence. There are stages in mining development, which are of necessity very slow. First, the prospector makes the discovery, records his claim, and does his assessment work. It gives promise of being a "good thing," and along comes a mining broker or expert and bonds the claim or buys it on certain conditions. This is the second or speculative stage. The new owner is not a miner, nor does he want the claim for mining purposes. He spends or induces others to spend a certain amount in development work, so as to prove its value as a mining proposition. Then he forms a company in one of the centres of capital, stocks it in a large amount, disposing of his own interest for cash or its equivalent in stock. Considerable of the capital is reserved for working and then what so far has been a proposition only, becomes a mine. In British Columbia only one or two propositions at the outside have reached the latter state and now that the road has been opened, the difficulty of future operations will be minimized. The experience in Great Britain has been that eras of depressions, such as are now being experienced, are usually followed by corresponding periods of inflation and speculation, but always in new fields and the probabilities are that B. C. will be the next field of operation. We have seen Australia, the United States, South America, South Africa and so on, each taken hold of by the British capitalist, in some instances with great profit and in some instances with great loss to him, but he will "plunge" at stated periods. It is evidently British Columbia's turn next, or all of Canada for that matter. The difficulty will be to prevent fraudulent and wild cat schemes being mixed up with the bona fide propositions which this country has to offer.

Mining development has been slow, considering the great mineral wealth of which we boast, but in view of the long drawn out preliminary stages and the lack of communication with the best mineral properties mining has been necessarily very slow if not impossible heretofore. With one big mine fairly floated and railways tapping the principal mining camps, British Columbia may be said to have just started on the road to mining prosperity concerning which so much has been predicted for many years but never realized.

## Silver.

Quotations for silver have continued to recover ground this week, the New York market keeping considerably in advance of London. The rise there was from 33½d per ounce for bars to 34½d, while New York prices, which were quite irregular, went up from 73½c to 75 to 77c, the movement being somewhat accelerated by the covering of a short interest in silver bullion storage certificates. The activity in the latter was somewhat peculiar, inasmuch as the amount of silver on deposit at New York against certificates has shrunk to little over 200,000 ounces. The commencement of the government purchase for the current month was awaited with interest, and some disappointment was felt when the treasury on Monday rejected all tenders, on the ground that the figures based on New York quotations were so far above the London market as to suggest a speculative influence. The course was pursued in regard to Thursday's tenders, though this affected the market in less degree than the announcement that certain large Colorado smelting concerns had reconsidered their decision to suspend operations and that many mines had refused to shut down. Prices therefore reached the New York quotation falling to 73½c, while London quoted 34d. The Treasury on Friday accepted a tender of 100,000 ounces at 72. Silver prices July 7. London, 34½; New York, 72½c.

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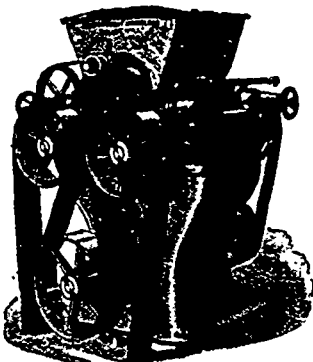
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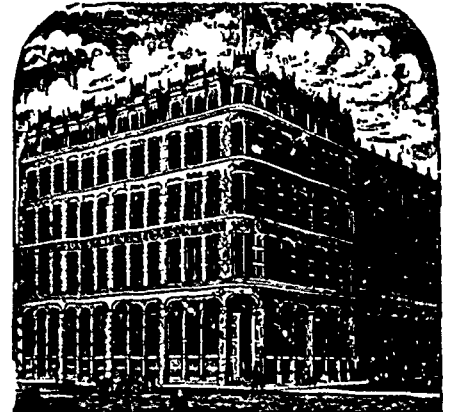


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Just opened up another shipment of Crum's Prints, Black grounds with Heliotrope Flowers, Etc., Etc.

In Lace Department. —Fresh goods in Irish Point Laces, Black, Cream and White. Also Novelties in Vellings.

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....Full set of Samples with....

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# The Commercial

WINNIPEG, JULY 17, 1893.

## THE MANITOBA NORTHWESTERN.

A meeting of the bondholders of the Manitoba and Northwestern Railway Co. was held lately in London, England. The meeting was called in view of the fact that the company had defaulted in the payment of the coupon due on June 1. Col. N. D. Grey, one of the trustees for the bondholders, pointed out that it would be three months from the date of default before the bondholders could take any action; but in the meantime the road was in the hands of a receiver, which would give protection to the property. The security which the bondholders have consists of the road itself and the land grants of the company. Col. Grey expressed himself as believing at the time he subscribed for bonds that the lands would soon be settled up, thus providing traffic for the road, so that as the security diminished by the sale of the lands the business of the road would be increased. He thought sufficient attention had not been given to the disposal of the lands, which were largely unoccupied, though rich and valuable enough, if settled, to supply a profitable business for the railway. He thought that the settlement of these lands should be the first thing to occupy the attention of the bondholders. Col. Grey evidently has a correct view of the situation, so far as the urgency of securing the settlement of the lands is concerned. If the bondholders can go to work and secure the placing of some thousands of settlers upon the vacant lands along the railway, they will make the road profitable and do a good work for the country at the same time. THE COMMERCIAL, however, dissents from the belief that the railway company is in any way to blame, for the fact that the lands have not been settled up as fast as the bondholders had expected. The company has worked hard to obtain settlers for its territory, and has secured a fair share of the immigrants coming here. Col. Grey should remember that Western Canada is an immense country. Any considerable portion of it cannot be filled up in a few years. There are many other districts besides the Manitoba and Northwestern territory which offer good inducements to settlement. While the Manitoba and Northwestern people were exerting themselves to secure settlers for their particular districts, there were other powerful influences at work to obtain settlers for many other parts of the country. Many other railway lines have been built in the country besides the Manitoba and Northwestern, and settlers have had their choice of lands along these different railways. The Manitoba and Northwestern Co. have about 300 miles of railway, while there are over 4,000 miles of railway altogether in Western Canada, all built within a few years, and opening up new districts for settlement. The one company could not secure all the settlers, but as stated they have secured a liberal share of them.

The Manitoba and Northwestern railway traverses an excellent country. The portion of the

road within the boundaries of Manitoba, passes through the best mixed farming lands of the province. Lands supplied with wood, hay and water, and adapted to stock and grain. West of Manitoba, in the territory of Assiniboia, the railway passes through some excellent country. The northwestern portion of Assiniboia, through which this road passes, is probably the finest part of the territory, agriculturally. Beyond the present northwestern terminus of the road, there is a large area of wonderfully fine country. The extension of the road to Prince Albert, where a considerable settlement now exists, passing through the rich territory just referred to to reach this point, should materially improve the financial prospects of the road.

The extension of the road to Prince Albert was one of the points considered at the London meeting. Mr. Wragge, who had been commissioned by the trustees for the bondholders, to make a full enquiry into and report upon the condition of the railway, however, reported against the proposed extension at once. His idea, as well as that of Col. Grey's, is to settle the lands now reached by the railway, before extending the line.

The position of the bondholders is, that while the lands have diminished by sales, the proceeds of which they have received in interest, as per arrangement, the property has increased in value by the addition of sixty miles of road.

H. Montague Allan, who has been appointed receiver, was present at the London meeting. He stated in reply to a question that he had not been appointed receiver as a representative of the bondholders, and was not a bondholder himself, but he was the largest judgment creditor against the Company. He further stated that the receipts from the railway had never been sufficient to meet the interest on the bonds. Mr. Allen then read a memorandum prepared by himself, in which was traced the history of the position of the Company, from February, 1890, on to the present date, and which furnished details as to the negotiations that had taken place with the Dominion Government, and with the Government of the Province of Manitoba, with the object of securing a subsidy from the former and a settlement of the debt of the Company to the latter. He said he could only add to what the chairman had stated, that if the bondholders would now appoint a committee to confer with the Company, and would confirm his (Mr. Allan's) appointment as receiver, they would carry on the line in the meantime, until something turned up, or until something could be arranged with the Dominion Government in reference to obtaining assistance, of which, by the way, he thought their chances were very good for next year. Of course, any trouble or dissension would prejudice that chance; but if, on the other hand, they all pulled together he thought they would be able to get the line straight. The great drawback, as the chairman had pointed out, that there was as yet not enough people to give the required traffic. He made that statement as prefatory to the assertion of this conclusion, that he thought that by holding on to the property the thing would in the end turn out all right for everybody, whereas, if they had trouble amongst themselves they could not expect to pull through with the success

that otherwise would undoubtedly attend them. Mr. Allen stated that the railway was just about holding its own without paying interest upon bonds. That the floating debt was \$60,000, and the Messrs. Allan claim \$1,000,000.

The solicitor for the bondholders stated that nothing in the appointment of the receiver could prejudice the rights of the bondholders, who could take possession of the road at the expiration of three months and administer the property. The bondholders have an effective mortgage upon the whole of the property, and a judgment creditor could not take it from them.

In the case of this railway it appears that a few firms hold over half the bonds, which is an advantage in arriving at an amicable arrangement. Two of those large bondholders, Messrs. McLean and Hanson, came to Canada and went over the line, when they learned that default was likely to be made, with a view to gathering all the information possible upon the situation. Mr. McLean said:—

"The railway was the venture of the Messrs. Allan. That family were very nearly the whole company, having nearly the whole of the ordinary shares. He stated it was necessary to think of the line in two parts—first, the 180 miles upon which their bonds were security; and secondly, the 69 miles of extension of the main line and of the branches, which were practically the property of the Messrs. Allan. Well, the figures contained in Mr. Wragge's report showed that the net profit on the bondholders' 180 miles for the last year or two has been nearly £9,000 a year, or about 1½ per cent. upon their total bonded indebtedness; while, instead of there being a net profit on the Messrs. Allan's extension, there had been a net loss each year to the extent of about one half of the bondholders' portion's net profit. Of the wheat carrying, one-hundredth part of the whole came from Messrs. Allan's extension. They, therefore, could understand what Mr. Wragge said in his report, that the extension was a drag upon the first division of the line. The first division was a money-earning property; the second division was a money-losing property. Still, he thought the position was a very hopeful one; but that hopefulness depended upon the bondholders standing shoulder to shoulder in seeing that they are not deprived of their rights. He thought it would be unwise to carry out the extension to Prince Albert. Perhaps they might yet be able to negotiate with the Messrs. Allan as to that firm taking the whole of the railway into their own hands. At any rate, the bondholders had good ground for the hope that they were not a stranded body of men. They were prepared to do justice to the Messrs. Allan; but if they found that a policy was going to be pursued in which one party would endeavor to take a whole grip of the line and work it for his own advantage, that it was a policy which the bondholders could not support, but one which would compel them to step in and secure their rights. They had been no parties to the appointment of Mr. Allan as receiver, the effect of which was that that gentleman took the whole of the revenues and kept going his own road, which did not pay, out of the money which was earned by the bondholders' section of the line. In three months' time they, as a body of bondholders, could, under their mortgage, step in and take possession of their own property."

In reply to Mr. McLean, Mr. Allan said that the statements as to the cost of working the two sections of the line were misleading, as an expenditure of about \$180,000 had been made in improving the first 180 miles of the line, which was more than had been received from the net profits.

The following committee of first mortgage

bondholders was appointed: Arthur William Ballance, of Marnham & Co.; Edward F. Coates and Charles A. Hanson, of Coates, Son & Co.; Samuel Gardner, of Lawrence, Son & Gardner; and Robert A. McLean, of McLean & Co. the committee to consider the position of the bondholders, to confer with the trustees, and to take such steps as the committee may think best to protect the rights and interests of the mortgage bondholders of the first division, and to organise for unity of action."

The feeling of the meeting seemed to be in opposition to any further extension of the line westward at present. Mr. Wragge, the special commissioner of the bondholders gave his opinion, that before any western extensions are made, more definite arrangement for permanent access into Winnipeg should be received. He reported very strongly in favor of obtaining access to Winnipeg, either by securing running arrangement over the Canadian Pacific or the Northern Pacific, or by purchase of the branch of the latter road from Portage la Prairie, or in some other way. What Mr. Wragge says on this point is no doubt sound advice. Access to Winnipeg on reasonable terms would certainly improve the financial outlook for the company very materially, while we believe also the early extension to the Saskatchewan would be the next proper step to take.

### HEAVY WHEAT STOCKS.

The cereal year 1892-93 closed on June 30, and on Saturday, July 1, the total available stocks of wheat in the United States and Canada, both coasts, as reported by *Bradstreet's* amounted to 75,508,000 bushels, more than 100 per cent. larger than on July 1 one year ago, when the total was 35,659,000 bushels.

On July 1, 1891, the like aggregate was only 22,135,000 bushels, less than one-third of the quantity available for shipment July 1, while on July 1, 1890, the total was 29,241,000 bushels. The unprecedented large supplies of wheat in the United States and in Canada out of farmers' hands on July 1 were more than three and one-half times as large as on July 1, 1889, more than twice as large as on the like date 1888, and 40 per cent. larger than on July 1, 1887, while as compared with the corresponding period in 1886 the increase is more than 80 per cent., and as compared with the total on July 1, 1885, the increase is more than 50 per cent.

