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Accounts of Merchants, Traders, Manufacturers, Corporations and Individuals received on favorable terms.  
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F. H. MATHEWSON, Manager.

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RESERVE FUND, \$350,000.00.  
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BRANCH OFFICES: Winnipeg, W. M. FISHER, Manager.  
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Importers of all Grades of Staple Stationery.  
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Souris, " Neepawa, Man.  
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F. L. Patton, Manager.  
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(Members Toronto Stock Exchange)  
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FINANCIAL AGENTS  
—AND DEALERS IN—  
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For protecting merchants against persons who have  
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For furnishing merchants and others reliable and valu-  
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E. A. BATES & CO., Managers.

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Advances made on Consignments to British or  
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Municipal, School and other  
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INTEREST ALLOWED ON DEPOSITS.

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 Sugars and Syrups.  
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 THE EDWARDSBURG STARCH Co., Montreal  
 THE SIMCOE CANNING COMPANY, Simcoo  
 Canned Goods, Jams and Jellies.  
 TRURO CONDENSED MILK & CANNING Co., Truro  
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 F. W. FRARMAN, Hamilton.  
 Lard and Meats.  
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 BURNING OIL. SMOKELESS  
 AND ABSOLUTELY NON-EXPLOSIVE.

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## CARSCADEN, PECK & Co.

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# FUR GOODS

And Wholesale Dealers in Men's Furnishings

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 Factory—MONTREAL.

# The Commercial

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

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

WINNIPEG, JANUARY 16, 1893.

## Ask a Fair Price.

If the failures were to be closely looked into it would be found that most of them are due to insufficient prices for the work done. There may be a few cases wherein the failure arises from defective management in other respects, but the one great "sink hole" for the printers capital, as well as that of everyone who will trust him, is the smallness of the prices at which he takes work. In most this is entirely unnecessary and inexcusable. It is true that competition is sharp and that customers run around to find the lowest bidder; but that is no reason why a printer shall take work at prices which leaves him no profit. The trouble is that he does not know how much the work costs him to produce, and thinks that he sees a profit when there is none, but probably a loss instead. The worst enemies of such men are the press builders, type founders and paper dealers, who allow them to get into debt while running a profitless business.—*American Bookmaker.*

## Fur Trade Notes.

The *Fur Trade Review* says: It is difficult to properly characterize the season now drawing to a close. A number of manufacturers have done well, some have fairly made "booth ends meet, and others are complaining. In respect the past year has been remarkable, namely, in the liberality displayed in giving credits; as a consequence of this course the number of failures was unexpectedly large, and this result proves that the safety of the seller and the future of the purchaser depend upon greater conservatism in granting credit. Though furs are fashionable and very generally worn, the anticipated "boom" has not as yet materialized; the cloak trade, which expected a good late business, was as a rule sadly disappointed, and furriers who waited in high hopes for a great holiday business, were in error respecting some important articles. It is too early to make

predictions for next season, but we believe that certain furs will continue in favor, especially seal, mink, skunk and Persians. The raw fur season opens with the usual recklessness, noticeable in some sections; where speculators are endeavoring to secure supplies of skins, with entire indifference to the conditions of the market or any other business consideration. In this market there has been considerable enquiry for mink and early good skunk; indications point to a large collection of the latter; of the former there has been no accumulation thus far.

The London correspondent of the *New York Fur Trade Review*, writing on Dec. 10 says: "The season of 1892, as far as the wholesale trade is concerned, is a thing of the past, and taking it altogether it has not been a bad year by any means for the trade. It is quite true the opening was very much delayed on account of the uncertainty of fashion, but when it did start, there was plenty of business about and the final result must be considered very satisfactory. The season prematurely closed on account of the wet and foggy weather. Skunk was looked upon as one of the best articles this year, but it has not quite come up to expectations and this accounts for the lower prices at the last public sales. Marten has done very well all through and holders of stock have had a good opportunity to clear out at very good prices. The demand is good to day, and one of the principal trimmings seen in the West End shops is of this fur, which is a very good sign after being neglected as it has been for so many years. Mink has been in pretty good favor during the year and it does look as though the trade was coming back again to the old fashioned articles, such as marten, mink, sable, kolinsky and ermine. Fur seals have done remarkably well, and considering the price paid for them in the early part of the year it is very satisfactory to find that stocks are pretty well cleared out, and that the demand is still very good as proved by the advanced prices paid at Lampson's last sale. Chinchilla—We had hoped that this article would have been fashionable this year, but it still continues neglected. Why it should be so unpopular we cannot quite understand, but presume it will have another turn some day. Musquash has sold very well as linings, but otherwise has been very disappointing. We had quite expected that the low price it stood at in January would have caused it to "go," but the popular fancy has not caught on. Gray fox have done remarkably well and the stocks here are smaller than they have been for the last ten years. Australian opossum has sold very well all through and prices are higher to-day than in January last. Nutria has been sold in larger quantities than in any previous year.

Following are the prices in shillings obtained at the London November seal sale. Alaskas: Middlings and smalls, 125; smalls, 134 to 136; large pups, 122 to 129; middling pups, 118 to 127; small pups, 119 to 121; extra small pups, 83; middlings and smalls, low, 76; large pups, low, 77; small and extra small pups, low, 63; middlings and smalls, cut, 124; smalls, cut, 126; large pups, cut, 122; middling and small pups, cut, 118. Northwest Coast:—Middlings, 70 to 79; middlings and smalls, 70 to 86; smalls, 73 to 80; large pups, 76 to 86; middling pups, 70 to 83; small pups, 60 to 71; extra small pups, 44 to 50; extra small pups, 32 to 43; middlings and smalls, cut, 68 to 74; smalls, cut, 63 to 73; large pups, cut, 64 to 73; middling pups, cut, 59 to 67; small pups, cut, 49 to 57; extra small pups, cut, 31 to 37. Copper Islands:—Middlings, 91 to 95; middlings and smalls, 101 to 105; smalls, 100 to 104; large pups, 92 to 94; middling pups, 80 to 83; small pups, 67 to 70; extra small pups, 59 to 60; middlings, low, 66; middlings and smalls, low, 61 to 63; large pups, low, 54; middling pups, low, 48, small pups, low, 48 to 49; extra small pups, low, 40; middlings, cut, 80; middlings and smalls, cut, 94, smalls, cut, 85; large pups, cut, 78; middling pups, cut, 71.

Capo Horn:—Smalls, 43, large pups, 45; middling pups, 41; small pups, 26 to 28; extra small pups, 20; small pups, low, 19 to 25; extra small pups, low, 13 to 17. South Sea:—Middlings, 80 to 90; small, 120 to 122.6; large pup, 147.6 to 150; middling pups, 130 to 132.6; small pups, 100 to 102.6; extra small pups, 67.6; middlings, low, 58; large and middling pups, 69; small and extra small pups, 42. Lobos Island:—Middlings, 35 to 41; middlings and smalls, 42 to 44; smalls, 45 to 49, large pups, 47 to 55; middling pups, 38 to 51; small pups, 22 to 32; extra small pups, 14 to 23; extra smalls, 13; small pups, low, 15 to 16; extra small pups, low, 9 to 11; middlings, cut, 7; large and middling pups, cut, 26, middling and small pups, cut, 18; extra small pups, cut, 12.

## Currants.

The small black dried fruit of commerce known as Zante currants, are not currants but grapes, of a variety peculiar to Greece and its islands; and not cultivable elsewhere. Attempts have been made to grow them in other countries but without success, for the transplanted vines produced large grapes. Originally termed "Raisins de Corauntz" (from Corinth, the port of shipment), the name became perverted to the modern "currants."

The currant is one of the chief products of Greece, and the production in the past decade has doubled. Sixty years ago the production was about 2000 tons; and for the past three or four years it has reached from 150,000 to 160,000 tons. Until within the past few years America confined her importations to the poorer grades of fruit, but Americans are being educated to use the finer qualities, and an increase in the consumption of these grades is probable, as there is no dried fruit so cheap, and none more wholesome or nutritious. In England many families mix currants in making bread, which makes it very palatable and keeps the bread moist a longer time than without them.

Great quantities are grown in the Ionian Islands; the shores of the Gulf of Corinth, from Patras to Corinth are one vast vineyard of currant vines. Here is produced the finest fruit, known as Vostizza, Corinthia and Patras. The vines are planted in close rows, and are pruned to small bushes. When the fruit has matured, it is plucked and laid upon the ground to cure. This is a time of great anxiety, for the value of the crop depends upon proper curing, and this in turn depend upon the weather. Dampness causes fermentation and other damages.

Because they are dried upon the ground, currants in their ordinary commercial condition are exceedingly dirty, being mixed with much refuse, soil and other impurities. It is important therefore, that they should be thoroughly and scientifically cleaned.

The price of steel rails, which has long stood at \$30 per ton at eastern United States mills has at last been reduced \$1, making it \$29 per ton.

A correspondent of the *Free Press* writes: It will interest school trustees and others concerned with school affairs in the Territories to hear that D. Mowat has succeeded in having inserted in the new school bill a section dealing with the single tax. The effect of the new section is that whenever three-fourths of the rate-payers in any school district so decide, all the taxable lands within the district shall be assessed at a uniform figure. The unimproved land will be assessed at exactly the same figures as the improved. No buildings or improvements whatsoever will be assessed. The maximum rate of taxation is raised from one to two per cent. Mr. Mowat also had a bill introduced and it is being printed, the object of which is to bring Henry George's single tax ideas into practical operation in the Territories wherever possible.

**SPRING TRADE, 1893.**  
**HEADQUARTERS FOR**

Lacrosse, Baseball, Cricket, Tennis, Croquette, Express Wagons, Velocipedes, Tricycles, Fishing Tackle, Air Rifles.

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**MEN'S FURNISHINGS.**

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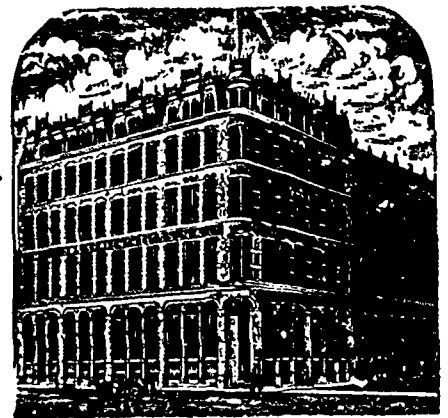
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# The Commercial

WINNIPEG, JANUARY 10, 1893.

## FARMER VS. IMPLEMENT DEALER.

One of the evidences of close times among farmers is the number of letters appearing in the papers, setting forth various complaints, and one frequent subject of complaint is the implement man. A point which is generally dealt with in these letters is the duty upon implements imported into Canada, amounting to 35 per cent. This seems to be a heavy tax upon the agricultural interests, and from the standpoint of the farmer, there is nothing to be said in its favor, though it must be understood that the duty does not increase the cost proportionately. The interest of the farmer is to buy his implements as cheaply as possible, and he is not supposed to look beyond this. Looking at the matter from the standpoint of the manufacturer, however, the case is a very different one. The Canadian manufacturer is shut out of the United States by a duty considerably in excess of the duty on farm machinery imported into this country. It would therefore be a very one-sided arrangement from the manufacturers' point of view to open his market to the competition of United States manufacturers, while he is shut completely out of the latter country. Canadian manufacturers of implements could not live a day under such conditions. The manufacturers of the United States have a very large market, and their season for making sales is very much longer than here. The United States manufacturer begins in the south to sell his goods, and follows the trade north as the season advances. His trade opens in the extreme south, and closes some months later in the north. Now, if the Canadian market were opened to competition from the United States manufacturers, the result would be that their trade for the season would close in Canada. They would have all the season to themselves in their own country, and when the season opened here they could step in and slaughter whatever goods they had left over, and they would slaughter them rather than carry them over. This slaughtering we may say would benefit the Canadian farmer, and if the latter were producing for export alone, it would be all right. But the home market is the most valuable one to the farmer, and the destruction of home industry would injure the home market. THE COMMERCIAL would like to see the implement duty removed on both sides of our southern boundary, and give the manufacturers of each country a chance to compete upon something like an equal basis. Even under this condition, the United States Manufacturers would have the advantage, as they are already established over a much larger area of country, and are prepared to manufacture for a larger market. Still, we believe the Canadian manufacturers would be able to hold their own, as they now do in foreign markets, where they compete on equal terms with United States makers. The question of the superiority of United States over Canadian machinery we believe is more sentimental than real.

Another matter of special complaint is the

interest charged by the implement men. The dealers have been in the habit of charging 10 per cent. and upward upon overdue notes. Twelve per cent. is the rule we believe. The rate of interest upon notes until due is 7 to 8 per cent., which is not out of the way as interest rates go here. It is the interest upon over-due paper which is the cause of complaint. No wonder farmers grumble at being obliged to pay such a rate of interest. It would mean bankruptcy to most business men. But in defence of the implement men, it may be said that they would no doubt rather have their notes paid at maturity, than receive the increased interest rate for over-due paper. A note should only be given with the clear understanding that it will be paid at maturity. No person, business man or farmer, should give a note unless he is very sure it can be met. Most farmers would no doubt prefer to pay even 12 per cent. than have proceedings taken against them immediately on the maturity of every note, and really the latter course is only considered good business principle. The trouble is, people in this country go into debt too freely and regard credit as a thing of endless duration. This custom is wrong, and is the cause of endless trouble. The implement men claim that if they did not charge a heavy interest after maturity, their notes would be allowed to stand indefinitely, or until other claims were paid. If dealers were prevented by law from charging an increased interest after maturity of notes, they would no doubt be more prompt in taking steps to enforce payment on maturity. A note is an obligation to pay at a stated time, and the maker should pay. An extension of time is a favor which should not be asked for if there is any possible way of avoiding it, and it should be paid for when granted. The people of this country, farmers and others, have had an exceedingly bad education in the matter of credit business. They have got into a free and easy way of buying on credit and putting off payment, until they have come to believe it is a hardship to be pressed to pay notes and accounts. They seem to think that the creditor should be satisfied with their good intentions to pay some day. What we need is a little sharp education in the direction of better business principles. Implement men, like other business people, have obligations to meet, and what they want is the money, and not the increased rate of interest after the maturity of a note. The increased rate of interest is no doubt insisted upon partly to induce farmers to be prompt in meeting their notes. If they would take a more active way of compelling the payment of notes, we believe it would be better for some of their customers in the long run.

Another complaint is that the implement men force their debtors to give chattel mortgages. No doubt they do, and they are wise in so doing in most cases. It is only good business principle to take all the security you can get, when there is any doubt about the ability or honesty of the customer. We do not think, however, that the implement men, as a rule, have been unduly harsh in taking advantage of any such security held by them. One large company makes the claim that it has never closed a chattel mortgage or sold out a debtor under execution, excepting in cases where the

debtor proved himself dishonest, or in cases where action had been forced by proceedings taken by others.

The implement men are charged with pressing business too much, and inducing farmers to buy articles they do not require. There is truth in this. THE COMMERCIAL has previously claimed that there is altogether too much liability incurred for implements. The annual sales of implements are out of all proportion to the agricultural production of the country, and form entirely too heavy a charge upon the latter. If a merchant spent 25 per cent. or more of the amount of his total annual sales (not profits mark) in new shop furniture every year, he would be bound to fail sooner or later, the time only depending upon the amount of his surplus capital at commencement of business. How, then, can we expect the farmer to succeed who spends this percentage or more of his annual income from crops in implements, yet the sales of implements show that many farmers must do this. THE COMMERCIAL believes it would be better for the country if the implement men were less active and energetic as salesmen, but they are not perhaps more deserving of censure on that account than are men in other lines of business. The commercial traveller goes out to sell goods, and he frequently succeeds in so overloading the merchants that assignments are the result. The implement agent also starts out to sell and does sell a great many articles, which, were his customers wise, they would not purchase.

Still another charge against the implement men, and one coming principally from retail merchants and other creditors of the farmers, is to the effect that the implement dealers, by their vigor in collecting, succeed in getting more than their share of the money going. THE COMMERCIAL has also made this complaint against the implement men in times past, but we do not blame them for it. If they get a larger percentage of the money than others, it simply proves that they have a better system of doing business. They show good business sense in trying to keep up their collections. If they attain a greater degree of success in this respect, they deserve it. Some implement men however, deny that they are more successful in collecting than others. One dealer says "there is not a dealer selling implements retail in Manitoba who will collect more than 50 per cent of their customer's paper which will mature during the fall and winter of 1892-3, and he believes that 40 per cent will be nearer the mark."

The implement trade, in a country so purely agricultural in its character as Manitoba, is a very important feature. The farmers cannot get along without implements. Where so many of our settlers come in with limited means, more or less credit business is necessary. A writer in defense of the implement dealers has said:—

"If the average settler in Manitoba and the Territories were compelled to pay cash for his implements the acreage under cultivation would not be one-half what it has been under the much abused credit system, and if manufacturers of implements would refuse to supply necessary binders, twine, etc., on credit during 1893 hundreds of thousands of acres of crop would never be harvested."

There is a great deal of truth in the above. At the same time THE COMMERCIAL is convinc-

ed that if the annual sales of farm implements were very considerably reduced even to the curtailment of the crop area to some extent, it would be infinitely better for many individual farmers and the country at large. What with the purchases of unnecessary implements, through the energy and ability of agents to sell, and the over reaching of farmers who try to cultivate more land than they are financially and physically able to handle, a heavy addition is unnecessarily made to the liabilities of the country, and the prosperity of the farmers is retarded, while some are driven to sore straits.