Combining stocks of wheat in sight in United States, Canada, Europe and afloat for Europe on the 1st inst., as prepared by *Bradstreet's*, a grand total is found amounting to 152,308,000 bushels, or nearly 53,000,000 bushels more than were so held on July 1 one year ago, nearly 70,000,000 bushels more than on July 1, 1891, about 83,000,000 bushels more than on July 1, 1890, and 76,000,000 bushels more than on July 1, 1889. It has become evident that stocks of invisible wheat carried over in the United States one year ago were much larger than were supposed at that time, and it seems highly probable that unless the production of European wheat this year falls materially behind what now appears likely, no relative scarcity is

likely to ensue. Bearing on this, it is worthy of note that total stocks United States, Canada, in Europe and afloat for Europe on July 1 this year were larger than like supplies at any time during the three calendar years 1890, 1890 and 1891, except during the month of December in the year last named.

## BRITISH COLUMBIA.

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

### British Columbia Business Review.

July 10, 1893.

Business is much the same as usual. As stated last week, trade in supply lines is good, but money is generally tight and hard to get, although collections in the regular way are fair as between dealers.

In regard to flour the situation is unchanged, quotations are merely nominal, dealers disposing of stock as best they can. There have been several carloads of Manitoba oats rushed in during the week, which has somewhat demoralized prices for the nonce.

There has been a general reduction in the prices of fruits, both domestic and imported, and the market is full. California oranges are largely out of the market.

The fresh fish business, for export, is receiving a good deal of attention; also that in salt and cured fish. Dealers are getting ready to ship largely to New York and to Australia, and even experimental shipments are being made to England. If the latter two are successful it is not difficult to predict a large business in fresh salmon and halibut. So far as the market in New York is concerned, that is practically established, and with better facilities for handling and more capital interested, is evidently capable of very large development. There are several salteries and curing establishments being started as well, and those engaged in this branch of the fish trade look forward to a good demand for export. Halibut just now is scarce; spring salmon are running well, with a few sockeyes, but the big cannery run is not yet started. Wholesale prices are unchanged.

Meats are steady and firm.

Dairy products are lower. First-class Manitoba dairy is selling at 19c.

Eggs have an upward tendency.

The few Manitoba old potatoes in the market are offered at from \$30 to \$32 a ton. New potatoes are about the same price. Some reports are to the effect that the new crop in British Columbia, owing to the amount of rain fall, is rotting badly and that potatoes will be scarce and dear. However the same fears were expressed last year, and notwithstanding that a good many potatoes did rot, a plentiful crop was harvested. The scarcity of potatoes this spring was occasioned by the damage done by the unusual severity of the winter weather and that only. The sources of supply for potatoes are so many that unless under exceptional circumstances, there is little danger of the home supply being inadequate. Onions are weak in price.

Dressed beef has not yet declined, but a drop of several cents per pound is expected shortly. This is owing to there being an abundant local supply.

The report of the annual meeting of the Victoria Board of Trade, as given elsewhere in synopsis, will be read with some interest in British Columbia affairs. Those who have followed the COMMERCIAL in the past will not fail to note how nearly the views therein expressed are in accord with the policy persistently advocated in these columns. Although this journal is not bumptious enough to claim credit for in-

fluencing the members of the Board of Trade in coming to analogous conclusions, yet it is with some degree of pleasure and satisfaction that the parallel exists and can be pointed to. On more than one occasion the COMMERCIAL has been severely brought to task for expressing just such views as the compilers of the report in question have been pleased to emphasize, and more particularly in reference to the land question. Now that the depression exists and the causes are obvious, this journal can justly claim the privilege of saying, "I told you so."

### B. C. Market Quotations.

DRESSED MEAT, LIVE STOCK, ETC.—Live steers are 12c; beef, 9½ to 10c for Manitoba, 8c for British Columbia. Stock—sheep, 5 to 5½c; mutton, 12c; lambs, \$5 each; lamb, \$6.50 for carcass; calves, 8½ to 7c; veal, 9 to 10c; hogs, 8c; pork, 10½ to 11c.

LOUR, FRED, GRAIN, ETC.—The Ogilvie Milling Co. and Kooatin Milling Co. quote standard brands of Manitoba flour, in car lots only, at Victoria, Vancouver and Westminster as follows: Patent, per bbl., \$4.60; strong bakers, \$4.15. The Columbia Flouring Mills quote Eaderby flour in carload lots at Victoria, Vancouver and New Westminster: Premier, \$4.55; XXX, \$4.35; strong bakers, or XX, \$4.35; superfine, \$3.55. Quotations small lots are: Flour, Manitoba patents, \$4.70; strong bakers, \$4.30; ladies choice, \$4.80; prairie lily, \$4.60; Oregon, \$5.00. Eaderby mills—Premier \$5.25; three star, \$5.00; two star, \$4.75; oatmeal eastern \$3.40; California granulated in gunnies, \$4.35; National mills, Victoria, \$3.75; rolled oats eastern \$3.00 to \$3.25; California, \$4.00; National mills \$3.60 per sack; Westminster Mills, cornmeal \$3.10; split peas \$3.50; pearl barley \$4.50. Rice—The Victoria rice mills quote wholesale Japan rice per ton, \$77.50; China rice do \$70; rice flour, do, \$70; chit rice, do, \$25; rice meal do, \$17.50; chopped feed \$30 per ton; bran, \$23; shorts \$25; Man. oats, \$33 to 35; wheat \$28; oil cake, \$50; hay, \$20. Wheat is quoted in car lots for feed No. 2 regular at \$26 to 30 per ton; oats \$28 in bulk; chop barley, \$32. California malting barley, \$26 to \$27 f.o.b. in San Francisco. California chop, \$32 to \$33. Oak Lake patent Hungarian \$4.65; Oak Lake strong bakers, \$4.25. The Western Milling Co. quote mixed chop, \$30; patent flour, \$4.60; strong bakers, \$4.30; Brandon Mills patents, \$4.60; strong bakers, Graham flour \$4.40.

FISH—No change in prices. Prices are:—salmon, 6 to 7c; halibut, scarce and not quoted; smelts, 6c, flounders, 4 to 5c; smoked salmon, 12½c; smoked halibut, 10c.

MEATS—Quotations are as follows: Hams 16½c breakfast bacon, 17c; backs, 14 to 15½c; long clear, 14c; short rolls, 14c. Lard is held at the following figures: In tins, 17c per pound: in pails, 16½c, in tubs, 16½c.

VEGETABLES—Manitoba potatoes, old, \$30; new potatoes, \$32 per ton; onions, 2c; cabbage, 2c; rhubarb, 4c; carrots turnips and beets, 1c.

DAIRY—Eastern creamery is quoted at 2½c, and first quality Manitoba dairy, 19c.

Eggs—Eastern, case, 15½c; Manitoba, fresh, 16c.

FRUIT—Bananas, \$2.50 to \$3.75 per bunch; oranges, California, \$3 to \$3.50; lemons, Sicilies, \$6; strawberries, 5c to 8c per lb.; cherries, 90c to \$1 per box; peaches, \$1.50; apricots, \$1.50; plums, \$1. The first British Columbia cherries are on the market, extra quality gooseberries are selling at 7c, raspberries and currants will be in the market shortly, evaporated apples are quoted at 10c per lb., apricots, 20c; peaches, 14c; dates, 7c to 8c; Smyrna prunes, 9c.

Coal—J. W. Harrison writes as follows relative to the condition of the San Francisco coal market:—

During the week there have been arrivals from the coal mines aggregating 13,524 tons, and from foreign ports 9,859 tons. There is

# WHEAT WANTED.

Send Samples and Prices to  
 Thomas McLaughlin, 210 Board of Trade, Toronto, Ont.

## IMPORTANT!

### Special Notice

Having opened Wareroom and Office at  
 150 Princess Street, Winnipeg,  
 Our customers may have sorting orders filled promptly from stock on hand. We solicit Letter Orders and promise

### PROMPT ATTENTION.

Our Travellers will be here shortly with full lines of Samples, of New lines and designs, of all our specialties in Gloves, Mitts and Moccasins for season

1893.

Jas. Hall & Co.

Brockville, December, 1892.

## W. R. Johnston and Co.

(Late Livingston, Johnston & Co.)

WHOLESALE MANUFACTURERS

READY MADE

## CLOTHING.

Cor. Bay & Front Sts, TORONTO.

Samples at McIntyre Block, Winnipeg  
 REPRESENTATIVES:  
 A. W. Lasher W. W. Armstrong.



## FALL, 1893

Mr. E. H. Taaffe is now on his Western Trip through Manitoba and the Territories. Kindly inspect our Range of Fall Samples in Men's Furnishings before buying. Assortment very large and Prices right.

Yours anxious to please,

Glover & Brais.

Montreal.

JAS. COOPER.

J. C. SMITH

## Cooper & Smith,

MANUFACTURERS,

Importers and Wholesale Dealers in

## BOOTS AND SHOES!!

36 38 & 40 FRONT ST. WEST

TORONTO.

OAK TANNED  
 "EXTRA" BRAND.  
**BELTING**  
 MONTREAL AND TORONTO.  
 THE J. C. McLAREN BELTING CO.

## COCHRANE, CASSILS & CO. Wholesale Boots and Shoes

Cor. Latour & St. Genevieve Sts.,  
 MONTREAL.  
 Manitoba and N.W.T. Agency: J. M. MACDONALD  
 McIntyre Block, Winnipeg.  
 British Columbia Branch: WM. SKENE, Van Horne  
 Block, Vancouver.

The Largest Factory of its kind in the Dominion.

## LION "L" BRAND.

## PURE VINEGARS.

Manufactured Solely under the Supervision of the  
 Inland Revenue Department.

## Mixed Pickies, Jams, Jellies and Preserves

—PREPARED BY—

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

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



REGISTERED TRADE MARK



# GALT BLEND

**BLACK TEA.**

1lb, 1lb and 2lb Metal Canisters, packed 48lb in case.

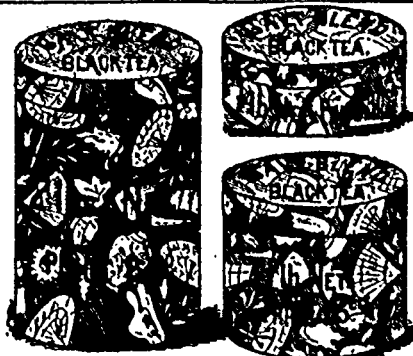
The best article in the market—No grocery stock is compl etc without it. Prices mailed on application.

THE TRADE ONLY SUPPLIED.

Perfect Gem Vegetables and Fruits. California Evaporated Fruits, New Turkish Prunes, hds, bbls and cases, English Malt Vinegar in quarter casks, West India Molasses, New Cheese

## G. F. & J. GALT,

Wholesale Grocers,  
WINNIPEG, MAN.



## C. H. MAHON & CO.

—WHOLESALE—

### Roots and Shoes

MITTS, GLOVES AND MOCCASINS.

ALSO FELT GOODS OF ALL KINDS.

C. H. MAHON & CO., Winnipeg.

### HO! IMPROVED Compressed Mince Meat.

Put up in neat paper packages and packed (3) three doz. in a case. Price per gross not \$12. GUARANTEED STRICTLY PURE.

**HORSERADISH**—Put up in 16 oz. bottle s 2 doz. in a case. Price per doz. \$3. Patronize home in dustry.

J. S. Carveth & Co., Winnipeg,  
Pro Arrors and Packers.

## MERCHANTS!

SHIP US YOUR

Butter, Eggs and other Farm Produce,

And obtain Highest Prices  
Market affords.

We are giving this branch of our business special attention. Let us have your Orders for Cured Meats and Lard.

Orders, Consignments and Corres-  
pondence Solicited,

J. Y. Griffin & Co.,  
PORK PACKERS, WINNIPEG.

WINNIPEG WANTS.

## PRODUCE!

We are always open for

## BUTTER

## AND EGGS.

AT HIGHEST MARKET VALUE.

Write for full Market Quotations to

PARSONS PRODUCE COMPANY  
WINNIPEG, - MAN.

## HOGS WANTED

Hams, Bacon, Rolls, Long Clear,  
Pure Lard, Lard Compound  
and Prime

## PORK SAUSAGES

W. ALLEN, Pork Packer, Winnipeg.

## Special Notice.

—OUR FALL SAMPLES OF—

### Fancy Goods, Dolls, Toys, Games,

China and Glassware, Musical Goods, Stationers' and Druggists' Sundries,  
Tobacconists' Sundries Baskets, Mats, Cordage and Twines,  
Brooms, Whisks and Brushes.

Will be open for Inspection at Hotel Manitoba, Winnipeg, from July 17 to Aug. 5.

## H. A. NELSON & SONS.

TORONTO AND MONTREAL.

Represented by Mr. W. S. CRONE.

## CIGARS!

For a Pleasant Smoke try **REPUBLICS.**

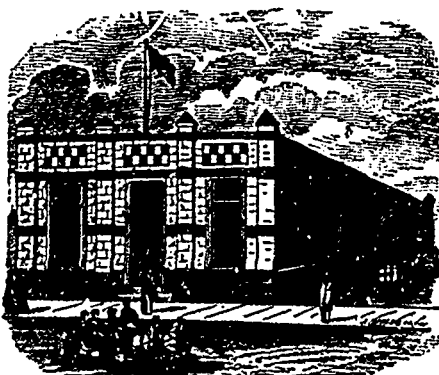
For Perfect Satisfaction try **LA HISPANIA**

—MADE BY—

## Bryan & Co

WINNIPEG, - MANITOBA.