### COST OF GROWING WHEAT.

Various articles have from time to time appeared in THE COMMERCIAL, upon the subject of the cost of growing wheat, all prepared by parties of practical experience. It is needless to say that the figures vary very widely. We have had estimates as low as \$8 per acre, where farming is carried on on a large scale, while others have figured up the cost at nearly \$10 per acre. After sizing up the various estimates as to the cost of growing wheat, and allowing reasonable amounts for plowing, harrowing and other necessary work, the average cost per acre of growing wheat in this country would appear to be between \$7 and \$8 per acre including threshing. Some farmers no doubt can grow wheat more cheaply, while with others, allowing the same price for plowing and other work, the cost is in excess of \$8.

The last revised crop bulletin of the Manitoba department of agriculture places the average yield of wheat for the province at 16.50 bushels per acre. We may place the average price received by the farmers for their wheat this season, including all grades, at 43 cents per bushel, and we have a return of \$7.09 per acre from the crop. This would indicate that there has been no profit in the wheat crop this year to the farmers of Manitoba on an average, over and above fair wages for their labor and cost of seed. Those who have farmed very close, and who have had an average crop, will have something better than wages for their season's work, but the majority will merely make wages out of the crop this year.

This is not very encouraging, but it might be a great deal worse. If the farmers of Manitoba can make wages in a year when the crop is below the average and the price the lowest on record, it indicates that in a year of average crop and average prices, they should have a very fair profit. At any rate most people in other lines than farming are only working for wages.

It may be noted that the figures of the cost of growing wheat are not THE COMMERCIAL'S. They are those of practical farmers who have kept close account of their work. At a recent meeting of the Farmers' Institute at Brandon, (an organization by the way which seems to be doing good work), there was a discussion upon the subject of the cost of growing wheat, and some statements were made which indicate that wheat can be grown at even a less cost than is generally figured upon. Several of those present claimed they could grow wheat at a cost considerably under \$7 per acre. Their

estimates, however, were mostly submitted on a basis of cost per bushel, and as the number of bushels per acre reckoned upon was not stated in the report of the meeting, the cost per acre is not apparent. So far as this season is concerned, however, it is safe to say that the average Manitoba farmer has barely made fair wages from his wheat crop. A few have done better, and a good many have not made wages,

### PROTECTION WEAKENING.

Straws indicate which way the wind blows, and just so sure as this is true, there appears to be a pretty fresh breeze arising in Canada in the direction of a reduction of tariff taxation. At any rate, some rather heavy straws, or whole straw stacks so to speak, seem to be moving in the current in the direction of lower duties. The high tariff plan has had a fairly good trial in Canada, and it has many admirers and a very few affectionate friends. Any policy which causes the dollars to rattle rapidly into the pockets of the favored ones, is sure to have some very tenacious friends. But it is questionable if the policy of protection is gaining many new friends, while it is losing some old ones. A number of incidents have occurred of late to indicate a turning of the tide in favor of lower tariff. When we hear of leading Conservatives coming out boldly in favor of a lowering of the duties, and when Conservative newspapers state a desire for reduced tariff taxation, it may be taken for granted that the turning point has been reached. A number of examples of this nature have transpired of late. We have Dalton McCarthy, M. P., in the East and Senator Boulton in the West, out in favor of free trade, while there is quite a list of Conservative newspapers which, judging from recent utterances, appear to be restless under the existing tariff conditions. They do not frankly advocate a radical change, but more or less openly indicate a desire for tariff reform. With one paper it is the duty on coal oil which is considered unreasonable; another demands the removal of the tariff tax from agricultural implements; and so on. The result of the presidential election in the United States is no doubt leading some of those supporters of the present government, particularly those not ardently in love with the high tariff policy, to speak out more boldly. When the work of tariff reform in the United States once fairly begins, we may confidently expect the development of a similar movement in Canada.

### PRINCIPAL CEREAL STATES.

Kansas has the largest wheat area of any state in the Union—4,070,724 acres in 1892, and produced the most wheat—70,831,000 bushels. Kansas is a winter wheat state. Minnesota, a spring wheat state, comes next in wheat area and yield, with 3,552,626 acres and 41,210,000 bushels. California, classed as a winter wheat state, stands third in area, with 3,012,057 acres but fourth in yield with 39,157,000 bushels. Indiana, though having 300,000 acres less than California, had about 700,000 more bushels of wheat. Iowa leads in corn with an area of 7,775,000 acres. Illinois next with 6,310,202 acres and a crop of 165,327,000 bushels. Kansas, Nebraska, and

Missouri follow in the order named, with 5,952,000, 5,572,000 and 5,505,000 acres of corn. Texas, Tennessee and Indiana have over 3,000,000 acres of corn each, and North Carolina, Georgia, Alabama, Kentucky and Ohio over 2,000,000 each. Pennsylvania, Virginia, South Carolina, Mississippi, Louisiana, Arkansas and Wisconsin have over 1,000,000 acres each. Iowa also has the largest acreage of oats—3,783,000 acres and Illinois next with 2,854,000 acres, New York, Pennsylvania, Ohio, Indiana, Wisconsin, Minnesota, Missouri, Kansas and Nebraska have over 1,000,000 acres each in oats. Returning to wheat the two Dakotas make good showings, North Dakota having 2,868,729 acres and 34,998,000 bushels, and South Dakota 2,541,349 acres and 31,767,000 bushels of wheat. South Dakota also has a considerable corn area—794,000.

### FREIGHT RATE INEQUALITIES.

The City of Minneapolis has just won a great fight with the railways in the matter of freight rates. The railways made the rates on grain from many northern and northwestern points the same to Minneapolis as to Duluth, notwithstanding the greater distance to the latter place. This was a great injury to the Minneapolis milling industry, as the millers were compelled to pay the same rate on their wheat as Duluth millers, and besides would have a local rate to pay on flour. The matter was brought before the interstate commerce commission, with the result that the railways have been ordered to readjust their rates upon the basis of distance over the nearest practical routes. This will necessitate a reduction in the freight rate on wheat to Minneapolis, of from 1 to 7 cents per 100 pounds, according to point of shipment, while rates to Duluth will remain as previously. Under the head of "Freight Rates and Traffic Matters," in another column will be found the rates on wheat, etc., from various Minnesota and Dakota points to Minneapolis and Duluth.

### The Iron Meeting.

Iron manufacturers of all kinds have been holding meetings at Toronto, but the only sections who have so far concluded their labors are the plain wire men and the wire nail men. The former have simply ratified the change made at the special meeting held between this and the last quarterly meeting. The wire nail men have only changed their cash discount, making it uniform for both jobbers and retailers at 3 per cent. Formerly jobbers were obliged to give 5 per cent, though the manufacturers allowed them only 3. The feeling against this was very strong especially on the part of one Montreal wholesale house that had made it a rule of its own business to allow only 3 per cent on all heavy hardware, and it considered 15 per cent per annum too much for these times, which was what the discount amounted to in a year as the time is four months. The other manufacturing sections, viz, bar iron etc., are meeting, but frequent adjournments are necessary to allow members of two or more sections to attend all the meetings they are concerned in, and it may be ten days yet before the entire deliberations are concluded.

THE COMMERCIAL has received a beautiful work of art from A. Zeese & Co., engravers, Chicago.

Chadwick's spools have been advanced 10c per gross. The price is now \$3.30.

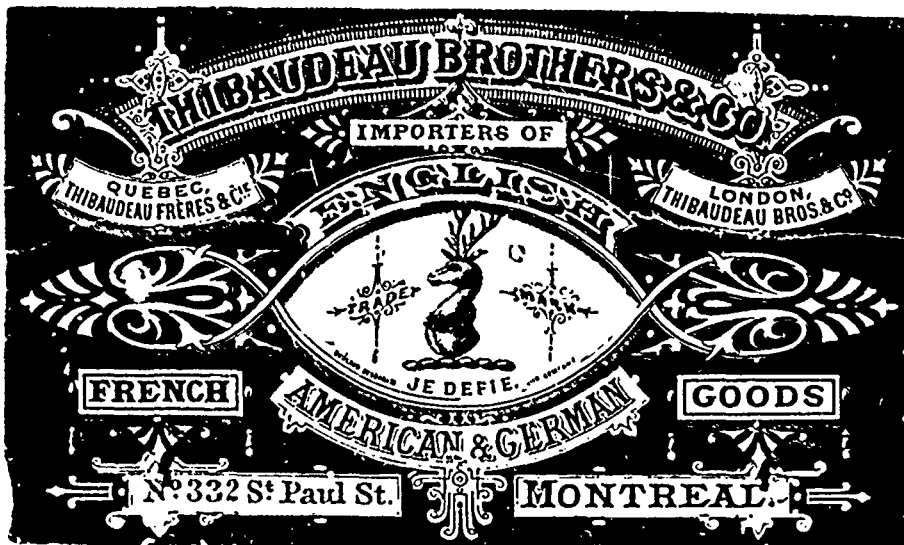
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ORDERS AND CORRESPONDENCE SOLICITED.

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OF THE HIGHEST QUALITY AND PURITY.

Made by the Latest Processes, and Newest and Best  
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Special Brand, the finest which can be made.

**EXTRA GRANULATED,**

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**CREAM SUGARS,**

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**YELLOW SUGARS,**

Of all Grades and Standards.

**SYRUPS,**

Of all Grades in Barrels and half Barrels

**SOLE MAKERS,**

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## BRITISH COLUMBIA.

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

## British Columbia Business Review.

Following is a continuation of a review of the business of the province for the past year, begun in THE COMMERCIAL of last week.

## FARMING AND FRUIT GROWING.

In respect to agricultural pursuits the number of new settlers has been somewhat disappointing, and the progress generally has only been fair. The most noticeable features are an inclination to subdivide large tracts of land and to plant out fruit trees; several attempts on a large scale such as are seen in the Okanagan Valley, on the Aberdeen estate, on the Lisgar farm, Harrison, and on Dr. Powell's estate in Langley, to make large fruit farms, may, and undoubtedly will prove successful. So far the home market is but indifferently supplied with B. C. fruit and the question of export is still out of the question. With the prices and demand for agricultural products the wonder is that more has not been done in the direction of scientific and systematic agriculture. A great many farmers instead of cultivating their land have been endeavoring to get rich on appreciation of real estate and are now mortgaging to keep themselves in ready money.

## MINING.

"Man never is that always to be blest" says Pope, and this appears to have been particularly applicable to the mining industry in B. C. For many years great hopes have been expressed of the development of mineral veins, and each year has promised what never came. "Next year, next year," has always been the bore of the prospector's ardent hopes. However, the past year has more nearly realized expectations than any previous one, inasmuch as a genuine mining boom with very considerable development has taken place in the Slocan district, and with the advent of railways and other means of communication we may fairly look to the coming year as one big with results. Besides the Slocan district, the Toad Mountain, Ainsworth, Lardean, Illecillewaet, Southern Okanagan, and East Kootenay's claims are claiming attention and attracting capital. They are all rich in mineral wealth. Two things which marked the past year were the erection of a smelter at Pilot Bay and the actual shipment of ores from a number of the mines, the returns from which have been more than satisfactory. Very little has been done in placer mining and the returns will be smaller than ever, but an encouraging feature has been the number of hydraulic enterprises that have been undertaken, some with very rich prospects ahead.

## REAL ESTATE AND BUILDING.

It is needless to state that the boom in real estate, so far as the cities are concerned, is at an end. There has been no serious depreciation in values, but the industry of buying and selling lots on speculation is no more. The real estate business is confined to actual needs of the buyer and seller, the management of estates, etc. The above remarks are scarcely true, as applied to the southern interior of the province, in Kootenay and Okanagan, where, owing to the mining excitement and numerous prospective railways, the names of townsites is legion, lots in many of them selling well. On the other hand, building has never been more active than during 1892. This is true of every part of the province, and is particularly true of the larger and better classes of buildings. In fact, the wants of the population has been pretty well supplied for a year or two, and during 1893 we need not look for very much activity in the building line. The amount of building and the

public works underway have put a great deal of money in circulation, and did much to offset the depression in other lines. Many buildings of a most substantial and artistic class have been erected in all the cities.

## STOCK RAISING.

Stock raising in B. C. so far has been mainly for the butcher stall. Dairying has received but little attention. Cattle have been the principle stock. Hogs are being raised to some extent in the Okanagan Valley, where a small packing factory is in operation. Some of the ranchers in the interior are going in for sheep, where the past year their existence has given rise to much complaint on the part of cattle men. They do great damage to the ranges by their close cropping of the bunch grass and their cutting of the roots with their sharp trotters destroys this fodder, which cannot survive their grazing. The principal supply of mutton as yet, however, comes from the coast states and from the territories, the latter supply becoming more and more popular. Hogs are largely brought from Manitoba and Eastern Canada. A good deal of thoroughbred stock of all kinds was imported last year, and this infusion is much needed and will do great good. On the interior table lands there are now thousands of wild horses of the Cayuse variety or those with a strain retrograding to Cayuse and they are fast becoming a nuisance, useless in every respect and untamable. One cause of this is a lack of market for the rancher's horses, which are allowed to run free and soon multiply and degenerate. In respect to cattle the supply is more than adequate for the market at all times save winter and as little feeding is done except by one or two leading ranchers the stock quickly lose flesh and are unfit for the market. If the winter be severe a great many cattle die, and now that the consumption is large, butchers have to depend to some extent on the northwest. The future of the interior for beef purposes is a doubtful one under conditions as they at present exist. By the useless multiplicity of stock, the ranges are becoming over-grazed and as no market exists outside of the province so far, there seems to be little to encourage stock raising. If, with the advent of railways, a dead-meat trade could be established and dairying inaugurated a better state of things would exist, but to that end a race of ranchers must arise "who knew not Joseph." A good deal of stock last year was offered on the coast by farmers there, but these again labor under the disadvantage of not raising sufficient to supply the market and the buyers make long contracts with the interior cattlemen and the northwest and the farmers are shut out. This has resulted in markets being opened where local farmers offer their own meat and also in the establishment of smaller butcher shops, which form an outlet for their stock. This will probably continue until the farmers are recognized by the butchers or the trade will have grown to some proportions independently.

Speaking of farming generally several things are developing more improved conditions. Among these are the Fruit Growers' Association, the holding of fall exhibitions, the Dominion Experimental Farm at Agassiz, the efforts of the Provincial Dept. of Agriculture, which last year made a decided step in advance in its methods, and not by any means the least important the incoming of eastern farmers.

## MANUFACTURING INDUSTRIES.

From an industrial point of view the year has been fairly successful in some lines, although several of the leading industries have found the market limited for their products, notably the B.C. Sugar Refinery has limited its output, as well as sawmills, sash and door factories, etc. During the year there have been established a number of new industries, principal of which are the quarrying of slate, manufacture of fire brick, Portland cement, a paint factory, a paper mill, a feed mill and no less than five lager beer breweries. There have been a number of smaller ones. Several diffi-

culties which surround manufacturing enterprises in B. C. are to be considered, viz., the limited consumption at home, the increased cost of production as compared with eastern goods and the lack of outside markets. A high tariff bars the way of the United States, and the freight rates over the Rocky Mountains gives the eastern manufacturer the advantage in the Northwest. The fruit canneries, of which there are three in operation, have done a much better business than last. Canned fruit is one of the articles in which B.C. should compete with the east in Winnipeg. An effort has been made to find a market in England, with, it is said, hopes of success. Last year saw the first shipments of flour from British Columbia to the Orient, which, if successful, will open up an important trade.

## RAILROAD CONSTRUCTION.

If a plethora of charters meant anything, B. C. would soon be a net-work of railways, but, of course, a good deal of that kind of thing must be taken *cum grano sales*. However, 1892 was productive of several schemes which give every promise of materializing, and 1893 in all probability will see a greater activity in actual construction than was ever known since the building of the main line of the C. P. R. Last year the Shuswap & Okanagan, which opened up the Okanagan Valley to the world was completed and the extension of the system to the boundary line within a year or two is probable. The short line of the C. P. R. through the Crow's Nest Pass to the coast has already been commenced, so that is hardly a question of conjecture. A branch line of the C. P. R. from Revelstoke to Arrow Lake and from Nakusp into the Slocan and from Slocan Lake down the Slocan River, to near Nelson has been definitely announced and seems to be necessary in the C. P. R. interests in West Kootenay. Other lines of railway are projected in the Slocan and from the Boundary northward, but what *bona fides* they have to back them up remains to be seen. One line practically under construction is the Nelson and Fort Sheppard, which will probably be completed this year. Speculations is rife in railway charters all through that country, and it would be difficult to predict to what extent they are genuine. On the coast the Victoria Saanich railway is under construction, and as Vancouver has given a bonus of \$300,000 to the Northern Pacific to extend its line to that city that will likely be undertaken this year. The C. P. R. has been talking of a line through the Fraser Valley from Vancouver to Chilliwack by way of Ladner's Landing but how soon the COMMERCIAL will not venture to predict. The latest and greatest project is the Canada Western, which is intended to take the first proposed route of the C. P. R. from Victoria up the Island of Vancouver to Seymour Narrows, across to Bute Inlet and over the Mainland to Yellowhead Pass. The promoters are very active just now, the necessary deposits have been put up, and surveyors have been out for some time. So far it has every appearance of going ahead. It is quite unnecessary to discuss all the projects announced and charters secured and applied for. If the bill of fare already referred to as probable be carried out the Province will have no cause to grumble for a year or two.

## SHIPPING, ETC.

Full returns have not been made out at the time of writing, but speaking generally there was an increase in 1892 over 1891 in coast and foreign shipping, which would have been materially augmented had the lumber coal and salmon trade been larger. It will be found that the customs and inland revenue collections show a substantial increase, though perhaps not as marked as in the previous years.