## TORONTO HIDE AND WOOL CO.,



298 ROSS ST., WINNIPEG.

## James Carruthers & Co.

### GRAIN EXPORTERS,

BOARD OF TRADE. CORN EXCHANGE.

### TORONTO, MONTREAL.

## Galvanized Barb Wire!

AND WIRE NAILS.

(ALL MAKES.)

## M. & L. Samuel, Benjamin & Co.

Wholesale Hardware and  
Metal Merchants,

30 FRONT STREET WEST  
TORONTO, ONT.

nothing new this week in the regular routine of the trade, no change of values, and no orders for future deliveries. Jobbers report a fair trade, consisting principally of deliveries against contracts still existing. The same policy is being adopted as in former years among the wholesale dealers, i.e., if the Government or municipal contract is competed for, it is captured at a price leaving the successful bidder a smaller profit than the teamster makes who hauls the fuel. Considering the capital required and the fluctuations of the trade it seems absurd that this policy should be maintained. Freight quotations from England and Australia remain unchanged, but much less foreign coal is being shipped than is usual at this season of the year. Still there is no fear of any scarcity, as the northern miners can readily supply our requirements. There are two cargoes now being discharged off Newcastle coals, one Seaham and one West Wallsend. It is singular that shippers continue sending outside grades here, as the jobbers will not handle them, and consumers will only purchase at a concession.

**SUMMING**—The following is the tonnage in port:—

Port.	No.	Tonnage.
Vancouver.....	4	7,080
Victoria.....	1	948
Nanaimo.....	1	10,148
Cowichan.....	9	672
Total.....	15	18,818
Total last week.....	8	10,291

**SUGAR**—The current quotations by the British Columbia Sugar Refinery are as follows:—Powdered, icing and bar, 7½ per pound; Paris lumps, 6½c; granulated, 6½c; extra C, 5½c; fancy yellow, 6½c; yellow 5½c; golden C 5½c.

They quote syrup as follows: Finest golden, in 30-gallon barrels, 2½c; do, in 10 gallon kegs, 3c; do, in 5 gallon kegs, \$2.50 each; do, 1-gallon tins, \$1.50 per case of 10; do, in ½ gallon tins \$6 per case of 20.

These prices are subject to 2½ per cent discount for cash in 14 days, and cover delivery in Victoria, Vancouver, Nanaimo or New Westminster.

**Annual Meeting of the Victoria Board of Trade.**

There was a very large attendance at the fourteenth annual meeting of the Victoria Board of Trade on Friday evening last, the proceedings of which were of special interest. The healthy condition of the affairs of this important body is shown in the fact that there is a membership of 171, being a considerable increase over last year. A number of reports were read, and the following officers elected:—A. C. Flummerfelt, President; C. E. Renouf, Vice-President; and F. Elworthy, Secretary. Council—A. B. Gray, D. R. Ker, H. F. Heisterman, Wm. Templeman, G. Leiser, A. L. Be'yea, H. E. Connor, W. H. Ellis, F. H. Worlock, Col. E. G. Prior, M.P., T. S. Fletcher and E. B. Marvin.

The annual report was of considerable length, and dealt with a number of subjects affecting the business community. Among other things it complains about the telegraphic service, and asks for an improvement, one feature of which would be an alternative line to the United States.

Speaking of railways, the fact is pointed out that during the past five years, 25 charters for railways have been granted, of which to have been constructed and seven are under construction; and it is added: "But with few exceptions, little is known of any scheme for constructing the remainder. Some lines that would be constructed if the charters were in proper hands, cannot now be proceeded with, the financial inability of the holders of the charters rendering it impossible, and the avarice shown in the exorbitant price they ask for their privileges places the enterprises out of the reach of capitalists seeking such. Meantime the development of the country is retarded, and the time has come when every appli-

cant for a railway charter should be obliged to give bonds to secure the expenditure of a certain sum of money within a reasonable time upon every concession received."

It is pointed out, and the same has several times been referred to in THE COMMERCIAL, that the dry dock at Esquimalt is largely taken up with warships to the exclusion of merchant vessels and that other docking accommodation must be provided.

A great deal of attention is paid to the new Australia line, the remarks in reference to it concluding as follows:

"It is only necessary to add that the greatest success in this new trade route will follow the removal, on both sides, of tariff barriers."

"The important matter is commended to the incoming Council, and your Committee would suggest the advisability of a thoroughly competent delegate visiting the Australian Colonies under the auspices of the several Boards of Trade of the Province, and to which service the Provincial Government, if applied to, would no doubt lend their assistance, and ascertain from personal observation what branches of commerce can immediately be developed. This opportunity should be taken advantage of, as this Province must inevitably participate largely in the benefits accruing from the successful operations of this new trade route between Canada and Australia."

Satisfaction is expressed with the progress made in the Kootenay districts. Among other things it is stated:

"Some shipments of ore have been made to Tacoma, on which the cost of transportation by pack train from the mines to Kootenay Lake—a distance of between 20 and 30 miles—has been \$40 per ton. From the latter point to the smelter at Tacoma the freight rate was \$8 per ton. In addition to these freight outlays, the ore was subject to United States duty of 1½c per pound on lead contained therein, and which runs about 60 per cent, thus making a total expense for freight and duties of about \$66 per ton, exclusive of the cost of mining and smelting. Notwithstanding these excessive charges, the profits of these ventures were satisfactory, and other shipments will follow."

Statistics of the lumber industry are given, and an important reference made to the extensive surveys now being carried on in the Province.

In regard to agriculture it is said: "Until within the past few years the impression prevailed that British Columbia was a 'Sea of Mountains.' It is, therefore, a revelation to many to learn that there are within the Province grazing and agricultural lands sufficient to sustain a population many times greater than it now contains. That more of these lands are not utilized results from the difficulty in transporting to the cities the crops and cattle that could be raised thereon. But these difficulties are year by year being lessened, and one result is shown in the falling off in the imports of wheat flour."

The Shurwap & Okanagan railway has opened up a portion of the Province very suitable for wheat growing, the average yield being forty bushels per acre of the finest grade flour wheat, and if the available lands in this district only were brought under cultivation, all the provincial requirements could be supplied, and yet leave a surplus for a large export trade.

"British Columbia offers inducements to the small farmer rather than to the capitalist who seeks a large and unbroken tract of land suitable for cultivation; where one of the former could make a selection, hundreds of the latter could find suitable homesteads. The opening up of the lands near the cities would be a great benefit to the province, and the small farms, if properly worked, would give highly satisfactory results to the owners. The markets for fresh dairy produce, poultry, fruit and vegetables, etc., that could be raised thereon,

will not be overstocked for some years to come.

"In the meantime, British Columbia will be opened up with railways, and it is quite safe to predict that it will not then import, as it is now doing, agricultural products that could be raised in the province, aggregating in value \$15 per capita of the entire population. The province now pays the Dominion Government for duties on agricultural products nearly \$200,000 per annum."

Quarantine matters are referred to, but these fortunately have been pretty satisfactorily attended to.

The question of an insolvency act again bobbed up, and after recounting the steps taken to secure provincial legislation, the report goes on to say:

"The opinion now prevails that only the Dominion Government can enact a measure which shall be effective. Many petitions have been presented to the House of Commons at various times, urging that a suitable insolvency law effective throughout the Dominion should be enacted, and why the almost unanimous wishes of the Boards of Trade throughout the Dominion should be disregarded is hard to conceive. Ultimate success in obtaining an insolvency law can only be secured by unremitting efforts, and the incoming councils are requested to continue to agitate till an insolvent act is placed on the Dominion Statute books."

Perhaps the most important recommendation contained in the report is that which refers to the trade situation. After pointing out the various and well understood causes of the present depression there is the following which re-echoes sentiments expressed over and over again in these columns:—

"This temporary depression of our foreign trade should cause attention to be directed to other branches of industry, such as raising cattle and sheep, growing grain and other agricultural products required for home consumption. There is already a marked improvement in the coal trade, the exports in June being 90,495 tons, the largest quantity ever reported in one month. The salmon pack of this season is expected to exceed that of any previous year, and the results will be augmented by the direct steamship service to Australia."

"The imports in British Columbia, exclusive of imports from other provinces of the Dominion, were, according to last census, \$57.52 per capita, and the exports \$67.45 per capita."

"The injurious tendency to speculate in real estate was referred to in the Board's report for 1891, and whilst operations were confined to subdividing property adjacent to the cities in British Columbia and State of Washington, U. S. A., and putting building lots on the market at prices within the reach of the workingman, the matter did not receive more than passing notice. However, lately operations have been shifted to the interior of the Province, particularly in the Kootenay districts; much land there has been subdivided into small lots and sold on the instalment plan, principally to the wage earning classes, who never expect to see the property. No criticism can be too severe upon those who are inducing the working classes to part with their money so recklessly."

Robert Ward, in seconding the adoption of the report, referred to what he considered had been an important omission, doubtless due to the pressure of work. This was a reference to the work of the Congress of the Chambers of Commerce of the Empire, held in London last year, and as a result of which many of the reforms then advocated had since been made. The Congress had advocated the formation of boards of conciliation and arbitration for the settlement of labor disputes, and it was pleasing to know that as far as the Province of British Columbia was concerned this principle had now been adopted, an act having been passed at the last session of the Legislature providing for such a system. The Congress had desired a reform in the matter of bills of lading, and it was satisfactory to

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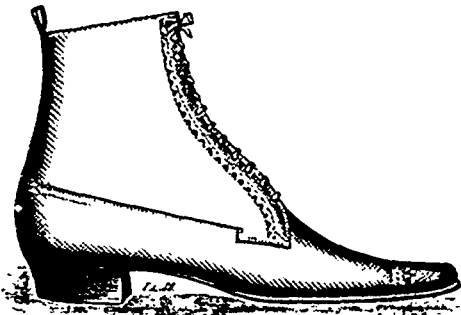
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TRADE MARK.

know now that as a result a satisfactory arrangement was being made between the British Board of Trade and the Ship Owners' Association whereby the matters in dispute would be amicably adjusted without the necessity of legislation. Another matter was that of Commercial Education, the recommendations of the Congress having been forwarded to the various Boards of Trade, and in this matter he thought something would be done to bring the recommendations to the notice of the head of the Educational Department.

Much credit was given and deservedly, too, to T. B. Hall, the retiring President, for the successful work of of the Board during the past year.

**THE "WARIMOO" FROM AUSTRALIA.**

The steamship Warimoo, the second of the Australian steamers to arrive, is now due and at the time of writing was hourly expected. She brings a full cargo, which it is understood consists of fruits, frozen mutton and a large consignment of rice for Sound ports. This is a most satisfactory beginning and it is also satisfactory to note that a considerable return cargo will go out from here, both from British Columbia and eastern points. The C.P.R. Co., it is understood, is making an effort to work up a trade with the eastern and maritime provinces, the eastern states and the Pacific Coast generally. From all appearances at the present time the effort to establish a trade with Australia by the Canadian line is going to be successful.

**Manitoba**

Henry Reimer, general storekeeper, Langenburg, has assigned.

McAlpine, tailor, Neepawa, has sold out to Wining, of Minnedosa.

Reed & Trimble have bought out the butcher business of James Duncan at Morden.

J. L. Wells, plumbing, Winnipeg, is selling out his Brandon branch to W. G. MacFarlane.

Thomas Montgomery, hotel, Winnipeg, has admitted O. Montgomery as partner; style, Montgomery Bros.

In the thunder storm of June 30th twenty-five sheep belonging to J. Moir, who lives near Crystal City, were killed by lightning. They were lying close to a wire fence.

Mr. Rublee, of Rublee, Riddle & Co., wholesale fruit, Winnipeg, is on a trip to the Pacific Coast fruit regions. He will visit British Columbia, Washington, Oregon and California.

A party writing from the Dauphin district says the rush of settlers still continues. There were 57 entries for homesteads during the first two weeks after the Dominion land office opened.

On June 27 there was a bad storm a few miles north of Chater. Farmers say it was a regular cloud burst and emptied out hail and rain for about an hour. Garden stuff was completely demolished, but only a slight injury done to crops.

A party of nineteen Icelanders, in charge of Mr. Clementson, Government Agent, arrived Sunday direct from Iceland. They were taken to Immigration hall, and during the day the majority went to stay with friends. They leave for the country settlement this week.

THE COMMERCIAL has been asked to look into the case of W. Neilson, a Winnipeg jeweller, who was burned out in March last, and who has since been unable to effect a settlement with the insurance company. The apparently unnecessary delay is a cause of hardship to Mr. Neilson, which may call for further comment.

John Mouat, formerly with Backnall & Co., Winnipeg, is now representing W. H. Gillard & Co., wholesale grocers, of Hamilton, Ont. He will have charge of Manitoba and the Territories for this firm. He has also secured the right to handle a patent tea mixer in this territory, which only has to be seen by grocers to be appreciated.

The Manitou Mercury of July 1 says: "The copious rains of the past day or two have pretty thoroughly washed the face of nature in this district and have wonderfully refreshed the growing crops which were beginning to suffer for want of moisture. The weather has been remarkably propitious, a state of things which it is hoped will continue throughout the season."

Edgar W. Rugg, for many years connected with THE COMMERCIAL printing department, as foreman, has ceased connection with this establishment and branched out for himself. He has opened a printing office on Owen street in this city. It is understood that a new weekly paper will be issued shortly from Mr. Rugg's office, being a western edition of the well known Toronto Saturday Night, published by E. E. Shepperd.

From all parts of the district says the Manitou Mercury come reports of the rapid growth of crops. John Stepler whose farm is a short distance from town had a field of wheat headed out on the 4th inst. Mr. Ellis' wheat on the hill is out in head. Adam Rinn from Kaleida reports the wheat heading out in his locality, and parties from other sections also speak encouragingly of the prospects. Most of the wheat was sown about the first of May, so that the growth has been remarkable.

The plans for the new Bank of Ottawa building to be erected in Winnipeg have been received by C. H. Wheeler, who has been appointed superintending architect. The building will be let by private tender. It will be built on the vacant property between Lombard street and Portage Avenue. The block is to be constructed of red brick with brown stone front, and will rise to the height of about 60 feet, three stories and a basement. The first floor will be used as the bank premises, the basement and the two upper stories as offices. The estimated cost is \$30,000.

The following are the figures of the number of immigrants who registered at the Dominion immigration buildings, Winnipeg, for the past six months. The number is smaller than last year, but the figures are more reliable. The hall was closed for a portion of January and February:

January .....	96
February .....	—
March .....	436
April .....	1,260
May .....	1,277
June .....	1,100
<b>Total .....</b>	<b>4,169</b>

**Saskatchewan.**

The Chipawayana were in town the other day, says the Battleford Herald, with another outfit of fur, the value of which was between \$2,500 and \$3,000. The Hudson's Bay Company got the lot.

**Assiniboia.**

Mr. Nicol, says the Medicine Hat Times, returned on Monday from Winnipeg, where he has been with two double decked car loads of fat sheep, which he sold readily in that city. During the past two weeks Mr. Nicol sold 865 sheep, 200 of which were purchased by L. Clark, who takes them to Edmonton for sale.

Geo. H. Strovel has completed his contract on the "Soo" road and is now offering his contractor's outfit for sale. All the grading will be finished this week and tracklaying has commenced at both ends. The road will be in running order by the 1st of September.

**Grain and Milling.**

Chalmers and Watson are putting the elevator at Pilot Mound in order. A new grain cleaner and a steam engine will be placed in the new building, and other improvements

made which will give better facilities for handling grain.

E. L. Drowry, brewer, Winnipeg, is contemplating the erection of a 30,000 bushel elevator on his property.

At Montreal recently fire broke out in a large unoccupied grain elevator on the canal bank, Mills street, which was entirely destroyed. The building, which was formerly the old Gould mills, was owned by Fotheringham & Workman, and valued at about \$30,000.

The annual meeting of the stockholders of the Neepawa Farmers' Elevator Co. was held on the 13th inst. It is proposed to increase the capital stock from \$15,000 to \$25,000.

Heavy rains have occurred at Virdon, Man., this week, which assures the district of at least an average crop of wheat, and to the north and south of this place, in many places, more than average crop.

The weather has been sultry, writes an Elkhorn correspondent. Several thunder storms have passed over us, giving welcome rain. There has been about 2½ inches of rainfall since the first of the month.

**Russian Wheat Crop.**

The Russian wheat crop prospects, according to both official and commercial reports, have greatly improved. There has been plenty of moisture for the spring wheat, which to some extent has taken the place of winter wheat which had been plowed up, and the winter crop, where it once appeared to be lost, has revived in a remarkable degree; this at least is the sum and substance of the various reports. Russian shippers, nevertheless, are slow to descend to the level of prices in England, finding a better market in the Mediterranean, whence the greater part of the exports find a market. — [Beerbohn.

**Duluth Wheat Market.**

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

Monday—July, 6½c; September, 6½c.
Tuesday—July, 6½c; September, 6½c.
Wednesday—July, 6½c; September, 6½c.
Thursday—July 6½c; September, 6½c.
Friday—July 6½c; September, 6½c.
Saturday—July 6½c September, 6½c.

A week ago July wheat closed at 6½c, and September delivery at 6½c. A year ago July wheat closed at 78c, and September at 77c.

**United States Wool Markets.**

The past week's sales foot up small; the holiday added to the generally unfavorable conditions, causing a very slow business. The market can hardly be called weaker, as there is not enough business doing to establish prices on the different grades, but the situation is very depressed. The market has no settled value, a sale of a fair lot of XX and above Ohio fleeces, 20,000 pounds, being made at 25c, and another of the same size and grade at 23c. Some buyers are refusing to pay over 40c, scoured, for fine medium territory grades, while in other instances sales are made at 45c. The necessities of the buyer and the anxiety of the seller determine the price to a great extent, while a cash buyer can almost name his own price. Australian wools are dull, but held steady. Stock of domestic wool is increasing, although receipts show a large falling off compared with past years at this time.

Wool improved slightly at Chicago in the past ten days, but the volume of business is still light, and mainly in small lots. Interior holders have fair supplies, but are unwilling to sell at present prices, and the feeling is rather easy.—Bradstreet's, July 5.

The bark Marlborough has been chartered at Montreal to take a cargo of hay to Harve at 55c. This is the first charter of the kind ever made in Canada, and is made possible by a shortage in the French hay crops.

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*Manitoba Fall Trade, 1893.*

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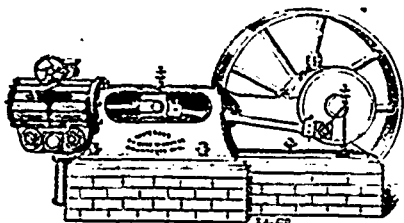
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Highest cash price paid for good malting Barley.

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**Green and Dried Fruits.**

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**WINNIPEG**

WINNIPEG MARKETS.

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

SATURDAY AFTERNOON, July 15.

**Green Fruits**—The supply of watermelons is large and prices are lower. Tomatoes are also lower, the supply being more plentiful from nearer by sources. In California fruits, cherries are out of the market, but Oregon cherries will soon take their place. Peaches and apricots are 25c lower. The season for strawberries is almost over. A few more may be received, but no constant supply can be looked for. A few native strawberries are offered, but the supply of them is very limited. A considerable quantity of native wild strawberries are offered on the street market. The second steamer of the new Australian line has arrived at Vancouver, bringing further lots of fruits, some of which will reach this market at once. California oranges are in the following varieties: Seedlings, \$3.75 to \$4 per box; budded, \$4.50 to \$4.75 per box; paper rind St. Michael, \$4.50 to \$5 per box; Malta blood oranges, \$5.50 to \$6. Choice Messina lemons, \$6 per box; fancy, do, \$7. Watermelons tending easier, and held at \$3.50 to \$4 per dozen; tomatoes, \$2 to \$2.25 per crate of four baskets; pineapples, \$3.50 per dozen; California peaches, \$2 to \$2.25 per box, do, apricots, \$2 per crate; Strawberries \$5 per 24 quart box; bananas \$2.75 to \$3.50 per bunch.

**WHEAT**—The week opened dull, and lower tendency. The visible supply statement on Monday showed a decrease of only 497,000 bushels, making the total 61,819,000 bushels, as compared with 23,130,000 bushels a year ago. The Michigan State crop report published on Monday, gave a crop of 20,895,000 bushels, about 3,000,000 less than last year. Prices continued lower on Tuesday. The United States official crop report, published on Tuesday, indicated a total crop of 394,000,000 bushels, or about 7,000,000 bushels less than was indicated by the previous monthly report. The shrinkage is in the spring wheat condition. On Wednesday cables were firmer, and United States markets fractionally higher. Crop reports were unfavorable rains in Europe where harvest is in operation being reported. Prices were easier again on Thursday, but recovered on Friday, under improved cables and unfavorable crop news.

Harvesting began in England on July 6 on the earliest lands. The *Mark Lane Express* says: On the best lands a crop of good quality, condition and weight is expected, but the plant is too thin on the ground for a big yield. It is expected that the yield generally will be 15 per cent less than a year ago.

The local condition of wheat has been improved by rains throughout the west, where it was needed. All parts of Manitoba now seem to have had rain, but the showers will be light in some of the Western Districts, where the rains came too late to ensure a heavy growth, though the prospects is now greatly improved in these districts. In the Red River valley there have been several heavy showers this week, which, unlike the west, are not wanted, as there is an excess of moisture, and crops are looking yellow on low lands.

**FLOUR**—Unchanged. Prices in small lots to the local trade are quoted: Patents, \$1.85; strong bakers' \$1.65; XXXX 80 to 90c; superfine 60 to 75c. Low grades irregular. Brands of some mills sell at 5 to 10c under these prices, even in small lots.

**MILLS**—The price to the local trade, less than car lots, delivered is the same at \$9 for bran and \$11 for shorts.

**GROUND FEED**—Held higher in consequence of the advance in coarse grains at \$17 to 20 per ton as to quality. Oil cake meal, sacked, \$26 per ton.

**OATMEAL, ETC.**—Unchanged. Rolled oats quoted at \$2.20 per sack, while some brands are quoted \$2.30. Granulated varies from \$2.20 to \$2.30; standard about \$2; cornmeal \$1.60 to

\$1.65; beans, \$1.80 to \$1.90 per bushel; split peas, \$2.40 to 2.50; pot barley \$2.40 to 2.50; pearl barley \$4 per sack.

**OATS**—Quiet, and held at about the same as a week ago, cars on track at 3) to 32) per bushel, local freights paid. A few low offers on the street market bring about 30) per bushel. Car lots, country points, about 25 to 26) per bushel of 34 pounds.

**BARLEY**—On track here, local freight paid, at 30 to 33c per bushel of 48 pounds.

**Butter**—Dull and dragging. Local retailers are largely supplied by farmers, and no shipping business to distant markets doing. Some country dealers are consigning direct to British Columbia markets, which reduces receipts here. A fair range of quotations appears to be from 12 to 14c for dairy; 15c per lb is now an extreme price, obtainable only for selections, in small lots.

**CHEESE**—The make of Manitoba cheese this season is expected to be fairly large. The present idea of prices is 8 to 8 1/2c to the factories. Some small cheese have been sold at 8 1/2 to 9c.

**Eggs**—Dealers are paying 11c for receipts, and selling at 12 to 12 1/2c, candled, per dozen.

**CURED MEATS**—Dry salt bacon is very firm. We quote: Dry salt long clear bacon, 11 1/2c; smoked long clear, 12 1/2c; spiced rolls 10 1/2 to 11 1/2c; breakfast bacon 14 to 14 1/2c; smoked hams, 13 to 14c; the lower price; for heavy hams; shoulders, 10 1/2 to 11c; mess pork, \$20.00 per barrel. Sausage quoted: Pork sausage, 9c; bologna sausage 9c lb; German sausage, 9c; ham, chicken and tongue sausage, 9c per half lb. packet.

**LARD**—Pure held at \$2.60, in 20-pound pails, per pail; compound, lower at \$2.20 per pail.

**DRESSED MEATS**—Beef is firmer this week, but this is expected to be only temporary. Grass fed cattle may soon be expected to increase the supply, as grain fed stock are exhausted. Beef quoted at 5 to 6c as to quality. Mutton lower and held at about 12 1/2c. Pork, 7 to 7 1/2c.

**HIDES**—Prices have at last been forced down here by the weakness in outside markets. Green hides are quoted 1/2c lower at Toronto. Here inspected cows have declined 1/2c and steers 1c. Some of the city butchers are said to be touting their hides rather than sell them at present prices, but as outside markets look now there does not seem to be much to induce holding for higher prices. We quote Winnipeg inspected here as follows: No. 1 cows, 3c; No. 2, 2c; No. 3, 1 1/2c; No. 1, heavy steers, 1c; No. 2 steers, 3c. Real veal 8 to 13-lb skins, 5 to 7c per pound. Kips about same as hides. Sheepskins worth 60c to \$1 for full wool skins, the top price for very large; sheerings, 15 to 20c each. Lambskins, 20c to 25c. Tallow, 4 1/2 to 5c rendered; 2 to 3c rough.

**WOOL**—The dull and low markets in the States is influencing Canadian wools, and the situation is dull and easy. Here there is a lower tendency. We quote ordinary unwashed Manitoba fleece at 7 to 9c per lb, for coarse to fair quality. Straight down wools would bring up to 10c. Buyers have not gone out to the country yet to pick up lots, as the outlook is not encouraging.

**SENEGA ROOT**—Dealers are buying at 25 to 28c per lb as to quality, and as high as 30c has been paid to country dealers for some lots.

**VEGETABLES**—Potatoes are higher, and on the street market bring about 35 to 40c per bushel. Cabbage 3 to 4c per pound or 40c per dozen for new native. Cauliflower, 40 to 50c a dozen, and small yet. Onions 3 to 3 1/2c per pound. The supply of green stuff is liberal, and prices are generally lower.

The Winnipeg Industrial Exhibition opens to-day (July 17), and closes July 22. Prospects for a good exhibition are favorable.

Over 200 banks have failed or are in liquidation in the United States. This shows the extent to which the present financial depression has been felt.

Winnipeg Wheat Inspection.