## TRADE AND COMMERCE.

Having reviewed the various elements of industry and wealth producing factors of the province, a glance at the general business situation will conclude.

The wholesale business, while the volume was large, was not quite so unsatisfactory as previous years. One estimate, perhaps, a conservative one, places the wholesale trade at 15 per cent less than in 1891. This does not represent a shrinkage in business, although the smallpox badly demoralized it for a time, but is accounted somewhat by an increase in the transactions of wholesale commission houses and the fact that a good many of the leading retailers are importing on their own behalf. The number of eastern drummers who come to the Coast is also yearly increasing. The prevailing depression, &c., and the slightly panicky feeling that existed at one time greatly restricted credits and the consequent volume of business. There were heavy losses, the failures of the province for the year amounting to 73, against 24 in 1891, with liabilities aggregating quite large. This was the result of over-doing business in certain lines, together with over investment in real estate as well as too much credit. Wholesale men sought rather to cut down than extend, and the pruning process has gone on with good results, and trade, if not so brisk, is on a much better basis than six months ago.

The line of business which has shown a very perceptible increase is that of the commission merchants; in fact, it applies to the commission business generally. Taking it all round there has certainly been a largely increased consumption in the lines of general supply, attributed mainly, of course, to increase in population and largely so, because the buying power has been lessened through a touch of hard times. The sale of necessities has very largely increased. Therefore, it is stating the case approximately correct to say that dealers in supply lines—such as flour, feed, fish, fruit, meats, vegetables, dairy products etc.—have been found their business augmented, and it must be remembered that competition has also increased in every line. Most of the dealers report having done more business in 1892 than 1891, although some of them are emphatic in stating that it was not so satisfactory.

There has been no falling off in dry goods, but this is one of the lines in which the public have practised economy, and on the whole it cannot be said to have improved.

Hardware and heavy metals have shown a decided and distinct advance, owing to the large amount of building and public works under way. However, stocks are heavy and a cessation of activity in building is likely to produce quietude during the coming season.

The jewellery trade showed an increase over 1891, although 1890 was a much better year than either.

In cigars and liquors the trade is overdone and few are making money out of it.

The grocery trade has certainly increased wonderfully in proportions. Competition, however, has increased with it, and profits have correspondingly lessened.

Perhaps no other line of business has been more disappointing than the dry goods taking it all round. The most conservative dealers expected 1892 would be a big year, and stocked themselves heavily in anticipation. While there has been no decrease in the volume of dry goods trade, and perhaps an increase taken altogether, yet expectation has not been realized, and the trade has felt it severely. Merchant tailoring has been affected seriously by the amount of business which is being taken to Ontario cities. Here the cheap eastern labor comes in direct competition with home industry, because express rates on clothing, often sent by mail as well, cuts a small figure.

The furniture stores have done a fair business, but these too, are overstocked. The number of settlers, who have a very direct and material effect on furniture and furnishings, was not so large as expected or indeed as during the year previous, and therefore the demand was not up to expectations. It may be here stated that the small-pox epidemic not only interrupted and demoralized business for a time but constituted a check on immigration and diverted a large volume of travel, to which cause a good deal of the recent depression may be attributed, and

the wonder is that the business community came out of it so well.

Similar remarks may be made of crockery and glassware as to furniture.

Summing up the whole situation, while the volume of business has been large and shows a gratifying increase, as returns of the various ports show, there has been a greater percentage of loss than in previous years, and the character of some of the business has not been so satisfactory. All branches of trade are well represented, and sufficient for the demand, while some lines have been overdone.

One big improvement noticeable, and it may be reported as the result of the experience of the past year, that credits have been greatly limited and business is on a much safer basis than ever before. Thirty days is now the usual limit and business is conducted generally on that basis.

The following are a few of the statistics relating to trade for the year:

CUSTOMS.			
	Collections.	Imports (free).	Exports.
Victoria.....	953,082	767,516	2,533,794
Vancouver.....	330,604	584,653	679,841
Westminster.....	119,837	101,331	256,542
Nanaimo.....	103,283	15,657	1,954,739

INLAND REVENUE.		Collections.
Victoria.....		145,636
Vancouver.....		87,533
Westminster.....		14,521
Nanaimo.....		18,560

SHIPPING.					
	Entered.		Cleared.		
	deep sea	coasters	deep sea	coasters	
Victoria.....	1051	1217	1137	1316	
Vancouver.....	209	2146	277	2183	
Nanaimo.....					(No returns, but large.)
Westminster.....	15	624	12	630	

POST OFFICE.		Stamps sold.
Victoria.....		\$45,150
Vancouver.....		27,000
Westminster.....		11,073
Nanaimo.....		

COAL EXPORTS.		Tons.
New Vancouver Co.....		308,140
Wellington.....		180,625
East Wellington.....		27,761
Union.....		60,635
Total.....		577,070

SEALING.		Skins.
Lower coast catch.....		4,479
Upper " ".....		24,631
Asiatic " ".....		14,804
Indian " ".....		1,571
Total.....		45,385
Value about \$500,000		

SALMON CANNED.		Cases.
Deaver Cannery.....		7,690
Richmond Cannery.....		5,100
Harlock Packing Co.....		4,168
British Columbia Cannery Co.....		1,800
Terra Nova Canning Co.....		4,500
A. B. C. Co.'s Canneries.....		16,020
Bon Accord (Sta. Island).....		8,010
Ewen's Cannery.....		8,000
Lairlaw & Co.....		6,934
M. M. English.....		6,000
Total Fraser River pack.....		68,000

SKEENA RIVER.		Cases.
North Pacific coast.....		11,250
Inverness Cannery.....		11,250
Bathnora Cannery.....		11,250
B. C. Canning Co.....		11,250
British American Packing Co.....		11,250
Standard Packing Co.....		11,250
Skeena Packing Co.....		11,250
Total Skeena River pack.....		90,000

RIVERS INLET.		Cases.
Rivers Inlet Cannery.....		5,500
Victoria Packing Co.....		8,967
Wannuck Canning Co.....		4,656
Total Rivers Inlet pack.....		19,123

NAAS RIVER.		Cases.
McLellan's Cannery.....		11,250
B. C. Canning Co.....		7,500
Cascade Cannery.....		7,500
Total Naas River Pack.....		26,250

VARIOUS.		Cases.
Price's Cannery (Gardiner Inlet).....		6,000
Alert Bay Cannery.....		4,292
Lower Inlet Cannery.....		8,000
Total.....		18,292

Grand Total for British Columbia		Cases.
.....		221,797
.....		1891.. 312,211

**BUILDING.**  
In Victoria the list of buildings amount in value to \$1,045,000 for the year 1892; for Vancouver about \$1,750,000 and in Westminster \$750,000.

**PROSPECTS FOR 1893.**  
Everything points to a better year. Should lumber improve it will make a material difference. The canned salmon industry will be extensive and business all around is on a firmer footing than this time last year. If cholera keeps away from America the travel in connection with the World's Fair will bring many people and a great deal of money to the coast. Next spring mining development will likely take a great impetus and the rush to the southern interior of Kootenay, east and west, and Okanagan will be unprecedented in B.C. Building will not be extensive in the cities of the coast, but will be considerable in the interior. Railway construction will be carried on on a large scale. Perhaps more than usual attention will be paid to Vancouver Island and the northern coast.

**B. C. Market Quotations.**  
**MEATS.**—The markets are quiet and firm with quotations: Whitshire cured hams, 16c; do. backs 15½c; eastern hams 15c; bacon 17c; salls, 12c; smoked sides, 12½c long clear, 12½c; 3,5 and 10 lb tins lard, 14½c; 20 lb pails lard, 14c; 50 lb tubs lard, 13½c; tierces lard, 11½c. Lard compound is 13c; barrel pork \$28. Commission agents quote American meats f. o. b. Victoria duty paid as follows: Medium hams, 16c per lb; heavy hams, 15½c; choice breakfast bacon, 16½c; short clear sides, 13c; and dry salt clear sides, 12½c. Armour's white label pure lard, 10 lb pails, 15½c per lb. Armour's gold band meats, duty paid, hams, 17½c; bacon, 18½c.

**FLOUR, FEED, GRAIN, ETC.**—Continues steady. Quotations are: Flour Manitoba patents, \$5.50; strong bakers, \$5.20; ladies choice, \$5.70; prairie lily, \$5.30; Oregon, \$5.50; Spokane, \$5.65; Enderby mills—Premier \$5.65; three star, \$5.25; two star, \$5.00; oatmeal eastern \$3.40; California granulated in gunnies, \$4.35; National mills, Victoria, \$4.25; rolled oats eastern \$3 to \$3.25; California \$3.75; National mills \$3.65; cornmeal \$3.10; split peas \$3.50; pearl barley \$4.50. Rice—The Victoria rice mills quote wholesale. Japan rice per ton, \$77.50; China rice do \$70; rice flour, do, \$70; chit rice, do, \$25; rice meal; do, \$17.50; chopped feed, \$31 per ton; bran \$24; shorts \$25; Man. oats, \$28 to \$32; B. C. oats; \$26; wheat \$27 to \$32; oil cake, \$40; hay, \$17. Wheat is quoted in car lots for feed No. 2 regular at \$22 to \$23 per ton; oats \$24 in bulk and in sacks \$25; chop barley \$25. California malting barley, \$26 to \$27 f.o.b. in San Francisco. California chop, \$32 to \$33. The Western Milling Co. quote bran in car lots \$19.00 per ton; shorts, \$20.50; barley chop, \$25; rye, \$38; patent flour, \$4.60; strong bakers \$4.25. Graham flour, \$4.40; B. C. wheat is quoted at \$29 to \$30 per ton, and oats at \$25; beans are 4c per lb. Hay is quoted at \$12.50 on the river bank or \$13.00 placed on the scows.

**FISH.**—Prices are: Halibut, 10c; Salmon, 10 to 12c; codfish, 6 to 7c; flounders, 4 to 5c; sturgeon, 4 to 5c; sole, 10c.

**VEGETABLES.**—No change. Californian onions are quoted 1½c; B. C. onions 1½c; turnips, beets and carrots, \$15 a ton; Fraser Valley potatoes average about \$18 a ton, and Ashcroft's \$20.

**DRESSED MEATS, LIVE STOCK, ETC.**—Quotations are: Live steers are quoted at 4;

(Continued on page 503)

Calgary merchants have agreed to close their stores at 6.30.

**BRUSHES,  
BROOMS,  
WOODENWARE.**

CHAS. BOECKH & SONS,  
TORONTO.

J. E. Dingman, Agent, Winnipeg.

**WELSH BROS.**

Wholesale Dealers in

**FLOUR, FEED and GRAIN**

VANCOUVER, - B. C.

N.B.—Correspondence Solicited. Box 737.

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Conveyancer, Notary Public, etc. Special attention to Commercial Law and Collections.

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**Eggs and Choice Butter**

Bought, also handled on commission by

**F. R. Stewart,**

Wholesale Provision and Commission Merchant  
VANCOUVER, B. C.

Shippers are invited to quote lowest prices or forward a consignment which will be handled to the best possible advantage.

THE

**Rigby Porous Waterproof Cloth**

Is worn by the most fashionable ladies in eastern cities for ulsters with deep military capes. These are an elegant garment and serve the double purpose of an ordinary ulster and waterproof combined. We are showing very handsome patterns in checks and plain effects all in six quarter goods. Sample clipping will be sent on application,

To the Trade Only.

—We have a full assortment of—

**Rigby Tweeds in stock for Men's Suitings and Overcoatings**

RIGBY CAPE and SPRING OVERCOATS, READY MADE

In a great variety of Patterns

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MONTREAL.



**OGILVIE MILLING CO'Y  
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REGISTERED BRANDS :

**Hungarian and Strong Bakers' Flour**

—DEALERS IN ALL KINDS OF—

**GRAIN and FEED.**

**MILLS :**

	DAILY CAPACITY	DAILY CAPACITY
ROYAL—Montreal	1800 Barrels	POINT DOUGLAS—Winnipeg 1000 Barrels
GLENORA " "	1200 " "	SEAFORTH—Seaforth, Ont. - 300 " "
GODRICH—Goderich, Ont.	1000 " "	

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

....CONSIGN YOUR...  
**GRAIN**  
TO THOMAS McLAUGHLIN,  
210 Board of Trade Building, TORONTO, - ONTARIO  
Send quotations and samples, Wheat, Barley, Oats, to above address, or to my representatives:—J. C. Murray, Winnipeg, Man.; C. H. Morrow, Sherbrooke, P.Q.; R. C. Muir, Quebec, P.Q.



REGISTERED TRADE MARK

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 Pickles, Jams, Jellies and Preserves**

—PREPARED BY—

**MICHIEL LEFEBVRE & CO.,  
MONTREAL.**

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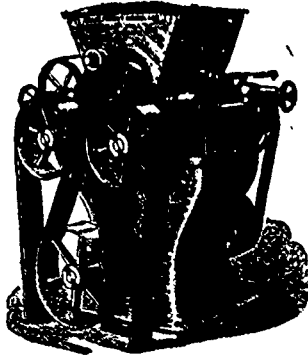
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And Small Wares.

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Engines, Boilers, Steam Pumps,  
Flour Mill and Grain Elevators,  
Agents for North American Mill Building Co.

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TRANSMISSIONS.

Electrical Machinery and Supplies.  
Second Hand Machinery of Every Description  
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Office and Works, 758, 760 and 762 Main Street, **Winnipeg.**

**Gillies' Series of Pens.**

NO.	DESCRIPTION.	PER GROSS.
202	Railway Pen, fine point.....	400
212	Peruvian Pen, medium point.....	70c.
222	Queen Pen, fine point.....	70c.
232	Ledger Pen, fine point.....	70c.
242	Beaver Pen, turned up point.....	60c.
252	Commercial Pen, medium point.....	60c.
262	Electric Pen, fine point.....	60c.
282	Public Pen, fine point.....	45c.
302	Falcon Pen, medium point.....	40c.
402	Lorne Pen, extra broad point.....	65c.
502	Windsor Pen, medium point.....	50c.

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Wholesale Stationers, Paper, Envelope and  
Account Book Manufacturers.

HAMILTON, ONTARIO.

**BROWN BROS.,**

Wholesale and Manufacturing

**STATIONERS,**

64 to 68 KING STREET, EAST,

TORONTO.

SPECIALTIES.

Account Books Paper—all kinds  
Office Supplies Stationery  
Wallets, Pocket Books  
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Pocket and Office Dairies  
Leather Goods Binders' Materials  
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Special Notice.

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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 Moccas-  
ins for season

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**Jas. Hall & Co.**

Brockville, December, 1892.

**Hudson's Bay Company,**

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Registered Brands:

**Hungarian and Strong Bakers Flour**

Chopped Feed, Oats, Bran, Shorts, etc.

Solo agents in Manitoba, Northwest Territories and British Columbia for

**MYERS ROYAL HORSE AND CATTLE SPICE**

In use for a quarter of a century. For full particulars, circulars, &c.,  
address Chas. H. Steele, Manager, Winnipeg.

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**SAVED**  
IN EVERY CUT.

LUMBERMEN  
YOU CANNOT  
AFFORD  
TO WASTE THIS

SEND FOR  
BOOKLET AND NEW  
CATALOGUE

**WATEROUS**  
BRANTFORD  
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BRANCH OFFICE:

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CIRCULAR SAW MILLS,  
**BAND SAW MILLS,**

PORTABLE AND STATIONARY

SHINGLE MACHINES  
PLANERS, EDGERS,  
EWART CHAIN BELTING.

**REDMOND,**  
**GREENLEES & CO.**

—WHOLESALE—

**HATS, CAPS**  
AND FURS.

134 Princess Street,  
WINNIPEG, - MAN.

**ROBINSON, LITTLE & CO.**

—WHOLESALE—

**DRY GOODS**

343 and 345 Richmond St.,

LONDON, Ont.

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

**WINNIPEG MARKETS.**

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

**SATURDAY AFTERNOON, January 14.**

**FUEL**—The price of E tavan coal has been reduced 50c per ton here, which makes the retail price, delivered in the city, \$4.50 per ton. This reduction is in accordance with the original intention to sell the coal at this figure as soon as the mines had been sufficiently developed to admit of a large output. Work of developing the new mines has now progressed to such an extent as to allow of a fairly large output. Regarding the Lethbridge mines, the Lethbridge News says: "The mines here are now running to their fullest capacity, No. 1 shaft having put on a night shift on Monday. The daily output amounts to about eight hundred tons, which is all disposed of as soon as it is cut. Three trains leave here on the east road and two on the south daily." Wood fuel is offering at comparatively low prices in car lots, as compared with prices asked until recently. Ash, oak, tamarac, etc., can be had at about \$3.75 to \$4.50 in car lots.

**GENERAL WHEAT SITUATION.** This week has been one of the liveliest and strongest one in wheat prices for a long time, quite a bullish feeling prevailing in some markets at times, especially at Chicago. On Monday the markets were quiet and easy, and in some cases a shade lower, cables being irregular. The visible supply for the United States and Canada, east of the mountains, showed an increase of 549,000 bushels, while the corresponding week last year there was a decrease of 303,000 bushels. The total visible, as per statement on Monday, was 81,786,000 bushels, and a year ago was 45,603,983 bushels. On Tuesday United States markets continued quiet, but were stronger and advanced about 3c. Cables irregular. Wheat and flour on ocean passage decreased equal to 644,000 bushels. The English visible supplies decreased 1,000,000 bushels. Receipts at Minneapolis and Duluth continue to aggregate more than a year ago, being 620 cars on Monday, 348 Tuesday. On Wednesday there was a big upturn in prices at Chicago, where the gain was 2 1/2c. Duluth gained 1 1/2c. The excitement at Chicago appeared to be of a local speculative nature, helped on by a somewhat large line of shorts. The market has been so steady for such a long time, that the sharp advance made shorts nervous. The bullish movement was assisted by higher cables, due to unfavorable reports of the French wheat crop. The Paris market was 2 to 3 1/2c higher. On Thursday there were sharp fluctuations in prices at Chicago, where the market opened 1c higher under active buying by shorts, but realizing sales at the advance caused the price to decline and close lower there and at other United States markets. On Friday the market was strong at Chicago on buying, supposedly for shorts, and this gave a firm tone to other United States markets which closed 1/2 to 1c higher.