Below is shown the number of cars of wheat inspected at Winnipeg for five weeks ending on the dates given, and compared with the same weeks of last year:—

Grade.	May 27.	June 3	June 10	June 17.	June 21.
Extra Manitoba					
hard .....	1	0	0	0	0
No. 1 hard .....	11	1	25	6	7
No. 2 hard .....	40	70	167	89	69
No. 3 hard .....	3	7	11	25	12
No. 1 Northern ..	3	4	0	5	2
No. 2 Northern ..	0	0	0	0	1
No. 3 Northern ..	0	0	1	1	2
No. 1 White lye ..	0	0	2	0	0
No. 2 White lye ..	0	3	1	0	0
No. 1 Spring .....	0	1	1	1	0
No. 1 Frosted ...	1	2	11	7	3
No. 2 Frosted ...	0	8	1	1	2
No. 3 Frosted ...	0	0	0	0	0
Rejected .....	2	3	11	10	6
No Grade .....	6	9	7	3	9
Feed Wheat ...	0	1	0	0	0
Total .....	76	113	233	141	108
Same week last year	72	159	289	281	308

Chicago Board of Trade Prices.

[Quotations below are per bushel for regular No. 2 wheat, which grade serves as a basis for speculative business. Corn and oats are per bushel for No. 2 grade; mess pork quoted per barrel, and short ribs per 100 pounds.]

Wheat opened 1/2c lower on Monday, advanced 1/2c, declined 1/2c and closed 1/2c lower than Saturday. Corn was 1/2c lower, and oats 1/2c lower. Closing prices were:—

	July.	Aug.	Sept.
Wheat .....	65 1/2	—	70 1/2
Corn .....	40 1/2	41 1/2	41 1/2
Oats .....	23 1/2	—	24 1/2
Pork .....	19 65	—	20 45
Lard .....	10 17 1/2	—	10 67 1/2
Ribs .....	9 30	—	9 60

On Tuesday wheat continued weak and lower. Prices started 1/2 to 3/4c higher, but declined steadily 1/2c for September and closed 1/2c lower. December closed 3/4c lower at 74 1/2 to 75c per bushel. Closing prices were:—

	July.	Aug.	Sept.
Wheat .....	64 1/2	—	69 1/2
Corn .....	40 1/2	40 1/2	41 1/2
Oats .....	23 1/2	—	24 1/2
Pork .....	19 55	—	20 35
Lard .....	9 55	—	10 55
Ribs .....	9 12 1/2	—	9 37 1/2

On Wednesday wheat was irregular and opened 1/2 to 3/4c lower, then advanced 1c, declined 1/2c and closed 1/2c higher than yesterday. Closing prices were:—

	July.	Sept.	Dec.
Wheat .....	65 1/2	—	69 1/2
Corn .....	40 1/2	40 1/2	41 1/2
Oats .....	23 1/2	—	24 1/2
Pork .....	19 65	—	19 85
Lard .....	9 62 1/2	—	10 12 1/2
Ribs .....	8 80	—	9 05

On Thursday wheat opened slightly higher, but declined about 1c, then recovered some and closed slightly lower than yesterday. Closing prices were:—

	July.	Sept.	Oct.	Dec.
Wheat ..	65 1/2	69 1/2	—	75 1/2
Corn ...	40 1/2	41 1/2	—	42
Oats ...	23 1/2	24 1/2	—	—
Pork ...	19 65	19 75	—	—
Lard ...	9 72 1/2	10 22 1/2	9 77 1/2	—
Ribs ...	9 00	9 15	—	—

On Friday wheat prices were stronger, under higher cables. Closing prices were:—

	July.	Sept.	Oct.	Dec.
Wheat ...	65 1/2	69 1/2	—	76 1/2
Corn ...	40 1/2	41 1/2	—	—
Oats ...	23 1/2	24 1/2	—	—
Pork ...	19 60	19 60	—	—
Lard ...	9 72 1/2	10 25	9 77 1/2	—
Short ribs	8 77 1/2	8 07 1/2	—	—

On Saturday wheat opened at 69 1/2c and closed at the same price for September option.

Money is still very tight, says the *Montreal Trade Bulletin* of July 7, and full rates are exacted. The rate of interest on call loans was advanced to 8 per cent yesterday by a well known money lender who supplies the street brokers; and we quote 7 to 8 per cent on call. Commercial paper is quoted firm at 6 to 7 per cent; and we hear that the discount rate has been advanced upon some customers from 6 to 7 per cent.

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— AND —

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**Montreal Markets.**

**Flour**—Dealers here say they are working hard to put business through, but that Western men ask too much money to effect trades. Straight roller flour in lots of 1,000 bbls is being offered at \$3.15 and 3 1/2 on track without finding buyers, as Newfoundland say they can buy American flour in bond at less money. The sale is reported of two car loads of straight roller at \$3.10, said to be very good brand. Broken lots have been sold at \$3.25 to \$3.40 delivered. In spring wheat flour prices are more or less nominal, and cover a wide range according as the views of the sellers vary. While we get sales of Manitoba strong bakers flour at \$3.75 to \$3.90 for good to choice, business is also reported at \$4.10 for fancy brands. Dealers complain of a very limited demand from the country, although prices are, the lowest ever known before.

**Oatmeal**—The market is steady, rolled and granulated being quoted at \$1.20 to \$1.25 for car lots on track, and we quote as follows:—Rolled and granulated \$1.25 to \$1.35, Standard \$1.05 to \$1.15. In bags, granulated and rolled \$2.10 to \$2.15, and Standard \$1.95 to \$2.05.

**Feed**—Car lots have been sold at \$14.00 and \$14.25. Shorts are scarce and quoted at \$17.50 to \$18.50; moullie is quiet at \$20.00 to \$21.50.

**Wheat**—Cash wheat is lower. A lot of No. 2 hard Manitoba wheat, which last week was offered at 70c at Fort William has since been wanted at 72c, which the holder refused. Here No 2 hard is nominally quoted at 80c.

**Oats**—A few car lots of No. 2 have changed hands at 40c to 41c per 34 lbs in store for local account. The market holds firm, but no large lots appear to be wanted.

**Barley**—The market is dull, although we learn of some business in malting barley at 48c to 50c. Feed barley is quiet at 41c to 43c.

**Cured Meats**—In lard, sales are reported of 2,500 pails of compound at \$1.90 per 20 lbs. In smoked meats a large Montreal curing establishment is making weekly shipments to England of certain cuts which are taking well on the other side.

**Butter**—The market for creamery butter is called a trifle less firm by some dealers, while others find that in order to buy they have to pay 20c and parties have bid 20c for a certain Eastern Townships creamery at the factory, without getting it. The shipment of butter will be considerably larger this week. Eastern Townships dairy is still scarce, and choice lots have changed hands at 18c to 18c. In Western there is not much here, and holders west of Toronto are trying to prevent it coming here by asking too high prices. They want 16c f.o.b. there, and one lot of 350 pkgs. was placed at 15c.

**Cheese**—The market is more active than would appear on the face of it, with sales of the finest western colored at 9c to 9c, and finest western white at 9 to 9c, although it is said by some that the outside figures would not now be paid. We know that 9c has been paid for finest French colored, and 8c for finest white French, despite the statement that these figures would not be repeated. Under-priced goods have been placed at 8c to 8c.

**Eggs**—An increase in sales is noted at 11c to 11c. Some lots have felt the effect of the late hot weather, and allowances have had to be made to buyers. In some instances shrinkages have been 6 dozen to the case. Very few eggs have gone forward to Great Britain this season, as dealers here say there has been no money in shipping to that market.

**Maple products**—Syrup is reported quiet at 4c to 5c in wood, and 50 to 60c in tins. Sugar is dull at 6 to 7c per lb.

**Hides, etc.**—The market is very quiet for hides, although there is some enquiry for light hides for Quebec; but heavy do not appear to be wanted at all. Prices are the same as quoted last week. Calfskins are quiet and steady at 7c, with sales at that figure. The only change is in lambskins, which have advanced about 5c and are now quoted at 30 to 35c. We quote

prices of hides and skins as follows: Nos. 1, 2 and 3 hides to tanners 5c, 4c and 3c and to dealers 5c, 4c and 3c; for Nos. 1, 2 and 3c. Calfskins 7c, sheepskins \$1.25, and lambskins 30 to 35c.

**Wool**—A few small sales of Cape wool have taken place at 14 to 15c; a fine lot bringing 15c, but the bulk of transactions are said to range from 14 to 15c. The new Canadian clip will, it is said, be a full average crop, parcels of which have changed hands at country points at 18c. A good deal of Canadian wool will no doubt be held back until it is known what Cleveland intends to do about the wool duty. Should he rescind it, as some think he will, Canadian wool would be worth 2 to 3c per lb more money. We quote: Cape, 14 to 16c; Scoured B.A. wool, 29 to 39c; Canadian fleeces, 19 to 20c; Northwest wool, 12 to 14c as to grade.—Trade Bulletin, July 7.

**Toronto Markets**

**Flour**—Millers reported more enquiry today, but buyers were below seller's figures. Straight roller wanted at equal \$2.70, Toronto freights, in wood, and sellers asked \$2.80 to \$3.10.

**Millfeed**—Steady, with a good demand. Bran is worth \$11.50 to 12, Toronto freights, and shorts \$13 to 14.00.

**Wheat**—Held higher with more export and milling demand. 61c was bid freely for red and white north and west, but holders wanted 63 to 64c in most instances. Spring on these freights is worth 60 to 61c and goose 60c. Manitoba wheats sold at 83c for No 1 and 81c west for No 2 hard.

**Oats**—Steady and in demand. Light sold here at 39c, but good to choice cars heavy changed hands at 40 and 41c. Mixed were bought on the C.P.R. west at 35c, and white offered at 36c.

**Grain and Flour**—Car prices are:—Flour, Toronto freights, Manitoba patents, \$4.00 to 4.10; Manitoba strong bakers', \$3.70 to 3.80; Ontario patents, \$3.50 to 3.60; straight roller, \$2.85 to 3.10; extra, \$2.65 to 2.70; low grades per bag, \$1.00 to 1.25. Bran—\$11.00 to 12.00. Shorts—\$13 to 15.00. Wheat—(west and north points)—White, 61 to 62c; spring, 60c; red winter, 61 to 62c; goose, 60 to 61c; spring Midland, 61 to 62c; No 1 hard, 82 to 83c; No 2 hard, 80 to 81c; No 3 hard, 72 to 73c; No 1 frosted, 67 to 68c; peas (outside) 58 to 60c. Barley (outside)—No 1, 45c; No 2, 40c; No 3 extra, 35 to 36c; No 3, 32 to 33c; Rye (outside) 55 to 56c. Buckwheat (outside) 50c. Oats, 39 to 41c.

**PRODUCE.**

**Eggs**—Quiet and steady. Job lots were held at 11c to 12c. Receipts were moderate.

**Hops**—Trade quiet; good to choice Canadian hops, 1892 crop, quoted at 15 to 17c.

**Produce**—Quotations are: Beans per bush.—Out of store, \$1.25 to \$1.40. Dressed meats, per lb—Beef, fces, 3c to 4c; hinds, 8 to 9c; veal, 7c to 9c mutton, 6c to 7c; lamb, 11 to 12c. Dried apples jobbing at 4c; evaporated, 8c to 9c. Eggs—Fresh, 11c to 12c. Hay—Timothy, on track, \$10.25 to \$10.50. Straw, \$5.50 to \$6.00. Hides—Cured, 5c to 5c; green, No. 1, cows, 4c. Skins—Sheepskins—\$1 to 1.35; calf, 5 to 8c. Hops—Canadian, 1892 crop, 15 to 19c; yearlings, 12 to 14c. Honey—Extracted, 8 to 9c; sections, 13 to 14c. Potatoes, per bag, out of store, 65 to 70c; on track, 40 to 50c per bag. Poultry—chickens, per pair, 40 to 70c; geese, per lb., 8c; ducks, per pair, 60 to 70c; turkeys, 8 to 9c per lb.

**Butter**—Receipts to day were large, but everything was apparently wanted and the market feeling was firm. Several good sized packages of extra choice dairy tub sold at 17c, but the bulk of the offerings was held at 16c. Large rolls of fore-picked tub were in active demand and steady at 14 to 15c. No accumulation of stock was reported.

**Cheese**—The local market was not altered much this week; new cheese meets with a fair

enquiry at 9c to 10c for job lots. The feeling is easy and lower prices are looked for before the close of next week.

**Cured Meats**—Quotations are: Mess pork, Canadian, \$21.00 to \$21.50; short cut, \$21.50 to \$22.00; bacon, long clear, per pound, 10c to 11c; lard, Canadian, tierces, 12c to 13c; tubs and pails, 13 to 13c; in tins, from 4 to 5 lbs, 13c to 14c; compound, do, 10 to 10c. Smoked meats—Hams, per lb, 13 to 13c; bellies, per lb., 12c to 14c; rolls, per lb, 10 to 10c; backs, per lb, 13c to 14c.

**Export Cattle**—The supply was large and market dull and weak. A few sales by the load were reported at prices ranging from 4c to 4c, but in the absence of business reliable quotations were hard to get, and we quote nominally only. At the close a good many cattle were unsold, and will probably be held over until next week.

**Butchers' Cattle**—The feeling was easy on account of the liberal offerings, and only a good local demand prevented a big decline in prices. Quite a number of stall fed cattle were offered, and these invariably sold better than grass-hopper heaves. Prices for the former went as high as 4c for extra choice animals, while the latter sold anywhere from 2c to 3c per pound. Notwithstanding the good local demand quite a number of cattle were unsold at the close, and the prospects for next week at present do not look very bright.

**Milch Cows**—The offerings were large, 45 altogether coming in, and prices were off about \$5 per head. There was no local demand to speak of, and at the close the stables and yards were by no means empty. Prices ranged from \$30 to \$40 per head.

**Sheep and Lambs**—Receipts, 800; market dull and prices lower. Lambs met with a fair enquiry at \$3.50 to \$4.25 per head, but sheep sold slowly at \$4 to \$5.

**Hogs**—About 600 were offered. The demand was slow and market easier. One lot of 40 choice hogs, averaging 200 pounds, sold at \$6.25 per cwt., fed and watered. Rough hogs sold down to 6c per pound.—Empire, July 8.

**Grain Prices in England.**

L. Norman & Co., London, write THE COMMERICAL as follows:

Since our advice of the 19th inst., we regret that the slight improvement then mentioned has not been maintained, the market having relapsed into the previous dull state. The news from America is not encouraging to buyers, as there is an uneasy feeling that if the financial crisis is prolonged the banks may be obliged to call in their loans on grain, which would mean the throwing on the market of immense quantities now in store.

In Canada grain transactions have been of a most limited nature. Shippers still remain firm and not at all disposed to meet buyers views.

**Hard Manitobas**—No direct sales reported. 1,300 qrs. have been re-sold on passage at 29/3.

**No. 2 White Winter Wheat**—Shippers views are too high to admit of business. Sellers to East Coast ports at 28/6. Buyers 27/6.

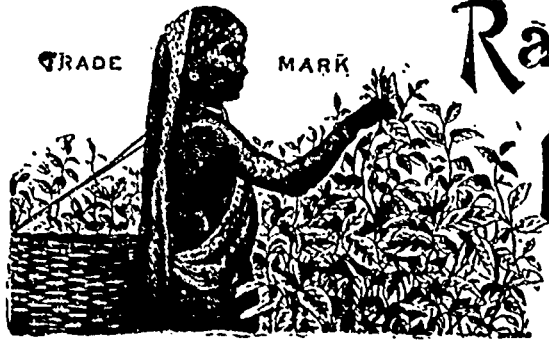
**No. 2 Spring Wheat**—Position unchanged. Until sellers reduce their limits, business impossible.

**Goose Wheat**—Sellers asking 26/3 for July shipments, buyers at 26/-.

**Barley**—For near positions easier, distant firm. Little or no enquiry for malting. Nothing done in Canadians.

**Oats**—Quieter, and sixpence down from highest paid. Some 6,000 qrs. mixed Canadians were sold during the week from 18/9 to 19/3. To day sellers ask 18/9 for Mixed and 19/3 for White.

Owing to the surplus stock of 2,500,000 gallons, Gooderham & Wortz, distillers, of Toronto, have decided to close down for a period of seventeen months. Other Ontario distillers will probably follow for a like reason.



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GUARANTEED ABSOLUTELY PURE  
AS MANUFACTURED ON THE  
GARDENS IN INDIA.

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British Columbia,  
L. GODBOLT WINNIPEG McIntyre Block

# LAKE OF THE WOODS MILLING CO.

LIMITED.

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

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

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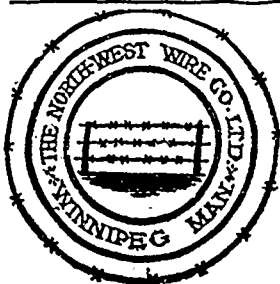
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Feathers AND  
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Every Attention paid to Guests. First-class  
every Respect. Appointments Perfect.  
Graduated Prices.

## British Columbia's Eldorado.

(Continued.)

The trail between Kaslo and New Denver on Slocan Lake has not yet attained the dignity of a road, although the enterprising citizens of the former town, aided by the Provincial Government, are rapidly putting it into shape for the passage of wagons. It was a very fair winter road. A large amount of valuable ore was taken down to Kaslo over it last winter. When the winter broke up in April work of every character in the Slocan region was nearly a suspended. Several mines were overwhelmed with snow slides earlier in the year, and several lives were lost in consequence of their rapid descent.

The Kaslo Transportation Co., managed by Mr. Cleary, has put a stage on the first ten miles west of Kaslo, and in it I took passage one sunny morning. Seated in a huge Bain wagon (the Canadian wagons seem to have the field out here), drawn by four good horses, handled by an experienced driver, who was cabman in Winnipeg in the early eighties, I enjoyed such a ride in the mountains as I shall not forget, and which I would willingly repeat often. Clinging to the steep slopes, sometimes hundreds of feet above the torrent below, around sharp curves, over rocks and roots we rattled, the horses almost unconscious of the fact that there were eight precious lives, and about a ton of valuable camp equipment in the powerful vehicle behind them.

From the ten mile station we footed it through, twenty miles to New Denver, over a trail that alternately wallowed in the overflow bottoms, and climbed the steep shoulders of lofty hills. We passed a large number of incipient townsites where lots on the principal business streets could be had cheap. This whole region is so mountainous that a very small portion of it is fit for cultivation, so little that when a small area of level ground is found it is laid off in town lots forthwith. On the way to New Denver, we passed the Washington Mine, Freddy Lee, the Slocan Star and other bonanza lodes of great richness.

In the valley over two thousand feet below the Slocan Star lies a great boulder weighing 175 tons. When first discovered it was of a whitish gray color, and its true value was not noticed until some one chipped a corner off it, to find that instead of being a block of worthless gray "float," it was a solid mass of rich, black galena, covered with a coating of oxide, the result of long exposure to the air. It changed hands at less than \$5,000, and is now valued at over \$25,000 by the company which bought it from the original owners.

In the valleys of the Carpenter and other creeks just east of New Denver are the richest locations in the Slocan District. Each rich find being quickly followed by the formation of a group of locations immediately around it.

Slocan Lake itself lies nearly midway between the Arrow Lake to the west, and the Kootenay Lake to the East, and runs in the same direction, that is north and south. Its length is about twenty-five miles. It empties at the southern end, by a swift stream of thirty miles in length, into the Kootenay River midway between Nelson and Robson.

The tug, "W. Hunter," of 75 tons burden, plies on the lake carrying supplies, lumber, etc., from port to port.

New Denver is a log and frame village of about two hundred population, and is generally considered to be the best settlement in the Slocan region.

While here I visited the "Mountain Chief" mines, where three tunnels are being pushed into the mountain on a most promising tide, rich in steel and peacock galena, carrying a large percentage of silver. To get up to any one of these mines a very hard climb along a zigzag path that is only accessible to man, rising straight up the steep slope. Much mineral has already been uncovered and awaits better chance of exportation than those in vogue now, before it will be shipped away.

I also visited the Grady group

of mines and here saw a wonderfully wide vein of galena, in some places from six to eight feet wide, and assaying from 120 to 918 ounces per ton. Quite a little development has been done in the shape of tunneling, etc. A snow slide this spring took the top off the mine shanty, and buried one man nearly out of sight; he was not killed. It is this danger that deters most of the prospectors from going into the country before June heat has started the movable snow from the mountain slopes.

The course of one of these snow slides, or, better still, a land slide, is examined with great care by prospectors, in the hope that in its course it may have laid bare some hitherto hidden vein.

Many of the richest finds have been virtually up among the clouds, at heights varying from two to five thousand feet above the lake. While visiting the Grady location I climbed to the top of the mountain in which it is located, and there at an elevation of about 5,000 feet above the lake, found a mineral location taken up four days before my visit. The view from this point must be magnificent, but fog and rain spoiled it for me, and wearied by the hard dangerous climb, and wet to the skin, I returned to Silvertown, at the opening of the valley upon the Slocan Lake.

Most of the valleys on the eastern side of the lake are the means by which trails ascend from the water's edge to varying heights where groups of locations are being developed.

Of the Slocan Star I learn that B. M. White, the proprietor, had twelve men at work, and had 150 tons of concentrated ore ready for shipment when the railway was built near the mines. He has about half a million dollars worth of ore in sight, and would not take less than that sum for the mine. The ledge matter is about 60 feet wide. In one place there is a solid lode of galena four feet wide, assaying 200 ounces of silver and seventy-five per cent of lead to the ton. In one place an assay showed the ore contained 4,812 ounces of silver to the ton. I could speak of others, including the Middaugh groups, where wealth awaits the capitalist. W. D. Middaugh, late of Port Arthur mines, represents capital to the extent of over a million dollars, and expects to spend over \$200,000 on trails and development, on many of the thirty-five locations owned by the firm, his colleagues of Duluth and Minneapolis.

It will be years before one half of the wonderful riches of this great treasury have been revealed by pick and drill. Some gold is found in most of these veins as well as gray copper ore. But the real gold country is much further north, in what is called the Lardo Duncan country. A short distance south of the main line of the Canadian Pacific Railway east of Revelstoke, and will be tapped by lines of communication from the head of Kootenay Lake, and the north arm head of Arrow Lakes, 30 miles south of Revelstoke. Tales of big finds are everyday talk, many of them are exaggerated, many others are underrated. Time will prove their relative values.

In leaving the Slocan country I went up by tug from New Denver to the north end of the lake where Hill Bros. have a sawmill, capacity 10,000 feet per day. Before I leave the lake let me give some prices. Meat, cured, 25c per pound; fresh, 18 to 20c; flour, \$7 for 100 pounds; potatoes, 10c pound; nails, 10c pound; canned goods, \$6.75 wholesale, \$3 per case retail; coal oil, \$1 gallon; beans, 10c pound; dried apples, 20c pound; narrow gray blankets per pair, \$5. The pack mules bring in from 300 to 350 pounds in their pack, the packers getting 2½ cents per pound from Nakusp to Slocan Lake (21 miles). All the oats and hay necessary to feed the mules must be carried with them as there is no natural feed for them on the trail. It was a wet, muddy walk that 21 miles, but I did 10 miles first afternoon, and 11 miles next morning in four hours over an exceedingly bad trail, rendered so by the rains. One mule here is equal to two on the prairie. It is up this valley that the Nakusp branch of the C. P. R. will come. It will pass through an

exceptionally fine stretch of timber limits; pine, fir, cedar, tamarac, hemlock, etc., of the largest size.

On reaching Nakusp, a rising city of twelve stores, hotels and shanties on the Upper Arrow Lake I took the Lytton south to Nelson for my baggage, and then returned north through the Arrow Lake to Revelstoke. It was a trip that a man will not forget in a life time. The magnificent scenery of the route, the rough, wild country, the strange assortment of people one meets and the freedom of the west allure you, and fill you with regret when the day comes to bid it all farewell.

HENRY J. WOODSIDE.

## The United States Government Crop Report.

The July returns of the department of agriculture made the following averages of condition:—Corn, 93.2; winter wheat, 77.7; spring wheat, 74.1; oats, 88.8; rye, 85.3; barley, 88.8; potatoes, 94.8; tobacco, 93.0.

The condition of winter wheat is 77.7, against 75.5 last month and 89.6 in July, 1892. The principal state averages are.—New York, 86; Pennsylvania, 99; Kentucky, 92; Ohio, 93; Michigan, 79; Indiana, 83; Illinois, 86; Missouri, 77; Kansas, 46; California, 80; Oregon, 96.

The condition of spring wheat is 74.1, against 90.9 in July, 1892. Last month it was 86.4. State averages are:—Minnesota, 77; Iowa, 95; Nebraska, 60; South Dakota, 69; North Dakota, 73; and Washington, 91. Condition of all wheat, July 1, 1893, was 76.6. On June 1 it was 78.8.

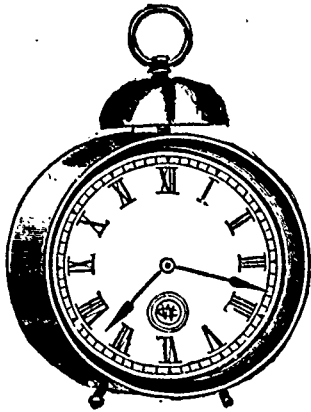
## The Probable Crops in Europe.

(From Doribusch, June 23.)

Recently the bright, dry weather, broken by thunderstorms and the attendant rain, has pushed forward the prospects of wheat harvest in middle and western Europe. In no country can the outlook be described as satisfactory, the English yield in consequence of reduced area must perforce be small. The *Marche Francaise* maintains that the French wheat crop will be better than pessimists anticipated, and may probably yield average results. In Spain harvest is progressing and except in Navarre and one or two other districts excellent crops of wheat, barley and oats are looked for. In Germany, Italy, Belgium, etc., fairly good returns are expected, but everywhere straw must be deficient. The Hungarian crops in many provinces have been injured by heavy rain, but on the whole an average harvest is reckoned upon. The accounts from Russia continue very favorable. Recent reports from Roumania dispel the sinister forebodings produced by the floods and low temperature. In nearly all parts of the principality the crops have recovered and are in a satisfactory condition.