Exports of wheat from the United States, both coasts, during the six days ended January 12th, equal 3,308,907 bushels, a gain of 10 per cent within a week, but 20 per cent less (flour included) than was sent abroad in the week a year ago.

The exports of wheat and flour for six months months were reported at 109,000,000 bushels or at the rate of 218,000,000 bushels for the year. As the total exports last year were only 225,000,000 bushels, this was quoted as showing that the foreign demand this year has been surprisingly good.

**LOCAL WHEAT**—Prices have held stiff in Manitoba country markets. The tendency to advance prices there has been further strengthened by the stronger feeling in outside markets this week. The movement is slow. Prices to farmers in Manitoba country markets average about 50 to 53 cents per bushel for choice samples of hard wheat, equal to No. 2 or better.

**FLOUR**—There is no change locally, but the general situation is firmer. It is claimed that a little better prices are being obtained east. Prices here are quoted as follows to the local trade in small lots per 100 pounds: Patents \$1.95; strong bakera \$1.75; XXXX 75 to 90c; superfine 60 to 70c. Brands of some mills sell at 5 to 10c under these prices, even in small lots. Round lots at a discount under quotations.

**MEALS**—We quote bran selling to local dealers at \$3 to \$9 per ton, as to quantity, and shorts \$10 to \$11 per ton.

**OATS**—Offerings in the Winnipeg market have not been heavy, and prices unchanged at from 18 to 20c per bushel of 34 pounds, for feed quality. On some days when offerings were light a little better has been paid on the street by private buyers. In Manitoba country markets the range is from 13 to 15c per bus.

**BARLEY**—Prices for feed barley are about the same as oats, per bushel, but slower sale than oats.

**GROUND FEED**—Prices are unchanged. Finest brings \$13 to \$14 per ton, as to quality, and lower qualities \$11 to \$12 per ton. Some mill feed is offered as low as \$9 per ton, composed of wheat and other mixtures.

**MEATS, ETC.**—Oatmeal is jobbing lower filled and granulated oatmeal held at about \$1.80 to \$1.90 per sack, according to brand, and standard meal 5c lower, these being prices to retail traders. Cornmeal \$1.65 to \$1.70 per 100 lbs. Split peas \$2.60 to \$2.65 per 100 lbs. Beans, \$1.75 to \$1.95 per bushel. Pot barley, \$2.50 per 100 lbs. Pearl barley, \$4.00.

**CURED MEATS**—Outside markets are all very strong and higher. At Chicago pork has continued to advance, May pork having sold at over \$19 per barrel on some days, as compared with \$11.50 to \$11.75 per barrel a year ago. Eastern Canada markets are advancing sharply. Long clear is held at 19c in Toronto. Despite the high price of hogs and the sharp advances in cured stuffs in outside markets, local dealers refuse to profit by the advance, and are selling at about the old prices, but there is very little business doing. A car lot of long clear was reported sold to a speculative buyer at 33c which is a very low price, compared with values elsewhere. Compound lard has advanced 2 to 3c. Local prices are: Dry salt long clear, bacon, 9 to 9 1/2c; smoked long clear, 10 1/2c; spiced rolls, 10 1/2 to 10 3/4c; breakfast bacon, 13 to 13 1/2c; smoked hams, 13 to 13 1/2c; mess pork, \$17 per barrel. Sausage quoted: Pork sausage, 9c; bologna sausage, 9c; German sausage, 9c; ham, chicken and tongue sausage, 9c per half lb packet.

**LARD**—Compound held at \$1.90 to 2.00 per pail. Pure at \$2.20 to \$2.30 per 20 pound pail. In tins, 12 to 12 1/2c per pound.

**DRESSED MEATS**—Quiet. Mutton dull at the decline, at 7 1/2 to 8c; beef slow at 3 to 5c by the side or carcass, as to quality. Dressed hogs are firmer, and show some appreciation from the bottom range. Packers are paying 6 1/2c, and on the street market 7c has been paid for choice hogs.

**POULTRY**—Slow sale, especially for turkeys, as dealers are well stocked with frozen birds, and are not buying. Though prices are nominally unchanged, it would be difficult to sell in quantities except at concessions. We quote chickens, 8 to 10c; ducks, 10 to 11c; geese, 9 to 10c; turkeys, 10 to 11c.

**BUTTER**—The market is easier and receipts fairly liberal. The top prices of a few weeks ago could not be obtained. We quote round lots of good to choice dairy at 15 to 16c. A selected lot might bring up to 17c.

**CHEESE**—Jobbing at 10 to 10 1/2c per lb. Eggs—Single cases quoted at 20c per dozen, larger lots 18 to 19c as to quality. Fresh not quotable.

**VEGETABLES**—Following are prices at which dealers buy on the street market: Potatoes 35 to 40c per bushel; turnips 25c bushel; cabbage 40 to 75c dozen; celery 30 to 50c dozen.

Onions 2 to 2 1/2c per lb. Carrots 30 to 40c a bushel; beets, 30 to 40c bushel; parsnips, 1 1/2 to 2c lb. Spanish onions, \$1.50 per crate.

**HIDES AND TALLOW**—Country frozen hides bring 3 to 3 1/2c, uninspected as they run. The tendency is easier on frozen prices, but there is very little business doing, and the bulk of country stocks have been marketed. We quote: No. 1 cows, 3 1/2c; No. 2, 2 1/2c; No. 1 heavy steers, 5c; No. 2 steers, 4c; No. 3 2c lb. Real veal 8 to 13 lb skins, 4 to 5c per pound, or about 40c per skin. Kips about same as hides. Sheep and lamb skins 50 to 60c each for recent take-off. Tallow, 4 1/2c; rendered, 2 1/2c rough.

**WOOL**—Prices range from 9 to 10c for unwashed Manitoba fleeces, as to quality.

**HAY**—Baled held at about \$4.75 to \$5 per ton on track at point of shipment. Loose hay on the street market plentiful at about \$4 per ton.

**Chicago Board of Trade Prices.**

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

There was but little variation in wheat prices on Monday, the range being about 1/2c, and the closing one to two points lower than Saturday. Closing prices were:

	Jan	Feb.	May.
Wheat	72 1/2	—	78 1/2
Corn	41 1/2	42 1/2	46 1/2
Oats	30 1/2	31 1/2	34 1/2
Pork	18 80	—	19 07 1/2
Lard	10 75	—	10 70
Ribs	9 60	—	9 77 1/2

Tuesday experienced a rather quiet market, with the general tendency towards a higher range for wheat. Prices advanced and closed 1/2c higher. Closing prices were:

	Jan.	Feb.	May.
Wheat	73 1/2	—	79 70 1/2
Corn	41 1/2	42 1/2	46 1/2
Oats	30 1/2	31 1/2	34 1/2
Pork	18 70	—	19 10
Lard	10 70	—	10 52 1/2
Short Ribs	9 37 1/2	—	9 52 1/2

Wheat was active and strong on Wednesday, opening a shade higher, and advanced 2 1/2c, with only slight interruptions to the higher tendency, closing 2 1/2c higher. The market was largely of a local nature. Closing prices were:

	Jan.	Feb.	May
Wheat	75 1/2	—	81 1/2
Corn	42 1/2	43 1/2	47 1/2
Oats	31 1/2	32 1/2	35 1/2
Pork	18 35	—	19 75
Lard	10 50	—	10 37 1/2
Short Ribs	9 35	—	9 50

On Thursday wheat was excited and unsettled. The market opened 1c higher and after fluctuating sharply, closed 1/2c lower. Closing prices were:

	Jan.	Feb.	May
Wheat	76 1/2	—	81 1/2
Corn	43 1/2	44 1/2	48 1/2
Oats	32 1/2	33 1/2	36 1/2
Pork	18 30	—	18 67 1/2
Lard	10 45	—	10 52 1/2
Short Ribs	9 47 1/2	—	9 57 1/2

On Friday wheat was excited and higher, with considerable buying, supposed to be for shorts, the belief being that the market is heavily oversold. Prices closed 2 to 1 1/2c higher. Closing prices were:

	Jan.	Feb.	May.
Wheat	78	—	84 1/2
Corn	44 1/2	45 1/2	49 1/2
Oats	34 1/2	35 1/2	38 1/2
Pork	18 6 1/2	—	19 10
Lard	10 30	—	10 72 1/2
Short Ribs	9 67 1/2	—	9 50

May wheat opened at \$2 1/2c per bushel, advanced and closed at \$2 3/4c; January wheat closed at 77c.

**Chicago Grain Storage Rates.**

Storage rates for grain in the Chicago elevators for the year 1893 will be as follows: On all grain and flax seed received in bulk, and inspected in good condition, three-quarters (3/4) of one (1) cent per bushel for the first ten (10) days or the part thereof, and one third (1/3)

of one (1) cent per bushel for each additional ten (10) days or part thereof, so long as it remains in good condition.

On grain damp or liable to early damage, as indicated by its inspection when received, two (2) cent per bushel for the first ten (10) days or part thereof, and one-half (½) of one (1) cent per bushel for each additional five (5) days or part thereof.

No grain will be received in store until it has been inspected and graded by authorized inspectors, unless by special agreement.

**Duluth Wheat Market.**

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

Monday—Cash, 68½; May, 72½.  
 Tuesday—Cash, 67½; May, 73c.  
 Wednesday—Cash, 68½; May, 74½.  
 Thursday—Cash 68; May 74c.  
 Friday—Cash 69; May 74½.  
 Saturday—Cash 69½; May 75½

A week ago cash wheat closed at 65½c, and May delivery at 72½. A year ago January wheat closed at 84½c, and May at 89½c.

**Annual Meeting Grain Exchange.**

The annual meeting of the Winnipeg Grain Exchange was held on Wednesday last. There was a good attendance of members. President Mitchell occupied the chair and delivered the following address :

After a few introductory remarks, complimentary to Mr. Bawl, on the erection of the new exchange building, Mr. Mitchell said : "My predecessor, Mr. Thompson, went fully into the matter of farming last year, and in everything he said I heartily agree, but I certainly cannot let this question pass without again directing your attention to the serious and detrimental effects of smut on our wheat crop again this season. In the early part of the year, a committee was appointed by the exchange, who went into this question thoroughly, and their report shows conclusively that the damage and loss from this cause alone, to the crop of 1891, was greater than from frost and all other causes combined, and I confidently believe that if it had not been for the great shortage in continental crops that year, the bulk of this wheat would have been simply un-saleable, as prices offered this year for the same kind of stuff would not pay the cost of transportation. Your committee recognizing the gravity of the situation, arranged for and issued 1,600 circulars, setting forth the facts, and recommending the use of first class seed, and the treatment of all seed by bluestone before sowing, as the best means of getting rid of the difficulty, and I am pleased to learn that their suggestions have been largely acted upon, resulting in a decided improvement in this year's crop in this respect, although the loss to the farmer this year will again be very great from this cause. I cannot too strongly recommend that further action be taken by the exchange, to again present the matter before the farmers, and to try and free the country from this scourge, which can be done with so little trouble and expense.

"Especially French weed and Canadian thistles are rapidly taking possession of the cultivated lands on the banks of the Red and Assiniboine rivers, nor will we see an improvement in this respect until the local government, by some system of inspection, compel the cutting of these weeds on highways and unoccupied lands, as the individual effort on the part of farmers will be of no avail, with every gust of wind re-seeding the lands again, and I would recommend that your exchange bring this matter before the proper authorities at their earliest opportunity.

"Some changes have been made in the inspection laws at terminal elevators, providing that all grain "inspected in" or certain grades, must "inspected out" on the same grades, and if any admixture is made in such elevators, it must be so stated on the manifests and certificates. This action may at first thought seem

harsh, but I am firmly convinced that it is only by putting on such safeguards and restrictions that you can establish absolute confidence in our inspection laws, and make documents from such terminals, safe and desirable collateral security, and it will evidently be of decided benefit to such individual shipper and receiver, as well as to the country at large. Arrangements have also been made whereby surveys on the Port Arthur as well as Manitoba inspection, can be held in Winnipeg at a moment's notice when necessary at a nominal cost.

"Your council sent delegates to attend an international convention at Grand Forks to discuss closer trade relations between the two countries and the principal subject that came up for discussion was the improvement of our waterways to the sea board, and in many opinion this is a question of the most vital importance in our province and may well claim consideration at our hands.

"A noted American economist has said that the chief element of prosperity in a state or nation, is that economy in transportation of persons and property. Truer words were never spoken, and to no country do they apply with greater force than to Manitoba. From our inland position and great distance from the sea-board, we find that, as a rule, nearly, if not quite, 50 per cent of the price realized for our grain, for transportation, and at the present moment, the export of barley and oats is prohibited by the high cost of transportation, and the low price they will command in foreign markets.

"From a table compiled by the Chicago Board of Trade, the average charges for carrying a bushel of wheat from Chicago to New York by the three different methods, beginning 1868 and ending 1885, are as follows:

	Lake & Canal.	Lake & Rail.	All Rail.
1868 .....	25 30	29	42 18
with slight changes yearly until 1881			
1881 .....	8 60	10 40	14 20
1885 .....	4 55	9 00	14.

since which time there has been no material change.

In 1854 the average cost per ton per mile on freights passing through the Soo Canal was 2.30 mills. In 1890, by reason of improvements which had been made in the waterways, the rate was reduced to 1.30 mills. In 1887 the lake freight from Duluth to Buffalo was 6.60 cents per bushel, in 1890 it was only 3 cents, a reduction in three years of 3 60 cents. This remarkable reduction was unquestionably due in a great part, to an increased size in the carrying capacity of the vessels, but the increase in the vessel's size would not have been possible, if the channels had not been deepened and otherwise improved. At the present time the depth of the water is about 14 feet, and the limit of carrying capacity of vessels is 2 400 to 3,000 tons, but it is confidently asserted by vessel builders and owners that with 18 to 20 feet of water, the capacity can be increased to 6,000 tons, and the above rate cut in two. The lowest rate ever reported made by a railroad is 4 mills per ton per mile, and the statistician of the interstate commerce reports the average of roads reported 9.22, and the average on all freights going through the Soo last season was 1.35 mills. From the above you can easily see the advantage it would be to the country to have 18 or 20 feet of water to the seaboard via Montreal. All the farmer consumes, as well as all he produces, would be carried at much cheaper rates. With deeper waterways, the head of ocean navigation would be transferred from the Atlantic seaboard to the western end of Lake Superior, and for all practical purposes the ocean itself, with all its commercial advantages, would wash the shores of Duluth and Port Arthur.

"One very pleasant feature during the past season was a conference with the country boards of trade, who send delegates to meet with the exchange, to discuss matters affecting inspection and the general interests of the grain trade. Although these meetings may not be productive of any immediate benefit, it is only by free and full discussions and exchange

of views from all sides, both shippers and receivers, the best results can be obtained, more especially in a new country like ours, where so much constructive legislation is necessary.

**EXPORT TRADE.**

I am sorry I cannot congratulate you on its unqualified success. As you are aware owing to the lateness of our harvest and the early closing of navigation at Montreal, the greater portion of our grain for export has to go out via Buffalo and New York in bond and the identity preserved, and for this reason is discriminated against, both in transit and arrival, owing to the congestion of stocks both in Buffalo and New York, the railways and storages were taxed to their limit which resulted in a corresponding decline in prices. This has been of frequent occurrence in the past few years, and strongly demonstrates the inability of our present transportation facilities, especially from our lake ports onward, and this being the case now with only about 3 per cent of land in Manitoba under cultivation, you can easily see how serious this matter may become as our province develops, unless some prompt action is taken by our government in developing our canals.

"Owing to the tariff arrangements of the United States which impose a duty of 25 cents per bushel on all Canadian wheat which is consumed there, and even though it may grade No. 2 spring in Chicago and No. 1 northern in Duluth and New York, it is shut out of the speculative markets, as it cannot be applied on forward contracts unless the duty is paid, so that when the home demand of wheat in the United States or speculation advances prices above an export basis, the fact that our wheat can only go for export is taken into account by the buyers there and sells several cents below its actual milling value, compared with the same kind of wheat from Dakota and Minnesota."

"As I previously pointed out, we are compelled to export a large proportion of our wheat through the United States ports, and the railroad and warehouse men discriminate against bonded wheat, because they have to preserve its identity, and wheat which would be otherwise handled in New York on regular storage and delivery terms is frequently put under demurrage immediately on arrival there at very considerable expense, and exporters will not handle our wheat for the same commission as United States wheat, because of the expense and delay in the New York customs house.

"The construction of elevators is still keeping pace with the requirements of the country, and has again been increased this year by nearly 1,000,000 bushels so that we now have a total capacity of 11,000,000 bushels, including Fort William and Port Arthur. The question of building a transfer and storage elevator in Winnipeg has received considerable attention from your exchange, and resolutions have been passed endorsing it. The building of a suitable elevator for transferring and handling grade, damp and smutty grain, would be of incalculable benefit to the grain trade, as well as to each individual farmer, and I know of nothing that is likely to be of so much benefit to the city of Winnipeg, as it would be the nucleus of an elevator system that would no doubt result in making Winnipeg eventually the largest grain centre on the continent. I understand that arrangements are being completed to erect such a building, and will no doubt be carried to completion, if proper encouragement is received from the trade and the city. A detail list of elevators and warehouses will be published in the annual report of the exchange."