## Iron Ranges of Lake Superior.

There is a general and widespread suffering in the several established iron ranges of the Lake Superior district, says a report from St. Paul. It is the worst time since the black days of 1872. There is scarcely a mine on the ranges that is not either completely closed or greatly curtailed in operation. Miners have not been at work for three weeks, and the idle men are at least 8,000 more than a month ago. This tremendous non-employed force decreases in like ratio the business of the railways in that section and also the stores and dependent industries. It is probable that 12,000 men are to-day out of work by reason of the closing of these mines. Most of the mines that have suspended are still shipping the ore that they mined and put on stock piles. Some few are continuing mining operations with day shifts. Some, however, are so completely shut down that the pumps have been taken out and the mines will be allowed to fill with water.



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### Reciprocity Between Canada and Australia.

From Vancouver World, June 21.

There was a large attendance at the Vancouver Board of Trade rooms, of members and non-members, on Friday evening to hear an address from F. W. Ward, representative of Jas. Huddart, managing owner of the steamships Miowera and Warrimoo, of the Sydney-Vancouver line.

Mr. Ward commenced by saying that as far as feeling went the new line of steamers was firmly established, and it was well it was so, because friendly feeling was bound to enter into the building up of trade. They were gathered on this occasion to discuss the more practical side of the question. The business to be done might be put under three heads, postal, travelling and commercial. The Australasian mail subsidy is now going to the P. & O boats, which make the trip to the old country via the Suez canal. The contract speed is less than could be easily made by the Canadian line. The steamers are fine and run well on time. A question he had to look into was whether Australia should go on sending her mail by the western route or adopt the eastern. He favored the latter, especially from the standpoint of safety. Then as to speed. Mails had been delivered from the Miowera in London in 13 days. The same distance had been done in 10 days, and could be again. This would effectually beat the other route. High speed for obvious reasons is more easily maintained for a short distance than a long one, coaling, straining on machinery, etc., being considered. In this respect the Pacific service has the advantage over that via the Indian ocean. Australia does 80 per cent. of her trade with Great Britain. This is a tribute to the old flag and to the old flag's free trade policy. The importance of the mail in view of this is hard to exaggerate and no other route gives a British territory way of transit. The mails might not be got at the end of next year but they were worth fighting for. It had the favor of a great many people in England, and would be supported by the Times. The P. & O. and Orient lines were both backed by strong companies that had influence, and they would not give up the mail contract without a struggle. The Miowera's mail was landed in London a few days ahead of the Suez canal average and five days ahead of the San Francisco route. The travellers would undoubtedly follow the mail route, and that would not be a bad thing for Canada. Mr. Ward then quoted statistics to show that the postage came within a small fraction of paying the subsidies. He had made a trip to London on a P. & O. steamer, and back to Australia by an Orient liner. They were both fine boats and admirably conducted, but he had no love for the Red sea or the Indian ocean. Both of them were noted for deaths from heat apoplexy and this was almost unknown to the Pacific. Few people, also,

care to spend more than three weeks on a ship at a time. A passenger could leave Australia by the Canadian route at the same time as a man going by a P. & O. boat. The one could get to Europe in the same time and be able to spend 16 days in America, while the other would be 45 days on a ship. He did not know whether he had given them any light, but he certainly had got some. He was pleased with the electric tramway and British Columbia dyking system which were things that he thought could be well introduced into Australia. He thought the latter was ahead of this country in booms, but he did not advise them to cultivate a crop. He paid a high tribute to the sturdy element that followed the mining industry, and spoke of several districts in Australia, where the original gold seekers were now successful farmers. He showed that while pastoral pursuits covered the greatest part of the country the output was £34,000,000 of which £20,000,000 was wool. Of minerals of all kinds £11,000,000 are sent out. The average of land cultivated in Australasia is .35 of an acre out of every 100, and this gave an output of £24,000,000. In the crisis through which Australia is passing the least affected was the agricultural industry; while bubbles were bursting in the cities the agricultural industry was as solid as a rock. We do not, he said, know the value of soil in new countries. If the two young colonies on both sides of the Pacific could interchange ideas it would be well for each. He would like to say, if he were not uttering a political heresy, that he was in favor of having the abundance of the world distributed to all its parts. Australia has an abundance of some things and Canada had an abundance of others. The former was proud that she had lowered the price of wool, and the latter could pride herself upon lowering the price of bread. One thing that had pleased him in Canada was that he had been told that most of the people owned their own homes. With the aid of British Columbia lumber the Australians could be helped along this same line. In return Australia could send them some hard woods that would defy the torredo. He would like to have British Columbia written and talked about in his country so that people would not think of taking anything else but British Columbia salmon. They should keep statistics of trade so that the United States would not get all the credit for what British Columbia was sending as had been the fault in the past. New South Wales imported last year £,721,687 pounds of preserved fish, mostly salmon, valued at £92,518. Of this none at all was credited to British Columbia. This was due to the fact that the shipments had been made by way of San Francisco. He had instanced only one of the six colonies and they could judge from that the importance of the trade in fish. The South Sea Islanders were all very fond of fish now that they had left off cannibalism, and Sydney was the distributing point for them. New Caledonia last year had got 125,471 pounds of preserved fish.

from Sydney and Fiji, New Guinea and other islands had received large quantities. The agents of the line in Honolulu had told him that the islanders were becoming more fond of fish, particularly salmon, all the time. In the lumber trade it was possible that Canada could do more than in the past. She appears badly at present as compared with the United States, but this was due to misplaced credit. They had had to face this when agitating for the Canadian line, and, though they knew that the records were wrong, they had no way of getting the correct figures. The trade between the United States and Australia stood next to that with Great Britain, and he thought that Canada could easily get a share of that trade. The McKinley tariff was not an olive branch, and the Australians felt that it had been directed against their wool. The United States never had shown them anything like a hearty reception. The line to San Francisco had been running for 20 years, and the United States had never paid a cent of the subsidies, though all the while it was reaping the largest share of the benefits. The new line had been started by Canada. Mr. Huddart had only taken up the offer that the Canadian Government had been dangling before the eyes of shipowners for years. If anything were done by the United States now it would be to save a trade that they are afraid will be taken from them by Canada. They expected a return trade with Canada. They had been paying the United States in gold, and Uncle Sam was causing his people to dress in shoddy because he would not admit their wool. What Australia would send to Canada would not dispossess native products. They could send fruit at Christmas, and plenty of butter when it would be scarce in Canada, and mutton at 2½c. a pound at the ship. They wanted in return manufactured goods. Agricultural machinery, hardware and all such articles might as well come from Canada as the United States. The trade was developed, all Canada had to do was to supply it. In type-setting machines alone there was an opening for hundreds, and he had already been making enquiries which he hoped would lead to business. He was confident that if they stuck to it in a practical way they would get a trade much more rapidly and of a more varied character than any would have dreamed to be possible a few weeks ago.

After short speeches it was moved and carried unanimously, "That, in view of the inauguration of a direct steamship service between Australia and Canada, in the opinion of this board it is desirable in every way to promote and foster our trade with the Australasian colonies, and that the Dominion Government be moved to take into consideration, with the respective Governments of the Australasian colonies, the customs tariffs now in force on both sides, and so arrange such alterations thereto as will encourage the development of reciprocal trade between the Dominion of Canada and Australasia."

R. L. HUTCHISON,  
(Late of Mills & Hutchison, Montreal.)

EDWARD J. DIGNUM.

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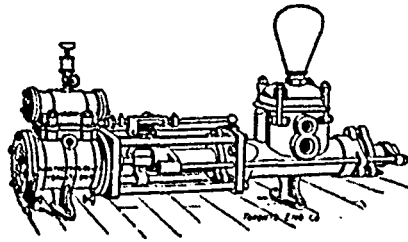
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The Northwest is one vast sanitarium. The bright sunshine, the absence of fogs and chilly weather, the bracing air, put vigor into the steps of men and paint roses on the cheeks of women, with colors not to be found in the drug stores. There are hot springs, too, along the Great Northern in the West, noted for healing many human ailments.

## A Manufacturer?

If you are crowded where you are now, or if raw material is getting scarce, take a look at the Northwest. It is full of resources, of wood, clay, minerals, and products of various sorts. There are undeveloped water powers. You can find material and power in close association. The railway affords cheap facilities to market.

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Rich discoveries are being made every day in the Kootenay district of British Columbia, Montana, and Idaho, in the Neilhart-Barker district of Montana, and in the Okanogan district of Washington. To reach these localities take the Great Northern Railway. The district route to Fort Steele, B. C., is by steamer from Jennings, Mont., and to Pilot Bay, Kaslo, Alnsworth and Nelson, B. C., by steamer from Bonner's Ferry, Idaho, in connection with Great Northern Railway trains.

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HILLSBOROUGH, NEW BRUNSWICK,

**Teas.**

A resume of the tea situation, prepared from wire advices received in London to June 24, from Hankow, China, contains the following: The best authorities put the entire quantity exported to England thus far as 12,000,000 pounds, against 10,000,000 pounds last year to the same date; and it is estimated that the total export hither from the north for the present season, when completed, will not exceed 18,000,000, in lieu of 25,000,000 pounds in 1892—leaving it to be inferred that supplies of common teas this year are not unlikely to run very short. As we have already observed, the first crop is closed with total arrivals of 740,000 half-chests, against 710,000 half-chests in the previous year. The settlements for Russia alone are 430,000 half-chests, in comparison with 350,000 half-chests in 1892, and it is expected that the increase of 80,000 half-chests herewith shown will be required for overland tea. The other settlements up to this time are about 200,000 half-chests, against 275,000 half-chests in the previous year, and those for London are 75,000 half-chests lighter than they were at that period. The second crop has commenced coming down, and is being bought by the Russians at prices about 1d per pound higher than in the former season.

**London Fur Sales.**

Following is the results of the London fur sales held June 12 to 14 inclusive:—

Black bear,	same as in March, '93.
Grizzly bear,	" " "
Brown bear,	" " "
Chinchilla, bastard,	" " "
Wallaby,	" " "
Australian opossum,	" " "
Hair seal, dry,	" " "
Wolverine,	" " "
Lynx,	" " "
Raccoon,	" " "
Marten,	" " "
House cat,	" " "
Beaver,	" " "
Chinchilla, 20 per cent lower than in March, '93.	
Gray fox, 20	" " "
Japanese fox, 20	" " "
Wolf, 15 per cent lower than in March, '93.	
Russian sable, Yakutsky, 5 per cent lower than in March, '93.	
Russian sable, dyed, 20 per cent lower than in March, '93.	
Wombat, 20 per cent lower than in March, '93.	
Kangaroo, 25	" " "
Nutria, 15	" " "
Opossum, 15	" " "
Red fox, 12½	" " "
Silver fox, 10	" " "
Cross fox, 10	" " "
Fisher, 12½	" " "
Otter, S. & W., 20 per cent. lower than in March, '93.	
Badger, 20 per cent lower than in March, '93.	
Mink, 12½	" " "
Skunk, 5	" " "
Monkey, same as at last sale, May 17, when choice lots brought 8½ shillings.	
Persian lamb, 10 per cent higher than in January, '93.	
Labrador otter, 10 per cent higher than in March.	
Wild cat, 30 per cent higher than in March.	
Mushquash sold as follows:—	
Spring skins, Eastern, New York State and Michigan, 10 per cent higher than in March, '93.	
Fall skins, 12½ percent lower than in March, '93.	
Winter skins, same as in March, '93.	
Western skins, 12½ per cent lower than in March, '93.	
Black skins, 12½ per cent lower than in March, '93.	
Phillips, Politzer & Co. report as follows regarding these sales:—	
Black bear, good quality, brought March	

prices; poor skins declined somewhat; brown bear brought full March prices; grizzly advanced 12½ per cent.

The following declined:—Gray fox, 12½; wolf, 15; real chinchilla, 20; nutria, 10; Japanese fox, 25; wallaby, 10; wombat, 27½; American opossum, 15; red fox, 20; cross fox, 15; black muskrat, 15; mink, 15 per cent.

The following advanced:—Australian opossum, 15; lynx, 5; muskrat, 15 per cent.

The following unchanged: Raccoon, silver fox, fisher, American otter, wolverine, beaver, marten and skunk.

Following are quantities of skins offered at these sales by C. M. Lamson & Co.:—Raccoon, 120,000; muskrat, 230,000; skunk, 160,000; opossum, 85,000; mink, 60,000; fox, gray, 10,000; fox, red, 26,000; fox, cross, 400; fox, silver, 40; fox, Japanese, 20,000; beaver, 800; bear, 2,000; wolf, 9,000; nutria, 100,000; monkey, 2,000; Australian opossum, 50,000; wombat, 68,000; wallaby, 20,000; kangaroo, 17,000; marten, 4,200; fisher, 500; otter, 300; lynx, 900; Russian sable, 800; lamb, Persian, 4,500.

**Combination of Shoe Factories.**

A big thing in amalgamation and co-operation has just been effected at Pirmasens, in Bavaria. Sixty-one large boot and shoe factories have been formed into one co-operative company, employing altogether 9,000 hands. The share capital amounts to 16,500,000 marks (£875,000) in 10,500 shares of 1,000 marks each. The work will be so divided among the individual factories that in some of them only men's, in some women's and in others only children's boots and shoes will be made, and the different kinds of materials to be made up will be apportioned in a similar way. In place of the 321 travelers which the sixty-one establishments have hitherto kept going, there will in future be only twelve, and in a few of the principal towns in foreign countries agencies will be set up. The annual output from the whole concern is estimated at a million dozen pairs of boots and shoes, which will represent a selling value of thirty million marks (£1,500,000). A further economy in working is contemplated by the erection of a huge factory, by which the company expects to be able to dispense with the services of fifty-four foremen and 210 overlookers, to say nothing of the saving to be effected in the motive power. The former heads of the separate establishments will undertake the management of the different factories.—*Leather Trades Circular and Review.*

**Travellers Day at the Fair.**

The week beginning July 25th is to be commercial travellers' week at the World's Fair. The Northwest Travellers' Association has received a cordial invitation, and it is expected that a number of members will attend the official programme is as follows:—

Tuesday, July 25—At 8 a.m., grand parade of the Columbian Associated Travellers—50,000 men in line, escorted by the crack cavalry corps of the United States, The Chicago Hussars and forty seven bands of music.