The president then dealt briefly with the immigration and crop statistics for the year, quoting figures from the Manitoba crop bulletins. The autumn of 1892 was a most favorable one for the plowing and reports to grain dealers, from their employes throughout the Province, indicate between forty and fifty per cent increase over 1892 in the area of land under cultivation may be looked for this year.

Concluding he said: "During the past year railroad construction was fairly active, the Canadian Pacific railway company have completed the following extension of their branch lines: Mentith to Roston 30 miles, Deloraine to Napioka 16 mil., Almeda to Estevan 30 miles, Calgary to Macleod 105 miles, a total of 199 of new track. In addition to the constructed roads, 100 miles of the Soo railway between the international line and the Pasqua station on the Canadian Pacific railway main line near Regina, were graded in readiness for track laying next spring. I trust every assistance will be given by your next council to the Hon. Mr. Smart, World's Fair commissioner for Manitoba, in securing the best possible exhibit of Manitoba grains. Before retiring, I wish to thank the council and officers of the exchange for their help and assistance, and would remind you that the usefulness of the exchange depends a great deal on a good working council."

REPORT OF COMMERCIAL.

The secretary then presented the annual report of the doings of the council for the year. The substance of this report has appeared in THE COMMERCIAL from time to time, as it transpired. It deals with the action taken by the exchange regarding the erection of a large public elevator at Winnipeg; the efforts of the exchange to educate the farmers to take measures to prevent smut; amendments to by-laws; the Grand Forks reciprocity convention; convention of grain men at Winnipeg in September last to talk over grain inspection and other matters; membership, showing 17 new members during the year, 15 of whom joined by the purchase of certificates of old members who wished to retire. One death, Mr. Alex. McIntyre, occurred. The total membership is therefore 101, a net gain of one in the year. Other matters dealt with in the report of the council are: Changes in the general inspection act; seed grain rates; matters relating to the exportation of grain; grading in

bond; mixing in public elevators; and territorial crop statistics. These matters have all been reported in THE COMMERCIAL as they transpired.

THE GRAIN INSPECTOR'S REPORT.

The report of Inspector David Horn of wheat inspected for the six months ending Dec. 31, 1892, was read as follows:—

Grade.	Cars.	Bushels.	For Cent.
No. 1 hard.....	609	305,880	84
No. 2 hard.....	2,022	1,704,300	38
No. 3 hard.....	1,112	722,500	16
No. 1 northern.....	216	140,460	3
No. 2 northern.....	337	251,550	54
No. 3 northern.....	98	63,700	14
White Fyfe.....	112	72,800	14
No. 1 frosted.....	358	231,300	5
No. 2 frosted.....	290	183,000	4
No. 3 frosted.....	43	27,950	4
Rejected 1.....	70	45,600	1
Rejected 2.....	813	523,456	11
No grade.....	587	381,550	8
Total.....	7,315	4,754,750	100

This includes all wheat inspected at Winnipeg and Emerson, but not what is inspected at Fort William. Grain going to Duluth, or east via the United States, is inspected at Emerson. The above also includes some late marketings of the crop of 1891, which being of a lower grade reduces the average quality of the inspections.

THE NEW OFFICERS.

The election of officers for the ensuing year was next proceeded with and resulted as follows:—

- President—A. Atkinson.
- Vice President—Thomas Gill.
- Secretary-Treasurer—C. N. Bell.
- Council—J. Harris, S. Spink, F. W. Thompson, S. A. McGaw, S. W. Farrell, E. Thompson, W. W. Dices, G. R. Crowe, N. Bawlf, D. H. McMillan, A. Cavanaugh.
- Board of arbitrators—H. Crow, R. P. Roblin, W. W. Watson, Jos Harris, and D. G. McBean.
- S. A. McGaw, W. A. Black, R. Muir, D. W. Cumming.

This concluded proceedings.

A LITTLE DIVERSION.

On the evening of the annual meeting the grain men made for them a new departure in the line of an evening's amusement. A concert and ball was held in the rooms of the exchange, and this proved a most pleasant affair. The apartments of the building were decorated for the purpose with a liberal display of flags and bunting, and the private offices of the grain men were thrown open for the convenience of guests. His Honor the Governor and Mrs. Schultz, members of the local government and a large number of the grain men and their friends were present.

The Travellers' Dine.

The annual jollification of the Dominion Commercial Travellers' Association took place at the Windsor Hotel in Montreal, and as usual the knights of the gripsack had a regular old-fashioned good time. Two hundred sat down, there being seven tables besides the long guest table for the big guns which ran the full length of the south side of the big hall. The decorations were tasteful as usual, and an efficient orchestra discoursed a choice selection of melodies to aid the digestion of the good things.

The committee who had charge of the dinner may well be congratulated on its success, and all of them—G. W. I. Cains, the chairman and Fred Birks, W. H. Callahan, J. W. Clark, E. H. Copeland, F. S. Cote, M. E. Davis, J. T. Dwyer, Geo. Forbes, Wm. Galbraith, F. Gormley, E. E. Guilbaolt, Fred Hughes, E. D. Marceau, J. H. Morin, E. G. Painchaud, Wm. Percival, John Rogers, John Taylor, L. A. Wilson and H. W. Wadsworth, the secretary—deserved the congratulations they had received.

President elect Cains saw that matters did not drag, and his dazzling shirt front was the focus from which all things radiated for the nonce.

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Assisted by the soft glow of the electric lights, and the other shirt fronts, it cast a pleasing reflection over every visage, and as there were presumably no dyspeptics present, the general effect was gratifying beyond description. The chairman was supported on his left by his worship the Mayor, and Solicitor General Curran was on the right. The other guests were—Lieut. Col. Stevenson, United States Consul-General Knapp, Edgar Judge, Judge A. H. Chastain, corporation counsel of Chicago; N. J. Power general passenger agent, Grand Trunk Railway; Thomas W. Blair, Intercolonial railway; J. H. Copeland, Chas. Gurd, David Watson, James J. Carmody, T. Simmonds, Wm. Buell, W. Percival, F. H. Dent, H. W. Wadsworth, and J. E. Wright, many of the guests being at the vice-chairmen's tables, which were presided over by Messrs. John Rogers, L. A. Wilson, J. N. Morin, W. H. Callahan, E. D. Morceau, George Forbes, and De Grandpre.

Among the others who sent their regrets were His Excellency Lord Stanley, Governor-General; Sir John Tompson, Sir Donald A. Smith, Hon. J. A. Chapleau, Hon. Wilfrid Laurier, Mr. E. T. Lepine, M.P.; Hon. L. O. Taillon, Hon. J. S. Hall, Hon. A. W. Morris, M.L.A.; Mr. O. M. Augo, M.L.A.; the presidents of the Board of Trade and Chambre of Commerce; the Mayor of Portland, president Maine association, secretary Maine association, and Hon. W. H. Koonoy, Messrs. J. H. Dow, and M. J. Pickering of Portland, and presidents of sister associations in Canada.

After the usual loyal toast of the Queen had been drunk with full honors, telegrams of kindly greeting were read from the London association, the Toronto association, and from Mr. Fred Birks, their last secretary, and from twenty absent brothers, regretting they could not attend.

The toast of his excellence followed, and then the president of the United States was not forgotten, although the present occupant is not the one Canadians just exactly like. But defeat is a galling thing, and the drummers were willing to receive him, and when Consul General Knapp rose to respond amid the concluding strains of "The Star Spangled Banner" his reception was too enthusiastic to leave any doubts in the minds of any American visitor as to the feelings of the boys towards their cousins across the border, no matter what disgruntled office holders might do. The Consul General, after returning thanks for the invitation, said that the commercial travellers of Montreal were an honor to their calling and to the Dominion. He was glad to be able to say also that since he was their guest two years ago they had increased in numbers from 2,100 to 2,400 and now had a surplus of \$12,500. He was very grateful for the grand manner in which they had received the name of his honored chief, the President of the United States; it showed that there was the best of good will between the two countries, and it would always he hoped, continue so. For evidence is advancing that commerce, more than ever before, is the means of bringing closer together the two countries, and the commercial traveller is one of the classes who is doing much towards this. Canada and the United States are kindred countries. The people of both are joined together to make two great nations and we can join in singing together "Hail Columbia" and "God Save the Queen."

Judge Chastain responded to the toast to "Our American Cousins," in a very able speech, which was greeted with cheers from time to time. In opening he said that this was an industrial age, and a complex one, but the voice of the serious people of the United States was not in favor of annexation, as we think there is plenty of room on this continent north of Mexico for two great nations. Few economic questions may often come before us that may cause excitement for a while, but if these questions are kept away from political demagoguery and left to the commercial interests to settle there will be no trouble. The commercial spirit of England has made it the great nation

that it is. It was that spirit that brought up the supremacy of its army and navy. It was that same spirit that has made Montreal the great city it is to day. It was the same spirit that permitted Chicago to secure the World's Fair.

In proposing the toast of the commercial interests of Canada, Vice-president Morin remarked that although the past two years had not been all that they should be, he felt sure the year they were just entering would bring better things. He called on Mr. Judge to respond.

Mr. Judge did so in his usual most eloquent manner. He said it was always customary at this dinner that an officer of the Board of Trade should reply, and he regretted that they had not called upon a more able speaker. As the vice president had said, trade was not as bright just now as it should be and bankers were not having big balances. In speaking of the commercial interests of Canada, Mr. Judge said he could look back to the time when the dinner did not exist, and in conclusion said he could heartily praise the travellers for being among the foremost to open up the country and thereby develop it.

Mr. L. A. Wilson, in proposing the toast of the forwarding interests, dwelt upon the consideration with which the commercial travellers had been treated by them.

Mr. Power responded in appropriate terms, expressing the sincere hope that a feeling of amity would always exist between commercial travellers and the forwarding companies.

The sister associations, by George Forbes, followed, calling for a few remarks in response by D. Morton, of New York, and John Rogers proposed "Our Guests." In referring to the railroad men he called upon them for that "little two cents," which hit the boys right where they lived, for it was greeted with prolonged cheers.

The first guest to rise in response was the Hon. J. J. Curran, who was greeted with hearty applause, and started in by saying that this was not the first time he had been their guest, but on this occasion he had a greater pleasure in being with them, especially on account of the way in which they had greeted his name and the honored chiefman who had seen fit to promote him. Mr. Curran made a very patriotic speech on Canada as a nation. As his chief had been referred to, he might say that even if Sir John Tompson had retired to the Supreme Bench he would have been able to show the commercial interest that his name was not unknown in acts to their benefit. The Bank and Banking Act, the Bills of Exchange and Promissory Notes Act, and last, but not least, the Criminal Code of 1892, which protected not only the commercial interests, but the homes and families of Canadians, and was a perfect work of statemanship from beginning to end, must be credited to him. Then the speaker referred to the United States, not in a derogatory way, but as a nation of whom we were proud to be friends, but at the same time were not afraid of. This was greeted with cheers.

The "Army and Navy and Volunteers," "The Ladies" and "The Press" followed, calling for speeches from Lieut. Col. Stevenson, W. H. Callahan, and E. D. Morceau, and the gathering broke up in the wee sma' hours with "God Save the Queen."

### Evidently an Acquisition.

L. W. Leitheal, for some years connected with Messrs. Lyman, Knox & Co., wholesale druggists of Montreal, has resigned his position with that firm, and now commences work in charge of the manufacturing department of Bole, Wynne & Co., wholesale druggists of this city, and will have a partnership interest in this rising business. The following, clipped from a Montreal exchange, indicates that not only the house he has joined, but the city of Winnipeg also secures a valuable acquisition by this change:—

"He is a gold medallist of the Montreal College of Pharmacy and is one of the most skillful

chemists this province has ever produced. Though yet a young man, he has made a mark in the ranks of the chemists and druggists that should be an incentive to other young men to aim high and persevere till they reach the top of the ladder, so early gained by Mr. Leitheal.

This gentleman proceeds to Winnipeg, to enter the firm of Bole, Wynne & Co., wholesale druggists, as junior partner; whilst we regret his departure from among us, we must congratulate the firm of which he is to be a member, on their rare acquisition, and the city of Winnipeg in thus obtaining a citizen, whom we are sure will soon become as popular as he has been in Montreal.

### Keep Insured.

In these days it is an indication of lack of sense, or of poor business ability, or at least of close sailing to the wind, for any firm to remain uninsured. If there are not sufficient profits in the business to allow the annual premiums to be laid by, the firm can scarcely be considered sound enough to be trusted, while a man who declines to protect himself against fire loss can hardly be expected to give much thought as to the protection of his creditors. Retail dealers cannot, of course, insist upon these points, but they can pretty accurately judge the soundness of their customer by finding out his tangible assets and whether they are safeguarded by insurance.—*Canadian Trade Review.*

### The Credit Evil.

The Pacific Insurance Union has taken hold of the credit system in a manner which evidently means business. A rule has been passed providing that, when agents do not report premiums as paid within thirty days from the first day of the month following the date of the policy, the delinquent agent shall be notified through the auditing department of the Union. If within ten days thereafter the policy is not cancelled or the premium collected, the agent will be fined \$25 and a notification of delinquent policy holders sent to other agents with the information that they are ineligible for insurance. This looks like a radical treatment, but it is hoped by it to put a stop to the credit evil which has crept into the business not only on the Pacific coast, but else where.—*The Indicator.*

Stocks of wheat in store at For. William on January 7 were 2,395,574 bushels, being an increase of 220,195 bushels for the week.

The January number of THE COLONIST, of Winnipeg, Man., comes to hand in a cover and with other improvements which give it a much better appearance. This excellent monthly is steadily gaining in favor with the people of Western Canada. It is now in its seventh year, and is doing good work in publishing the latest and most reliable information about the country which it represents. Its reading matter comprises editorials on subjects relating to the progress of Manitoba, the Territories and British Columbia, descriptive articles, and sketches, statistics, stories, etc.

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For the province of Manitoba, under the recommendation of the Board of Trade of the city of Winnipeg. Insolvent and Trust Estates Managed with Promptness and Economy.

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5,000 lbs. Sulphur.	6,000 lbs. Saltpeter.
5,000 Epsom Salts.	500 gals. Castor Oil.
1,500 lbs Granulated Ammonia Mur	
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200 gals. Norway Cod Liver Oil.	
800 lbs. Carbolic Acid Crystals.	

**Bole, Wynne & Co**  
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It is profitable to handle for it  
**SELLS QUICKLY.**

It has wonderful washing  
qualities in

**HARD OR SOFT WATER.**

Thousands will testify to its  
**ABSOLUTE PURITY.**

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PROMPT SHIPMENTS FROM WINNIPEG STOCK.

Prices and Samples on application to our Manitoba  
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**Merrick, Anderson & Co., Princess St., Winnipeg**

**J. & A. Clearihue,**  
COMMISSION MERCHANTS.

—DEALERS IN—  
**FRUITS AND ALL KINDS OF PRODUCE.**  
Special attention to consignments of Furs and  
Skins, Butter and Eggs.

**Yates Street, VICTORIA, B.C.**  
P.O. BOX 536.

AGENTS Chidgate Oil Works, B.C.; D. Richards, Laundry Soaps,  
Woodstock, Ontario; Toller, Rothwell Co., Montreal, Fariaan  
Washing Blue.  
We have a large cool warehouse with good facilities for handling  
Butter and Produce in quantities.  
Consignments Received in all Lines. Correspondence  
Solicited.

**Victoria Rice Mill**  
VICTORIA, B.C.

**CHINA and JAPAN RICE,**  
RICE FLOUR AND BREWERS' RICE.

WHOLESALE TRADES ONLY.

**HALL, ROSS & CO., - Agents.**

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FEED, PRODUCE AND

Commission -:- Merchants,

WHOLESALE AND RETAIL DEALERS IN

Hay, Oats, Bran, Shorts, Chop Feed, &c

The Oldest Established Business in Town.  
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**The Brackman & Kerr Milling Co.,**  
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Oatmeal and Ground Feed Millers.

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CORRESPONDENCE SOLICITED.

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**HARRY T. DEVINE & CO.**  
FLOUR, FEED & PRODUCE MERCHANTS.

SOLE AGENTS FOR VANCOUVER, NEW WESTMINSTER  
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CELEBRATED OAK LAKE, MANITOBA FLOUR  
Wharves, False Creek, Westminster Avenue,

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Directly above the C.P.R. Station and Steam  
boat wharf. All modern improvements. Sample  
rooms for travellers.

INSLEY & EDWARDS, - Proprietors.

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(Late of Douglas, Manitoba.)

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Manitoba Consignments Solicited. Best  
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Shrubs, Seeds, Trees and Fruits. Dry and  
Farm Produce.

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Butter, Eggs, Cheese and Pork Products.  
FRESH EGGS WANTED.

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Rates, \$2.50 to \$3.00.

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**Standard OIL Company**

(UNITED STATES)

**Eldorado Castor,** the best Oil in the  
world for Farm Machinery.

**Eldorado Engine and Atlantic Red**  
for Threshers.

ALL PRODUCTS OF PETROLEUM IN STOCK.

**D. WEST, Agent,** Office: Western Canada Loan  
Building.  
Room 8, Corner Portage Avenue and Main Street,  
**WINNIPEG.**

**Freight Rates and Traffic Matters.**

The Duluth correspondent of the *Northwest-  
ern Miller* says on Jan. 2: "Ocean rates are  
held firmer this week, on the better tone of  
foreign markets, and the higher cables Tuesday  
morning. Comparatively little ocean tonnage  
is being engaged for shipment from this point,  
and some of the foreign business secured by  
Lake Superior millers is handled direct from  
New York, as spot stuff. Steamship companies  
are taking what they can get on consignments of  
flour. Shippers have no difficulty in securing better  
rates than the regular quotations, and when 10s  
is the quotation carriers will take 9s, 8½s, or  
possibly 8s. Thus rates are based practically  
on offers. Through rates from Superior and  
Duluth, obtainable Tuesday morning, in cents  
per 100 lbs, were: London, 43.93c; Liverpool,  
42.25c; Glasgow 44.50c; Bristol 45.64c; Rotter-  
dam and Amsterdam 48.50c."

The Minneapolis *Northwestern Miller* of Jan.  
6 says: "Ocean rates have suddenly taken on  
great firmness and are quoted considerably higher  
than they were a week ago. Foreigners have  
shown interest in flour, and the disposition on  
the part of millers to book room has evidently  
been largely responsible for this turn in the  
situation. Some Minneapolis shippers became  
convinced that rates were at bed rock, and en-  
gaged pretty good lines of tonnage. Consider-  
able London was secured at 6.19c, and Liver-  
pool at 3.94c. Bristol has, this week, been in  
comparatively heavy demand, a block of 30  
cars having been obtained at 9c. This at once  
sent the rate upward. Through rates from  
Minneapolis, obtainable Wednesday on prompt  
shipment were, in cents per 100 lbs: To Lon-  
don, 40c; Liverpool, 38½c; Glasgow, 41c; Leith,  
44c, Bristol 43; Amsterdam 44c.

The advance of 2½c per 100 lbs put into effect,  
Dec. 19 on through shipments, makes rates on  
flour and millstuffs from Minneapolis as follows  
in cents per 100 lbs via the all rail and across  
lake routes.

Minneapolis to—	All Across rail lake.
New York	87½ 85½
Boston (Domestic)	89½ 87½
Philadelphia	85½ 83½
Rochester, N. Y.	81 20
Buffalo, N. Y.	77½ 25½
Montreal	87½ 85½
Kingston, Ont.	86½ 84½

The rates on wheat, flour and millstuffs, to  
and from various Minnesota and Dakota points  
to Minneapolis, Duluth and Chicago are as  
follows, in cents per 100 lbs.

From—	Mpls.	To Duluth or Chicago	Sup' or Milw.
Brainerd, Minn.	12	12	22
Little Falls, Minn.	11	12	21
Sauk Center, Minn.	11½	14	21½
St. Cloud, Minn.	9	12	19
Fergus Falls, Minn.	15	16	25
Breckenridge, Minn.	15½	16	25½
Moorhead, Minn.	15½	15	25½
Graceville, Minn.	13½	15½	25½
Crookston, Minn.	16½	16½	26½
St. Vincent, Minn.	18	18	29
Morris, Minn.	12	15	22
Anoka, Minn.	5	12	15
Grand Forks, N. D.	17	17	27
Grafton, N. D.	18	18	28
Fargo, N. D.	15½	15	25½
Jamestown, N. D.	20	20	30
Casshton, N. D.	17	17	27
Bismarck, N. D.	24	24	34
Mandan, N. D.	27	27	37
Wahpeton, N. D.	15½	15½	25½
Valley City, N. D.	18	18	28
Lorimore, N. D.	18	18	28
Oakes, N. D.	20	20	30
Aberdeen, S. D.	20	20	30
Edge'cy, S. D.	20	20	30
Watertown, S. D.	17½	20	27½
Huron, S. D.	25	25½	30

D. McLean's new flour mill at Calgary is  
completed and in operation. Some delay was  
experienced in beginning regular work, as some  
machinery had to be changed.

The direct mail from Letbridge to Macleod  
has been cut off, and the mail now goes around  
by Calgary, a very roundabout way, and one  
not calculated to serve the commerce of the  
people.

**B. C. Market Quotations.**

(Continued from page 494)

oows, 3 to 3½; dressed beef, 7½ to 7¾c; sheep, 7½ to 7¾c; mutton, 13c; hogs, 7½; pork, 10½c; calves, 6½c; veal, 11c.

**GAME, POULTRY, ETC.**—Grouse, per pair, is worth 75c; mallards, 50c; snipe, 5c each; chickens, \$4.50 to \$5.50; ducks, \$6; geese, \$7; turkeys, 18c per pound, live weight.

**SUGARS**—The British Columbia Sugar Refinery quote sugar as follows in their weekly price list: Powdered icing and bar, 69c; Paris lumps 6½c; granulated 5½c. extra O 4½c; fancy yellow 4½c; yellow 4½c; golden C 4½c. Above prices are for barrels or bags; half-barrels and 100 lb kegs ¼c more. No order taken for less than 100 barrels or its equivalent.

They quote syrup as follows:—Finest golden, in 30 gal. bls, 2½c; ditto, in 10 gal. kegs, 3c; ditto, in 5 gal. kegs, \$2.25 each; ditto, in 1 gal tins, \$4.50 per case of 10; ditto, in ½ gal tins, \$6 per case of 20.

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

**SHIPPING**—The tonnage of shipping continues large, and is as follows:

Port.	No.	Tonnage.
Vancouver.....	7	9,427
Victoria.....	2	2,701
Nanaimo.....	15	22,575
Cowichan.....	1	1,036
Total.....	25	35,739

**FRUITS**—Oranges glut the market and dealers are cutting prices to dispose of stocks. Japs are quoted from 60 to 75c; navels \$4.50 to \$4.75; Riverside seedlings \$3.50 to \$3.75. Eastern apples run from \$5.25 to \$6 per bbl; Sicily lemons \$8.50; cranberries (Cape Cod) \$12 a barrel; natives 40c a gal; dates 7 to 8c; figs 15c; coast apples \$1.35 a box; apricots 18c per lb; Virginia peanuts 13c; Cal. peanuts 10; walnuts 15c; beans, 4c; coconuts \$1 a doz.

Eggs are 23c.

Dairy butter is quoted at 24c and good creamery at from 27 to 28c; cheese 13c to 13½c for large and 15c for small table.

**COAL.**—The annual coal report issued by J. W. Harrison, of San Francisco, contains a good deal of interesting information to those in the trade. It says: "The consumption of coal this year as compared with last shows an apparent falling off of about 109,000 tons, but it must be remembered we commenced this year with excessive stocks on hand, probably 50,000 tons more than there is in the yard to day. Low prices have ruled throughout the year; in fact the average quotations have been the lowest on record, and under ordinary circumstances such low priced fuel should have made our large manufacturing interests very profitable, but unfortunately general business in that line has been below the average. The importers of foreign grades have been the principal sufferers, as there have been losses made in every cargo of British and Australian which has arrived unsold, notwithstanding the rates of freight paid for the carriage of coal have been exceptionally low. The market is now recovering somewhat, with every evidence of further strengthening, as this is assuredly not a seductive port for vessels to seek, with the present low charter rates for grain now ruling and the prospects of any market improvements seems very remote. If the incoming administration should abolish the duty on coal, this would lead to an increase of consumption.

The total coal supply for the year was 1,593,850 tons, of which 554,600 tons was from British Columbia as compared with 652,657 in 1891 and 441,759 in 1190. The circular continues:

"The above figures show a marked falling off in our British Columbia imports this year; the low prices ruling caused a partial suspension of shipments as they were unable to compete profitably with the low prices for Australian and English cargoes. Importers are not solicitous to make contracts for future delivery,

unless they are paid full figures, as this year's experience is still fresh in their memory and they are not liable to hazard shipments unless sales are made prior to loading."

**FREIGHTS.**—Freights are still declining and business is dull. Lumber freights from British Columbia or Puget Sound are quoted as follows. Valparaiso for orders, 35; direct port on West coast, South America, 32½ 6d, Sydney 30; Melbourne, Adelaide or Port Pirie, 35s; United Kingdom, calling at Cork for orders, 50s Shanghai, 50s; Yokohama, nominal.

**Brief Business Notes.**

Collins & Holden, hotelkeepers, Nelson, have dissolved.

The poultry and dog show will open at Victoria on January 17.

Vernon, in the Okanagan country, has been incorporated as a city.

S. H. Haldich and S. Bickerton, Nanaimo, have dissolved partnership.

W. J. Pyper, Nanaimo, has purchased the Jubilee saloon, Vancouver.

An extension of two years is asked for the charter of the Chilliwack Railway.

J. M. Harris has bonded the Lancaster and Climax claims in the Slokan for \$20,000.

Claims, aggregating £20,000, of the British Columbia sealers have been allowed so far.

According to the British Columbia Gazette notices of applications are already in for 27 private bills.

It is rumored that G. O. Buchanan, Nelson, has sold his sawmill and timber limits to a Spokane man.

C. W. Higgins, a representative of the Canada Western Railway promoters in Chicago, is in the province.

A telegram announces that the necessary \$10,000 deposit by the Canada Western Construction Co. has been deposited.

Application will be made to the Legislature to incorporate a company to operate a tramway in Kaslo and to maintain an electric lighting system.

A. E. Brown, a well known real estate agent of Vancouver, was drowned in the Narrows, in New Years eve while searching for relics of the old Beaver.

W. Teetzel, of Nelson, has recently opened a branch of his drug store at Kaslo, under the management of Mr. Williams, late of Revelstoke.

G. G. Mackay, a prominent real estate man of Vancouver, and connected with a number of large enterprises in the Province, died on New Years morning.

The output from the quarries of the Westminster Slate Quarry Company for 1892 was 4,800 squares, equal in roofing capacity to 4,800,000 shingles.

Ralph N. Baker, the senior member of the firm of Baker Bros. & Co., Liverpool, Eng., is on a business visit to the province, where a branch is operated.

The closing quotation for the British Columbia three per cent. inscribed stock, on December 12, was 92, placing it third on the list of Colonial securities.

A. P. W. Goldsmid has secured the lease of the Vancouver opera house from the C. P. R. for one year, and starts the season of 1893 as lessee and manager.

United States Consul Myers gives the exports from Victoria to the United States for 1892 as \$635,660.95. Of this total gold was \$332,860.84. and hides, furs, etc., \$204,863.

The British barque Mark Curry, 1256 tons, has sailed for Queenstown, Ireland, with 923,058 feet of rough lumber, valued at \$9,881.95, from Hastings Mills, Vancouver.

Hugh Dempsey, proprietor of the Windsor House, Nanaimo, has leased the opera house block adjoining, including the theatre, which will be managed by W. K. Leighton.

The C. P. R. Empress of India sails Monday for the Orient, carrying, besides a number of passengers, 1,200 tons of flour from Portland, and about 1,000 tons of general merchandise.

The New Vancouver Coal Company has had a steam launch, 45 feet long, and able of travelling 16 knots an hour, imported from San Francisco to be used for general purposes at Nanaimo harbor.

The Albion Iron Works of Victoria have been given a contract by the Dominion Government to build a disinfecter for the British Columbia quarantine station at Albert Head, similar to that constructed for Halifax.

The new C. P. R. steamer for the Okanagan Lake is under construction. The vessel will be 144 feet long, 28 feet wide, and about 4½ feet deep. She is to be a stern wheeler, and will be able to make about 16 knots an hour.

An application by a local company will be made at the next session of the Legislature to incorporate a company to construct, maintain and operate a motor line from Victoria through Mount Tolmie Park to Cordova Bay, about 6 miles.

It is reported in Kaslo that William Lynch has bonded the Tremont, an extension of the Washington, in Slokan district, to W. F. Kennedy, for Spokane parties, the consideration being \$35,000, ten per cent of which was paid down.

The value of the assessable real property in the Nanaimo electoral district for 1893 is \$1,353,899, as compared with \$1,078,077 in 1892. There are 21,882 acres of wild land assessed at \$133,159, against 14,854 acres assessed in 1892 for \$84,841.

Philip Jung and Louis Best, of Milwaukee, and L. T. Schmidt, of Butte, Mont., have been on a trip to the Pacific coast, looking into the possibility of forming a brewing trust for America, which the Rothschilds also have been seeking to form.

G. O. Buchanan, of Kaslo, writes: "Ore is arriving every day from the 'Freddie Lee,' 'Idaho,' and 'Washington.' On the mountain trails the ore is drawn on green hides, a single horse drawing 6 or 7 sacks of 100 pounds each. On the sleigh road, which now extends 30 miles from Kaslo, 4 horse teams and double bobs are used. The Kaslo people have spent \$30,000 on this road."

In an item in THE COMMERCIAL of Dec. 10, page 392, which read: "E. E. Coy, of Kaslo, sold ten tons of his Dardanelles ore for \$5,000, from which he nets \$620 at the Tacoma smelting works." An error was apparent. The ore netted \$4,620, the figure 4 having fallen out in making up. Coy is now getting a car of 20 tons ready, from which he expects \$10,000.

**Grain and Milling.**

The Grand Forks (North Dakota) correspondent of the Northwest Miller, writing on Jan 2 says: "The wheat market in North Dakota is very sick, and prices are exceedingly low; in fact, as low or lower than ever known. Most of the wheat north and west of Grand Forks has been marketed, and the reserves in farmers hands are much smaller than at this date last year. Still, country elevators are blocked with grain and the farmers seem determined to rush their wheat in, for fear the market will collapse altogether. No. 1 hard, within ten days, has sold as low as 49c out in the Devil's Lake country, where there was a good crop this year, though in the last few days the price has recovered to 51 to 52c.

The machinery for the new flour mill at Edmonton, Alberta, has arrived, and is being placed in position. In about three weeks the mill is expected to be ready to begin work. Mr. Bell, of Regina, has been engaged as miller.

Mr. Crono, representing H. A. Nelson & Sons, Toronto, is on the road west with a full line of samples for the spring trade.

Northwest Ontario.

The Bullion Mining Co., of Port Hope, says the Record, are losing no time in getting down to business. They put a gang of men at work under the direction of Chas. Moore, and in a few days have put up a blacksmith shop 14 x 16, a camp 18 x 20 and a magazine 10 x 12.

An 80 ton blast furnace is proposed at Ft William, for which a bonus of \$50,000, together with a free site and tax exemption for ten years is asked. A vote of the citizens will be taken upon the question.

Raw Furs.

Jas. McMillan & Co., Minneapolis, quote fur prices as follows:

Table with columns: No. 1 Large, No. 1 Medium, No. 1 Small, No. 2, No. 3, No. 4. Rows include Bear-Black, Badger, Cat, Dog, Fish, Fox, Lynx, Marten, Mink, Mountain Lion, Otter, Raccoon, Skunk, Wolverine, Wolf, Beaver.

Beaver are bought and sold entirely by the skin. Beaver should be well stretched, free from meat and thoroughly dry. Beaver if burnt in drying are worthless. Open skins with the exception of bear, beaver, badger, cats, raccoon, wolf and wolverines, at 10 per cent, discount less than cased.

Musk rats, large winter, 13c; mall do, 9c; large fall, 9c; mall do, 7c; shot or speared, 7c; kits, 3c; dry salted deer and antelope, 15c; dry deer, 24 to 33c; dry antelope, 18 to 24c; elk and moose, 13 to 16c; dry mountain sheep, 8c.

Never sell out your finest skins from your collection as it will damage the balance of the lot over 25 per cent. in value.

Manitoba.

J. A. Wismer, groceries, flour and feed, Lander, assigned in trust.

McKerline & Dillingham, lumber dealers, Wawanesa, have assigned.

R. Davis & Co., lumber, Winnipeg. Richard Davis of this firm is deceased.

Smith & Shirriff, agricultural implements, Brandon, Man., assigned in trust.

S. A. D. Bertrand has been appointed liquidator of the Manitoba Wire Co.

The estate of S. J. Woods, harness, Carmen, has been sold to W. N. Johnson & Co.

The estate of Stone & Co., Rapid City, has been sold to R. J. Whitla & Co., of Winnipeg.

The meat firm of Kalbfleisch & Duncan, Morden, Man., has been dissolved. Kalbfleisch will continue the business.

The general stock of Newberry & Wells, Melita, has been sold at 51 cents on the dollar, and book accounts at 20 cents.

J. D. Cameron, M.P.P. for South Winnipeg, has been selected to fill the office of provincial secretary, succeeding Mr. Smart.

A movement is on foot to organize a jobber's union in Winnipeg. A committee appointed at a meeting of jobbers, has the matter in hand.

James Dawler has sold out his interest in the Brandon Boot Co. to John Morris. The latter gentleman has been manager of the said business since it was established four years ago.

Twenty-six loaves of bread are given for \$1 at Brandon, but the extortion of sixteen loaves for a dollar goes on at Winnipeg, notwithstanding the exceedingly low price of flour.

The increasing traffic on the Souris branch of Canadian Pacific railway renders necessary an increase of facilities for the use of rolling stock, and to meet these requirements the company intend erecting a four stall engine house at Napinka. Sheds for the storage of coal for the use of locomotives will likewise be built.

A deputation from the Winnipeg board of trade waited on Supt. Whyte Tuesday in regard to the order issued some time ago prohibiting passenger travel by freight trains. Supt. Whyte said he realized that under the present circumstances commercial travellers were subjected to considerable inconvenience, but the order was passed at a meeting of the directors of the road and it was improbable that anything could be done that would cause a change to be made.

A fire broke out at Miami at two o'clock, January 11. Collins and Munro, general merchants' building and stock were all destroyed. This firm carried insurance to the amount of \$4,500 on building and contents. Loss about \$3,000 on building, and \$6,000 on stock. The building occupied by Massey-Harris Co. was destroyed and most of the contents were burned. The building owned by Mr. Chubb, of Morden, and Young's drug store, was destroyed, but the contents were saved. Dr. McPhillips' office and building were destroyed.