Wednesday, July 26—Commercial travellers' day at the World's Fair. Grounds open from 8 a.m. until midnight. Grand reception concert from 11 a.m. to 2 p.m., by 1,000 musicians. Speeches in festival hall from 11 a.m. until 2 p.m. At 3 p.m., parade of all nations. The occupants of the midway pleasure will be reviewed by the assembled travelling men. At night, illumination of the entire grounds, with a \$5,000 display of fireworks by Payne & Son, consisting of set pieces appropriate to the occasion, composed of the monograms and emblems of the various commercial travellers' organizations interlaced with mottoes and artistic designs, the whole forming a splendid pyrotechnic picture 125 feet long by 60 feet high. Niagara Falls on fire, flights of rockets, and all the latest additions to the pyrotechnic

art will be presented to the gaze of the thousands present.

Thursday, Friday and Saturday will be devoted to sight seeing, and a grand banquet in honor of foreign visitors. President Cleveland has been invited to be present and review the Grand Commercial Army.

**Salmon Packing.**

Hon M Monroe has started a new mode of Salmon packing, which if it turns out satisfactorily, will revolutionize the whole future trade in this fish. The idea is to so pack them that they will keep perfectly fresh for three weeks at least, so that they can be placed on the London market, practically the same as when they came out of the water. The process is not by cold storage or refrigerator as might be supposed, the *modus operandi* being entirely different. The plan is to remove by pressure all the preserving gasses inherent in the fish, after which a prepared fluid is injected, which permeates the entire fish, acting as a preserver. The fluid is innocuous, and rather enhances the flavor of the fish than otherwise. Mr Monroe put a dozen salmon and some codfish through the process a few days since, but he will not ship any before ascertaining if they will turn out all right or not. When fifteen or twenty days will have gone by the fish will be taken out and their condition tested. If they will be as fresh as it is anticipated, the business of packing will begin in earnest.—St. John's, New Foundland, *Trade Review.*

Canned salmon has not turned out as profitable a speculation as some of the jobbers expected it would last fall, says a Toronto paper. The stories of a short pack and probable scarcity were used to advance prices and buyers paid \$1.40 to \$1.45 for brands that can be replaced to day at 10c less; in fact are selling to the retail trade at \$1.30 to \$1.35. There are some special brands which are held for more money, and as the stock is light and has an excellent reputation, jobbers are getting \$1.50 to \$1.60. The present expectations of the market are that holders will have to take a loss of 10 or 15c, or carry over their stock into another season on the chances of an unexpected light pack.

Andrew Allan, President. John McKechnie, Supt.  
F. H. Brydges, Vice-President. W. R. Allan, Sec.-Treas.

**THE VULCAN IRON COMPANY,**

OF MANITOBA LIMITED  
MILL ROLLS GROUND & CORRUGATED.  
Architectural Iron Work.

**ENGINE AND BOILER WORKS,**

GENERAL BLACKSMITHING.  
POINT DOUGLAS AVE., WINNIPEG.

**ROBINSON, LITTLE & CO.**

—WHOLESALE—

**DRY GOODS**

343 and 345 Richardson St.,

LONDON, Ont.

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



# NORTHERN PACIFIC R.R.

## TIME CARD.

Taking effect on Sunday, Nov. 20, 1892.  
Central or 90th Meridian Time.)

North Bound			STATIONS.	South Bound		
Brandon Ex. Tues. Th. & Sat.	St. Paul Express Daily.	Miles from Winnipeg.		St. Paul Express Daily.	Brandon Ex. Mon., Wed & Fri.	
2.55p	4.10p	0	Winnipeg.....	11.45a	1.00p	
2.45p	4.00p	8	Portage Junction...	11.54a	1.10p	
2.30p	3.45p	9	St. Norbert.....	12.09p	1.24p	
2.17p	3.31p	15	Cartier.....	12.35p	1.37p	
1.59p	3.19p	23	St. Agathe.....	12.41p	1.55p	
1.60p	3.04p	27	Union Point.....	12.40p	2.02p	
1.39p	2.51p	32	Silver Plains.....	1.01p	2.13p	
1.20p	2.33p	40	Morris.....	1.20p	2.30p	
1.18p	2.18p	48	St. Jean.....	1.35p		
1.57p	2.60p	0	Letellier.....	1.57p		
1.25p	2.50p	0	Emerson.....	2.15p		
1.16p	2.41p	63	Pembina.....	2.25p		
9.35a	1.03p	103	Grand Forks.....	6.00p		
5.35a	2.23p	223	Winnipeg Junction...	9.55p		
8.35p	4.70p	470	Minneapolis.....	6.30a		
8.00p	4.81p	481	St. Paul.....	7.05a		
9.00a	5.33p	533	Chicago.....	9.35a		

### MORRIS-BRANDON BRANCH.

East Bound.			STATIONS.	West Bound.		
Freight Mon., Wed. & Fri.	Passenger Tues., Thur. & Sat.	Miles from Winnipeg.		Passenger Mon., Wed. & Fri.	Freight Tues., Thur. & Sat.	
11.40a	2.55p	0	Winnipeg.....	1.00p	9.00a	
7.30p	1.15p	0	Morris.....	2.30p	7.30a	
8.40p	12.53p	10	Low Farm.....	3.03p	8.15a	
5.40p	12.27p	21	Myrtle.....	3.31p	9.05a	
5.24p	12.15p	25	Roland.....	3.43p	9.25a	
4.46p	11.57a	33	Rosebank.....	4.02p	9.58a	
4.10p	11.43a	38	Miami.....	4.15p	10.25a	
3.23p	11.20a	49	Deerwood.....	4.33p	11.15a	
2.58p	11.03a	54	Attamont.....	4.50p	11.48a	
2.18p	10.49a	62	Somerset.....	5.10p	12.23p	
1.43p	10.33a	68	Swan Lake.....	5.24p	1.00p	
1.17p	10.19a	74	Indian Springs.....	5.39p	1.30p	
12.57p	10.07a	74	Maricapolis.....	5.50p	1.55p	
12.22p	9.10a	86	Greenway.....	6.06p	1.23p	
11.51a	9.35a	92	Balder.....	6.21p	2.00p	
11.01a	9.12a	102	Belmont.....	6.45p	2.50p	
10.26a	8.55a	109	Hilton.....	7.21p	4.29p	
9.49a	8.40a	117	Ashdown.....	7.35p	5.03p	
9.35a	8.30a	120	Wawanesa.....	7.47p	5.16p	
8.48a	8.06a	129	Rounthwalte.....	8.14p	6.09p	
8.10a	7.43a	137	Martville.....	8.35p	6.43p	
7.30a	7.30a	145	Brandon.....	8.55p	7.30p	

West bound passenger trains stop at Belmont for meals.

### PORTAGE LA PRAIRIE BRANCH.

Taking effect Tuesday, Dec. 20, 1892.

East Bound			STATIONS.	W. End		
Mxd. No. 144 Mon. Wed. Fri.	Pass. No. 138 Tues. Thur. Sat.	Miles from Winnipeg.		Pass. No. 117, Th. Sat.	Mxd. No. 141 Mon. Wed. Fri.	
12.15p	12.10p	0	Winnipeg.....	4.15p	3.40p	
11.50a	11.52a	3	Portage Junction.....	4.25p	4.00p	
11.18a	11.33a	11	St. Charles.....	4.45p	4.30p	
10.37a	11.24a	14	Headingley.....	4.50p	4.35p	
10.06a	11.12a	21	White Plains.....	5.07p	5.00p	
10.05a	10.54a	23	Gravel Pit.....	5.25p	5.27p	
9.55a	10.49a	31	Larville Tank.....	5.31p	5.35p	
9.33a	10.40a	35	Eustace.....	5.40p	5.49p	
9.11a	10.26a	42	Oakville.....	5.50p	6.13p	
8.25a	9.55a	55	Portage la Prairie.....	6.25p	7.03	

Passengers will be carried on all regular freight trains.  
Pullman Palace Sleeping and Dining Cars on St. Paul and Minneapolis Express daily.

Connection at Winnipeg Junction with trains for all points in Montana, Washington, British Columbia, Oregon and California. Close connections at Chicago Eastern time.

For further particulars apply to

CHAS. S. FEE, H. SWINFORD  
G. P. & T. A., St. Paul. General Agt., Winnipeg.  
H. J. BELCH, Ticket Agent, 463 Main St., Winnipeg.

# CANADIAN PACIFIC RY.

Quickest route to the

## WORLD'S FAIR.

Direct and Cheapest route to Toronto, Montreal, New York and all Eastern Cities.

— ALSO TO —

Kootenay Mining Country, Spokane Falls and the

## PACIFIC COAST.

### C.P.R. LAKE ROUTE.

Sailing from Fort William.

- S. S. MANITOBA, every Tuesday.
- S. S. ATHABASCA, every Friday.
- S. S. ALBERTA, every Sunday.

Connecting trains leave Winnipeg Monday, Thursday and Saturday.

## EXCURSION TICKETS TO BANFF

— TO —

## EUROPE

From Montreal every Wednesday and Saturday, from New York every Wednesday, Thursday and Saturday.

## AUSTRALIA

From Vancouver to Honolulu and Sydney.

- S. S. Miowera..... June 14
  - S. S. Warrimoo..... July 14
- and every month thereafter.

## China and Japan

From Vancouver to Yokohama and Hong Kong.

- Empress Japan..... June 26
  - Empress China..... July 17
  - Empress India..... Aug 7
- And every three weeks thereafter.

For full information apply to Wm. McLeod, City Passenger Agent, 471 Main street; J. S. Carter, Depot Ticket Agent, or to ROBERT KERR, General Passenger Agent.

## LYMAN, KNOX and CO., IMPORTERS

— AND —

Wholesale Druggists,

MONTREAL AND TORONTO.

N.B.—Letter Orders filled with special care.

## Alberta Ry. & Coal Co. and Great Falls & Canada Ry. Co.

### CONDENSED JOINT TIME TABLE

R'd Up. In Effect September 1st, 1892. R'd Dow

Going South.		STATIONS.	Going North.	
No. 5			No. 6	
Daily.	9 30a	Ar... Great Falls.....	De	11 00
	8 50	..... Vaughan.....	De	11 40
	8 15	..... Steel.....	De	12 20
	6 40	..... Collins.....	De	00
	5 20	Do	Ar	3 40
	5 00	Ar] *Pondera.....	Ar	6 00
	3 40	..... Courad.....	De	6 00
	2 50	Do] *Shelby Junct... Ar	De	6 20
	2 20	Ar] .....	De	6 30
	1 40	..... Rocky Springs.....	De	7 20
	12 50	..... Kevin.....	De	8 10
	12 00p	De..... Sweet Grass..... Ar	De	9 00
		(Intern'l bound.)		
	30	Ar..... *Coutts..... De	De	9 50
10 40	..... Milk River.....	De	10 40	
9 50	..... Brunton.....	De	11 25	
8 20	..... Sterling.....	De	12 55p	
7 00a	De..... Lethbridge..... Ar	De	2 10	

Meals.  
Through trains leave Great Falls, Sunday, Tuesday and Thursday, at 11 p.m.  
Through trains leave Lethbridge, Monday, Wednesday and Friday, at 7 a.m.

### CONNECTIONS.

Canadian Pacific Railway.—Trains leave Dunmore Junction: For Atlantic coast at 10.25 a.m. For Pacific coast at 6.02 p.m.

Great Northern Railway.—Trains leave Shelby Junction: For Kalspell, Bonner's Ferry, Spokane, etc., at 10.45 a.m. For St. Paul at 2.32 p.m.

Great Northern Railway.—Trains leave Great Falls: For Helena and Butte at 10.42 a.m. For St. Paul at 1.45 p.m.

MacLeod and Pincher Creek.—Stage leaves Lethbridge every Tuesday, Thursday and Saturday, at 9 a.m.  
Choteau Stage for Choteau, Bellview, Bynum, etc. connects with trains No. 5, and 6.

N.B.—Passengers to and from Kalspell, Bonner's Ferry, Spokane, etc., will note that close daily connections are made with Great Northern Railway at Shelby Junction

E. T. GALT. W. D. BARCLAY. H. MARTIN,  
Gen. Manager. Gen. Super't. Gen. Traffic Agent

## ALL ABOUT WORLD'S FAIR.

"The North-Western Line" has just prepared a splendidly illustrated World's Fair Guide, replete with information about "The White City."

This book will tell you a great deal about the Fair in Chicago, and what to see and how to see it when you visit it. It will be mailed to any address on receipt of two cents in postage.

T. W. TEASDALE,  
Gen'l Passenger Agent,  
ST. PAUL, MINN.