The regular monthly meeting of the council of the Winnipeg board of trade was held Wednesday afternoon. The only subject of interest discussed was the order issued by the Canadian Pacific railway some time ago prohibiting passengers from travelling by freight trains. This, it is claimed, is a hardship to commercial travellers, who are thus compelled

often to drive from one town to another, and the effect on business is already felt by the wholesale houses. A committee was appointed to confer with Supt. Whyte on the subject and make some other arrangements. The question of the annual dinner was also brought up, but it was thought that it was too early to discuss this subject, so it was laid over to the next meeting.

At a late sitting of the court at Winnipeg, Justice Kil'am delivered judgment in a matter of Sun Life Assurance Co. v. Taylor. This was an interpleader issue as to the title to certain machinery and other articles seized under a writ of execution issued by the defendants in the issue against the goods and chattels of certain persons trading as The Western Woolen Mills Co. at St. Boniface. The plaintiff company claimed as mortgagee of the land on which the articles in question are situated, contending that they are fixtures and parts of the realty. His lordship delivered a lengthy judgment, going very fully into the law and the cases as to what machinery would come under the definition of fixtures and what would not. In conclusion he found a verdict for the defendants as to the three carding engines, the cushion roll carding engines, the narrow loom on the upper floor of the building, the yarn twister, the cropping machine, the furnace and fans, the warper, the broad teal gig, the blanket scouring vat and rollers, the wool scouring vat, the dye tubs, the water tank, the loom supplies, beads, reeds and beams, and for the plaintiffs as to the steam pipe and other goods in question. Mr. Cumberland for plaintiffs; Mr. Hough for defendants.

Assiniboia.

Walton, druggist, Medicint Hat, is succeeded by D. M. Calder.

The American house, Medicine Hat, has been taken over by Sergeant St. George, who has purchased his discharge from the Mounted Police.

Price & McKay, general merchants, Estevan, have sold out their stock, plant and buildings to Lindsay & Patterson, of Stonewall. They found that owing to their large ranching business they could not devote sufficient time to this business, hence the sale.

Alberta.

Peter Ross, drugs, &c., Banff, has moved to Edmonton.

Edmonton coal sells in Calgary for \$7 a ton and Camore for \$8.

J. L. Somers has opened a hardware and tin-smithing business at Edmonton.

A large amount of machinery has arrived at Edmonton for Fraser & Co.'s sawmill. The firm contemplate making a large addition to their sawing capacity.

One of the heaviest snow falls ever known in Edmonton, says the Bulletin of January 5, commenced on Saturday forenoon, and continued without interruption until Monday morning about the same hour. The snow was light and soft and piled up to a depth of about twenty-two inches. On Monday afternoon the weather became so mild that the snow began to settle, and this process continued rapidly all of Tuesday and somewhat less rapidly on Wednesday. It is still going on to-day. There was no drifting during the snow fall. The snow was deeper between Edmonton and Peace hills than at Edmonton but south of Peace hills it was much shallower, and at Red Deer only a few inches fell.

The papers in the ranching country report that stock did not suffer severely during the long spell of cold weather, with deep snow, which has prevailed, though we have private advice which report considerable loss. Hay advanced to \$20 per ton at Medicine Hat. This was one of the longest and most severe periods of cold weather ever experienced in the range country.

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Grain Commission Merchant,  
WINNIPEG - MANITOBA.

OFFICE 182 MARKET ST., EAST.  
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General Agents.  
MONTREAL AND TORONTO.

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One Block from Union Railway Depot  
A first-class Family and Commercial House.

Terms from \$2 a Day  
DAVID WALKER, PROPRIETOR.  
Corner York and Front Sts., TORONTO, Ont.

**LYMAN BROS. & CO.,**  
WHOLESALE  
DRUGS AND MEDICINES

Every requisite for the Drug Trade  
promptly supplied.

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**MUNROE & CO.,**

Wholesale Dealers in

Wines, Liquors and Cigars

OF THE BEST BRANDS

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**ROBIN & SADLER**  
MANUFACTURERS OF  
*Leather Belting*  
SPECIALTIES  
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WATERPROOF BELTING  
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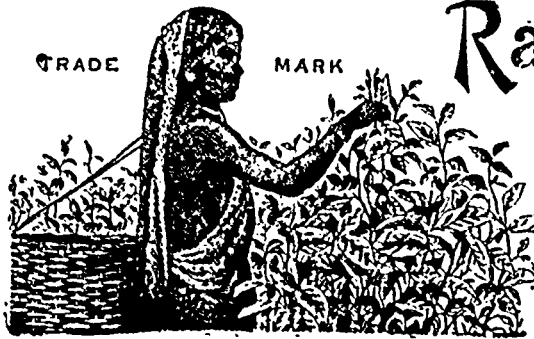
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The St. Mary's Canal.

The Northwestern Miller publishes an interesting and valuable statement with reference to the important service to commerce rendered by St. Mary's canal, connecting lakes Superior and Huron. The history of improvements of the St. Mary's Rapids is given with considerable detail. The following are extracts, having a bearing upon the significance of this canal in the movement of produce and merchandise from and to the Northwest:

A proposition to deepen and enlarge the canal and locks, or build new ones, was agitated as early as 1864, and the Michigan legislature urged congress to make some provisions to that end. It was found, however, that the federal government was not disposed to comply, on account of the canal being under the State control. As soon as this was ascertained, a sentiment developed in favor of turning the canal over to the United States, and, on March 27, 1869, the legislature authorized the formal tender.

On July 11, 1870, Congress, without accepting the canal from the state, appropriated \$150,000 for the improvement of the "St. Mary's ship canal." Gen. Poe, the government engineer in charge of the river and harbor improvement of that district, in the following September made a report to the Secretary of War, recommending the construction of a new lock, and plans were at once made for same.

This is the lock now in use. The first stone was laid July 25, 1876, and the undertaking was completed so that the first boat was locked through Sept. 1, 1881. The lock itself is 515 feet long between the gates, 80 feet wide in the chamber and 69 feet at the gates. The walls, with facing of cut limestone, laid in two foot courses are magnificent pieces of masonry. For 14 feet from each end they are 13 feet wide from top to bottom; for 12 1/2 feet at the west end and 13 3/4 feet at the east end, 25 feet from top to bottom. Between these end sections the masonry is 18 feet for 10 feet up from the foundation, and then narrows to 10 feet at the top. From the bottom of the lock to the top of the coping is 39 1/2 feet. There are 17 feet of water on the miter sills, and the 18 feet of difference in the water level of the two lakes is overcome by a single lift. Vessels of 16 feet draft can pass through it when the water is at its mean stage. There are four gates two being designated as upper and lower lock gates and two as upper and lower guard gates. The latter are used only when repairs to the lock are in progress. From the points where the guard gates are situated, the walls of the lock measure 717 feet in length.

Water is let into the lock from culverts under the floor. The area of inlet is considerably less than that of the outlet. This tends to diminish the velocity of the water when projected upwards into the lock chamber. The filling valves, through which the water enters the lock, are two in number and are located in a well just above the upper lock gates. Each valve, when shut, closes the entrance to one of the culverts. There are two emptying valves of similar character, operated independently, so that in case of accident to either the other can still be used. Each of the four gates and four valves is driven by an independent hydraulic engine, the motive power being derived from two thirty inch water wheels.

The total cost of this lock was \$2,150,000, and, since the canal and improvements had been transferred to the general government, Congress appropriated all the funds. The 1881 lock was opened free of toll to all vessels and remained so until last September. At that time the federal authorities felt constrained to impose a charge of twenty cents per ton on Canadian vessels, as a retaliatory measure for discriminations made by Canada against our vessels in their passage through its canals.

The old State locks were abandoned in 1886 to make room for the 800 foot lock now under construction. The entire traffic of Lake Superior has, therefore, been dependent since that

time upon the 1881 lock, and any occurrence which might temporarily prevent its use during the season of navigation, would entail almost incalculable loss on shipping and kindred interests. This was forcibly illustrated in July, 1890. One of the valves suddenly gave out, at once enforcing the disuse of the lock, and for a trifle over three days there was a complete stoppage of navigation. There were 204 vessels detained as many as 182 being congregated at the canal at one time. Their value, including cargoes, was over \$19,000,000. It is calculated that the time lost represented the services of two average vessels for a whole season of navigation.

To show the steady and rapid growth of the traffic through the St. Mary's canal from its opening in 1855 up to the present time, and more especially the increase in the shipments of flour and grain by this route, we present the following figures: (Figures previous to the past ten years here omitted.)

Year.	Registered tonnage.	Flour, barrels.	Wheat, bushels.	Other grains, bu.
1882....	2,468,088	841,014	8,723,858	473,120
1883....	2,042,269	687,041	6,901,473	776,512
1884....	2,997,837	1,248,243	11,935,791	577,103
1885....	3,036,037	1,440,093	16,274,213	422,081
1886....	4,219,397	1,769,365	18,991,485	715,373
1887....	4,897,493	1,672,735	23,096,620	776,166
1888....	6,139,659	2,190,725	18,696,351	2,022,393
1889....	7,221,935	2,228,707	16,231,454	2,134,215
1890....	8,454,433	3,239,114	16,917,370	2,044,384
1891....	8,400,635	3,780,143	33,810,670	1,032,104

Besides this enormous increase in the commodities in which our readers are more directly interested, we may note that the traffic in lumber through the canal started at 126,000 feet in 1855 and had increased to 366,305,000 feet in 1891. In iron ore the increase was from 1,447 tons to 3,560,213 tons; in coal, from 1,414 tons to 2,407,532 tons; in salt, from 587 barrels to 234,523 barrels; in copper, from 3,196 tons to 69,190 tons; in manufactured and pig iron, from 1,040 tons to 69,741 tons. When it is remembered that on the more important of these commodities the traffic of the year 1892 showed an enormous increase over that of 1891, these few figures will suffice to convey some idea of the importance of this outlet from the west.

The canal for the season of 1892 closed Dec. 7, the season having been 233 days long, as against 225 in 1891. The number of vessels of all kinds passing through the canal was 12,580 in 1892, as against 10,191 in 1891. An aggregate of 11,240,000 tons of freight was locked through during the season. The increase of freight tonnage over that of 1891 was 2,32,574 tons, or 26 per cent., and the increase in registered tonnage was 2,246,518, or 27 per cent. Every item of the traffic in 1891 shows an increase, except those of passengers, copper and building stone. The rate of increase was distributed among the other items, the greatest being wheat, flour, and grain other than wheat. In addition to the figures already given, there was carried through the lock during the season, 24,094 net tons of building material. The total valuation of all freight passing through the canal during the season of 1892 was \$135,117,267.

To show the enormous increase in the carriage through the canal of some important commodities, it may be said that the increase in grain over the previous season's traffic was 6 1/2 per cent, in flour, 43 per cent, and in iron ore 33 per cent.

The cost of carrying freight per ton per mile on the lakes for five years is shown to have been:—

	MILLS.
1887.....	2.3
1888.....	1.5
1889.....	1.5
1890.....	1.03
1891.....	1.03

As in the case of the state locks, the 1891 lock had not long been in use before it became apparent that even greater facilities would soon be required to handle the growing tonnage of the canal. Congress, by this time, had become impressed with the importance of the

works, and, on recommendation of the engineer in charge, appropriated in 1890, \$250,000 with which to begin the construction of another lock and the deepening of Hay Lake channel, connecting therewith. These improvements were designed for the attainment of twenty feet depth of water between the lakes. At an early date work was inaugurated on a new lock, to be eight hundred feet long and one hundred feet wide, the site of the old state locks being partly utilized. But this improvement was for several years handicapped and retarded by the parsimoniousness of Congress, the necessary funds being doled out in a manner most tantalizing to those recognizing the great importance of the undertaking. Since 1890, however, money has been more generously provided, and the work has progressed with expedition. Congress has already appropriated \$2,750,000, and has authorized the making of contracts for the completion of the lock. The total cost will approximate \$5,000,000. Three more summers will be required to finish the work.

When done, the new lock will have a depth on the miter sills of 21 feet, with a mean stage of water. Four vessels, each 310 feet long and 40 feet beam, can be locked through at a time. The new lock will very much resemble, except in size, the one now in use. There will, however, be five gates instead of four, the fifth being an intermediate one for dividing the chamber into two compartments. By the use of this extra gate a single vessel or a tow may be locked through in the shortest possible time.

The Hay Lake channel is part of St. Mary's river, but, on account of obstructions existing, the present navigable channel bears off to one side two and a half miles below the lock. When this channel is sufficiently deepened to permit the passage of vessels drawing 20 feet, the distance between the lakes will have been lessened about eleven miles. The work is now three quarters finished and will doubtless be completed next year. It is estimated that the improvement of the channel will cost \$2,600,000.

Aside from the improvements in progress on the United States side of St. Mary's river, the Canadian government has the construction of a ship canal well advanced. In essential features, the lock is to be a duplicate of our own. It is to have a length of 900 feet, with a width of sixty feet. A navigable depth of 20 feet is expected to be attained. Although the differences as to canal tolls existing between the two governments have caused extra exertions to be put forward by the Canadian authorities to complete the work at the earliest practicable moment, the lock does not promise to be ready for use sooner than will make it available for the season of 1894.

Toronto Leather Prices.

Sole, slaughter, medium, heavy, per pound, 23 to 25c; Spanish, No. 1, per pound, 24 to 26c; Spanish, No. 2, per pound, 22 to 24c; Spanish, No. 3, per pound, 18 to 20c; calfskin, Canadian, light, 65 to 70c; Canadian, medium, 70 to 73c; calfskin, Canadian, heavy, 65 to 70c; calfskin, French, \$1.05 to \$1.30; upper, light, medium, 30c to 33c; split, 15 to 23c; harness, prime, 15 to 18 lbs, 24 to 26c; harness, light, per pound, 22 to 24c; buff, 14 to 16c; pabble, 14 to 15c; oak harness, American, 45 to 50c; oak harness, English, 75 to 80c; Cordovan, vamps, No. 1, \$5.50 to \$6; Cordovan vamps, No. 2, \$5 to \$5.50; Cordovan goloshes, 11 to 12c; Cordovan sides, No. 1, 16c; Cordovan sides, No. 2, 13c; Cordovan sides, No. 3, 11 to 12c; oak cup soles, \$4.50 to \$8; hemlock taps, \$3 to \$3.75; cod oil, per gallon, 45 to 50c; degra, per pound, 4 1/2 to 5c; japonica, per pound, 6 to 6 1/2c; oak extract, 4c; hemlock extract, 3c; lampblack, 20 to 30c; sumac, per ton, \$65 to \$79; roundings, white oak, 10 to 25c; roundings, black, 18 to 20c; roundings, hemlock, 15c.



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### Business of 1892.

The volume of business during the past year was undoubtedly the largest in the history of the country, and while the margin of profit to dealers has in many cases been small to others it was fairly remunerative and in some exceptionally good, so that the average, if it could be ascertained, would probably compare favorably with the average for a series of years. One especially favorable indication is the comparatively small number of mercantile disasters that occurred during the year; according to R. G. Dun & Co. the failures aggregate 10,344 with \$114,000,000 of liabilities, which is 2,029 less in number and \$75,000,000 less in amount of liabilities than in 1891. There were less failures than in any year since 1886, and the average amount of liabilities for each failing trader—about \$11,000—is less than in any year since 1878. Of course there were more people in business in 1892 than in any previous year, but only 1 in every 113 failed, while in 1891 there was 1 in every 93 and in 1890 there was 1 failure in 102 traders.

The volume of bank clearing outside of New York was the largest ever known, and exceeded that of 1890 about 10 per cent, and including New York the increase is nearly as much. Railroads gross earnings in 1892 also show the gratifying increase of about 5½ per cent, and although there have been some drawbacks it is evident that the transportation interests as a whole has been in a prosperous condition. Our foreign commerce has been the largest in the history of the country; our merchandise exports were less than in 1891 and yet they exceeded the imports about \$60,000,000, although the latter were the largest ever known, and the total imports and exports exceed those of last year by more than \$50,000,000.

There has been much irregularity in some branches of domestic trade; cotton during the early part of the year was greatly depressed by overstocked markets, which was the result of the enormous crop of 1891, but the smaller incoming crop has caused a material advance. The cotton manufacturing industry has, however, had a prosperous year, and at the close stocks in first hands were comparatively small and the prospect was good in a prosperous trade. There was a material increase in the production of wool, but the demand for woolen fabrics was so large that prices were well sustained and the trade as a whole was large and fairly remunerative.

The pig iron trade has been variable, with low prices prevailing, but the economy in cost of production has been very great and it is not supposable that the production would have been maintained had it not been profitable; the production for the year is not yet ascertained, but it was apparently considerably larger than in 1891. Manufactured iron has as a rule declined in price and the low rates prevailing have greatly promoted consumption.

Provisions ruled low the first part of the year, but have largely advanced in price more recently, owing to the great falling off in the supply of hogs and the consequent higher prices prevailing. Wheat has been greatly depressed in price since harvest and has sold at a price rarely known, but it seems now to be in a fair way for at least a partial recovery, for extreme prices, whether low or high, are naturally followed by a reaction.

Taken as a whole the year 1892 may be said to have been an eminently satisfactory one and there appears to be every reason to expect that this prosperity will continue.—*Cincinnati Price Current.*

### Regulating the Railways.

The sixth annual report of the Interstate Commerce Commission of the United States has been transmitted to Congress. An abstract of the report has been issued to the press, which is prefaced as follows:

In view of the results realized in administering the Act to regulate commerce and the necessity for amendments which experience has disclosed, the Commission gives a brief review of the reasons which induced the passage of that statute. During twenty years prior to such enactment, the extraordinary construction of railways under enormous grants of public lands, private donations, aid of county, town, and municipal bonds, freely and often inconsiderately given through a passionate desire for these public highways, railway capital secured under exacting conditions, lavish expenditure and reckless management, establishment of branch or feeding lines to the main stem in order to monopolize business in tributary territory, rivalry of lines to take possession of districts in the hope of future business, causing duplication of roads in sparse regions not able to support a single line, all resulted in capitalization far exceeding cost and a railway system of vastly greater carrying capacity than the volume of traffic seeking transportation. The fiercest competition was thus rendered inevitable, and the necessity of earnings to meet fixed charges and operating expenses tempted resort to every device by which to obtain business on any terms. In less degree the same condition existed in the more developed sections of the country. Public regulation was not then looked upon with favor. Transportation facilities were treated as a private property subject to bargain and sale like merchandise, and railroad managers were hostile to any form of government supervision. Special rates and rebates were recognized features of railroad operation; favoritism between shippers was not thought dishonest, though the favored shipper secured a monopoly through the ruin or withdrawal of competitors, and to treat pre-

vailing practices as criminal misdemeanors was regarded with ridicule. The conduct aided the formation and fortified the power of those vast combinations of capital which created public alarm. Whoever will read the report of the Cullom Committee to the Senate in 1886 will be astounded by the magnitude and extent of railroad abuses brought to light by their investigation.

The interstate commerce law, although the outgrowth of an aroused and determined public sentiment, was a compromise between divergent theories and conflicting interests; but those who contrast the practices which obtained prior to the law with methods and conditions now existing will have no doubt of the potential value of the statute in correcting public sentiment, restraining injustice and enforcing reasonable charges and equal treatment. So far from condemning public regulation experience has established its importance and intensified its necessity, and the very respects in which the law has failed to meet public expectation demonstrates the utility of government supervision. It is not too much to say that judicial interpretation has limited the meaning of the law and ascribed to it an intent not contemplated when it was passed. But the effect of these decisions has been greatly exaggerated; judicial construction has not invalidated the essential features of the statute nor condemned the general principle on which it is founded; and only in respect of appliances provided for carrying its main purpose into effect has the law been weakened by the judgment of the courts. The original act, passed nearly six years ago, was in a measure experimental, but only two amending acts have been adopted, and it is surprising that so much has been accomplished with so little aid in the form of needed amendment. The attention of Congress is invited to the comprehensive body of laws passed by Parliament in rapid succession by which transportation is regulated in England, and the experience of that country in dealing with the railroad problem. The Act to regulate commerce was not framed to meet a temporary emergency and the public demand for regulation and protection against encroachments of railroad corporations has not diminished in the last six years, nor will the people ever tolerate a return to the injustice and wrong doing which would exist without any regulation. The railroad can rightfully do nothing which the State itself might not do if it performed this public service through its own agents. The large shipper is entitled to no advantage over his smaller rival in respect of rates or accommodations, and to allow any exception to this fundamental principle is to subvert the principles upon which free institutions depend. The commission is gratified at being able to add that many railroad managers of the highest standing now concede the necessity of government regulation and avow themselves in favor of such further enactments as will make that regulation effective.



## The Collieries of British North America.

CORRESPONDENCE COLLIERY GUARDIAN.

The most important mineral—by values—produced in the Dominion of Canada during the year 1890 was coal, the quantity of which (3,117,661 tons, valued at places of production at 6,496,110 dols.) exceeded the production of the following year by 398,183 tons. As I have pointed out in an earlier contribution, almost all this coal was produced in the oceanic provinces of British Columbia and Nova Scotia, but the coal deposits of the North-West Territories are of enormous importance—they are apparently inexhaustible, the coal-bearing area being there estimated at 65,000 square miles, comprising seams of coal of varied thickness, estimated to produce 4,500,000 to 9,000,000 tons of lignite and bituminous coal per square mile. Inasmuch as the United States of America have hitherto controlled the production of anthracite coal, it is interesting to note that, in the proximate Rocky Mountains large quantities of anthracite have been discovered, and are now operated near Banff, on the line of the Canadian Pacific railway, by the Alberta Railway and Coal Company and the Canadian Anthracite Company. All the coal consumed by the great transcontinental line from the town of Brandon west to the Pacific coast is now exclusively the produce of the native mines, and as a constant demand for anthracite is maintained at San Francisco, which is nearer to the Canadian mines than to the American points of production, I can hardly do otherwise than concede to the Banff mines a complete monopoly of the markets of California themselves. Furthermore, we must recognize the importance—from an imperial point of view—of large deposits of this smokeless coal within two days' journey of the principal naval station of the North Pacific Ocean, and admit that this vast unexploited coal region of the North-west Territories is to be the field of lucrative enterprise in a near future. In considering these mines, and, in fact, all the mines of British America, I shall advance from Vancouver Island to Cape Breton, thus:—

### BRITISH COLUMBIA.

In British Columbia, six coal mining companies, with an aggregate approximate authorized capital of \$5,508,000, are now in operation, viz:—

The Cambrian Coal Company, Limited, with an authorized capital of \$33,100, divided into 831 £20 shares, and owns 831 acres of mineral land in the Cedar district of Vancouver Island, but the operations are either temporarily suspended or of little importance relatively.

The Crow's Nest Coal and Mineral Company Limited, with an authorized capital of \$2,000,000, divided into 20,000 shares of a par value of £20 each, owns 11,000 acres of coal lands near Martin Creek and Morrissey Creek, in the East Kootenay District, but although \$30,000 have been expended up to October 1, 1890, in prospecting, &c., mining upon any extensive scale will not be initiated until more advantageous shipping facilities have been provided. The analysis of the seam is:—Hygroscopic water, 1.59; volatile combustible matter, 39.41; fixed carbon, 63.33; ash, 4.37. Coke per cent, 67.70.

The East Wellington Coal Company (Nanaimo Harbor), has a capital of \$1,500,000, and operates the East Wellington Collieries, at Nanaimo, directed exclusively by San Francisco men, who in 1889 employed 190 men, and produced 51,272 tons of coal, of which 7,636 tons were consumed at home and 43,636 tons exported. The seam varies from 2½ feet to 7½ feet in height, into which five levels have been driven and two good shafts sunk, and is connected with the staiths at Nanaimo by a railroad four-and-a-half mile long. Two pairs of hoisting

engines lift the coal to the screens, whence it is despatched in 34½-ton cars, drawn by two locomotives to Nanaimo.

The New Vancouver Coal Mining and Land Company of London, which was formed to acquire the properties of the Vancouver Coal Mining and Land Company, owns some 32,000 acres of freehold land, and operates the Nanaimo collieries upon Vancouver Island, the total output of which, for the year ending 31 December, 1890, was 389,600 tons, distributed as to home consumption 93,340 tons, and as to exportation 292,809 tons. Four principal shafts are in operation thus:—

	Seam.		
	Ft.	in.	Ft. in.
South Field, No. 2	5	0	10 0
" " 3	5	0	" 10 0
Esplanade " 1	5	0	" 12 0
North Field " 4	1	6	

From which railways diverge as to the South Field mines, five miles long with siding; as to the Esplanade mine, one mile; and as to the North Field mine, four and a half miles to Departure Bay. The line is laid with steel rails 56 lb. per yard, gauged according to the standard, viz., 4 ft. 8½ in. The mines are equipped with eight hauling and pumping engines, twelve steam pumps, four locomotives, 200 6 ton coal cars, lumber, and ballast cars, fitting shops, lathes, boring, drilling, planing, and screw-cutting machines, hydraulic presses, steam hammers, and diamond boring machines. Besides these facilities at the shipping port there are wharves of 1,070 ft. frontage, at which ships of the largest size can load at all stages of the tide, and at convenient localities with brick fields, stone quarries, &c. The net output from the East Field mine during the half-year ending June 30, 1891, was 75,226 tons. Electric haulage has here been introduced, installed by the Edison Electric Company, whose system is estimated to yield considerable saving in the cost of production. South Field No. 2.—The net output during the same period was 100,180 tons. A new shaft has been sunk 505 ft. into 6 ft. of coal, which indicates 1 ft. more coal than encountered further away in the old shaft.

The net output from the South Field No. 3 was 35,000 tons of pillar-drawn coal, that of South Slope Field No. 4 (a driven slope) 624 tons, and that of North Field Mine 42,257 tons for the half year to June 30, 1891. An analysis of the principal seams by slow coking indicated: Volatile matter, 33.40; fixed carbon, 51.45; ash, 10.50; coke firm.

Union Colliery of British Columbia Limited. As mentioned in a prior contribution, the coal-fields of Vancouver Island cropping out at the northwest corner of the island, trend southeast and again enter the water at Nanaimo upon the southeast coast, being thus, like those of Cape Breton, in the form of a fringe of a coalfield the main body of which reposes upon the bed of the Straits of Georgia, this fringe being divided by a synclinal into the Nanaimo and Comox basins, in the first of which the collieries just described exist, and in the last of which the Union Mine is in operation producing 31,204 tons in 1889, distributed as to exportation 23,790, and as to home consumption 100 tons; and 69,537 tons in 1890, distributed as before, 64,048 tons and 1,481 tons respectively. The seam is of good coal, 7 ft 6 in. thick, indicating hygroscopic water 1.70, volatile combustible matter 27.17, fixed carbon 68.27, ash 2.86, and is operated by twelve miles of railway, 4 ft. 8½ in. gauge, two locomotives, fifty coal wagons, one diamond drill, four stationary engines, four steam pumps, one wharf, &c.

These Vancouver coalmines in the aggregate yielded 1,029,097 of bituminous coals in 1891, of a very high quality, commanding a better price at San Francisco—where they rank with Northumberland West Hartley, than any other coal of America, and compare therewith as to steam properties thus:—Wellington 1.407, Nanaimo 1.335, Seattle, Washington Territory, U.S.A., 1.330.

Their total production from 1874 to 1890 (both inclusive) was:

Tons.		Tons.	
1874	81,000	1883	213,000
1875	110,000	1884	394,370
1876	139,000	1885	365,000
1877	151,000	1886	326,630
1878	171,000	1887	413,360
1879	241,000	1888	548,017
1880	265,000	1889	649,409
1881	228,000	1890	759,517
1882	232,000		

Making a total of 5,343,009, or an average per annum of 314,294, being an average of 1,072,964 tons less than the average for Nova Scotia bituminous coals over the same period, the total production of which was 23,593,395, with an average of 1,387,258. The following were the exports:—

Tons.		Tons.	
1874	51,001	1883	271,214
1875	65,342	1884	245,478
1876	116,910	1885	250,191
1877	118,252	1886	274,466
1878	165,734	1887	356,657
1879	186,094	1888	405,071
1880	219,878	1889	470,683
1881	187,791	1890	508,882
1882	179,552		

Making a total of 4,073,696, or an average per annum of 239,629, being an average of 51,177 tons greater than that for Nova Scotia over a similar period, the exportations of which were 3,203,701 tons, or an average of 188,452.

The markets for British Columbian coal are very important, viz., the markets of the North Pacific coast of America, and the home markets in a country where miners are rapidly developing the superior wealth of the allied mineral.

## The Public Debt.

The increase in the public debt is frequently made the basis of a charge of extravagance against the Dominion government by persons ill informed upon the subject, and anxious only to score a party point. All Canadians, however, are interested in learning the extent and nature of the national liabilities and in knowing the relative ratio in which this obligation may be increasing. Like a private debt, that of the Dominion is properly to be measured by the benefits conferred by the investments of the capital proceeds, by the extent of the business carried on, by the burden of taxation involved, by the effect of the expenditures upon the national credit abroad. An examination of the balance sheets of mercantile houses will constantly show an increase in the outstanding liabilities, in other words the aggregate of debts, but on the other hand a more than corresponding addition to the assets has been made and the actual position is bound to be greatly improved. Moreover, as the area of trade extends, a larger capital is required to conduct it, while, at times, borrowings are made not only for the interchange, but equally for the production of articles of commerce. The view in which, therefore, the national debt is to be regarded is from the standpoint of a number of members of a firm engaged in an undertaking in the benefits or otherwise of which all are partakers, though not to the same degree. To take a familiar illustration, the people of the Dominion, partners in the public business or government of the country, decided some years ago by a formal majority vote, to embark in the enterprise of constructing a railway to the Pacific coast. They engaged certain persons to carry out the works, with whom a formal bargain as to terms was made, the pith of which was a payment in money and land as an inducement to fulfil the undertaking. Whether the arrangement was prudent or not, whether its results have justified the course taken, is unnecessary at this time to enquire, although there is really no room for two opinions on the point, but it may be useful to show how such a venture affects the obliga-

tions of the community formally engaging in it.

In 1881 the net debt of the Dominion was \$155,395,760, involving an annual charge of \$6,839,631. The population then numbered 4,324,810, so that the yearly burden arising out of the debt was \$1.58. We are dealing, of course, with net figures, because these afford by far the most satisfactory as well as truest basis of discussion. Then the contract for the construction of the Pacific railway was entered upon, involving on the part of the Dominion large contributions in cash towards the work, practically every dollar of which was raised by loans abroad. Since that time there has been spent upon the enterprise \$45,553,000, every dollar of which has gone to swell the debt of Canada. But in the interval other liabilities have also been contracted in pursuance of the view of the majority of the partners that the investment of the proceeds of the debt would enlarge the area and volume of trade and yield benefits far more than commensurate with the cost of the borrowed capital. In the enlargement of the canals \$17,463,000 have been expended since 1881, for the purpose of facilitating and cheapening transportation, not only of domestic, but also of foreign commerce; while in the construction of the Intercolonial and allied railways there has been put out in the same period, for the same purpose, the sum of \$16,630,000. These outlays, made in little more than ten years, aggregated some eighty million dollars, and have, of course, caused a corresponding increase in the national debt. Besides, the partners in the Dominion firm have thought proper to relieve the smaller provincial firms, in which all were equally interested, of \$10,300,000 of debt, the inducement thereto having been, among other things, the ability of the parent concern to carry the debt, in other words, to borrow the money, at less cost than the credit of the subsidiary bodies permitted. In these designated items about \$90,000,000 of liabilities contracted since 1881 are accounted for.

Now observe the figures of the Dominion debt. In 1881 it amounted to \$155,395,000; in 1892 it was \$241,131,000, an increase in eleven years of less than \$86,000,000, and considerably less the expenditures made upon the canals, the Canadian Pacific railway, the Intercolonial railway, and in the way of allowances to the provinces. The difference is accounted for by payments on capital account out of surplus revenues from year to year. The volume, or aggregate, of the debt is not, however, a true measure of its bearing on the taxpayers. That can best be ascertained by regarding the interest charge. In 1881 this amounted to \$6,840,000; in 1887 it was \$8,692,600, and in 1892 it was \$8,677,500. The significance of these figures is hardly apparent on the surface. In the case of the debt the increase since 1881 has been 55 per cent; in the case of the interest charge the increase has been only 27 per cent. The meaning of these figures is apparent. They imply that to-day the Dominion can borrow whatever capital is required for investment in public works of general utility at infinitely less cost than was entailed ten years ago, and they imply a corresponding reduction in the burden on the taxpayers. It is true, of course, that the debt has increased, but it is not true that the increase in debt has imposed any strain on the people. In 1881 it cost \$1.58 per head of population to meet the interest charge; in 1887 it cost \$1.89 per head, but in 1892 it cost only \$1.73, showing a descending ratio since the completion of the Pacific railway. To be more exact, it may be pointed out that the net rate of interest paid on the public debt was 3.42 per cent. in 1881, and only 2.93 per cent. in 1892. Summing up the question of the public debt in its relation to the people of Canada, therefore, we find that the credit of the country has been maintained at a high point, improving year by year, in consequence of the investment of the proceeds of loans in works of practical utility, until to-day the credit of the

Dominion stands third among the nations of the world and first among the colonies of the empire. We find, moreover, that the expenditure upon capital account has been materially greater in the last decade than the augmentation of the debt; that the tendency since 1887 has been steadily towards a reduction in the average of annual increase, and that the total cost of all the public works undertaken since 1881, including the Pacific railway, involves an annual charge of less than 20 cents per head of population.—*Montreal Gazette.*

### The Best Wheat.

Farmers' Review—S. B. Terry of Ohio says he finds that his best wheat, where the plants are crowded so as to produce the largest yield, does not produce as large and plump a berry as wheat that grows more thinly and yields less. He believes the yield is largely determined by pedigree, and kept on selecting seed from the best parts of his fields with steadily increasing yields. The idea is well worth thinking about. Possibly one reason why Mr. Terry's wheat yields grow better is because he is constantly making his land richer. The fact is true, too, of corn if not of wheat. Nobody would think of selecting corn seed from the half-filled ears that set too late to fertilize all the silk, though the kernels on such ears are often twice as large as one ear well filled. But with other grains oats and barley for example, the largest plumpest grain is best for seed. Oats that grow thinly and produce poorly are light in weight, because most of them are affected by rust, which prevents development of the grain.

### Travellers' Annual Meeting.

The annual meeting of the Commercial Travellers' Association of Canada was held in Toronto the 29th ult. The following are the officers for the new year: President, John Burns; first vice-president, Robert H. Gray; second vice-president, James Haywood; board of directors, Joseph Kilgour, W. B. Duck, M. C. Ellis, John Everett, C. C. Kyle, F. P. Hayes, George E. Hamilton, John A. Ross, John Orr. The total number of votes cast were 1,282.

The following resolution proposed by Mr. Fielding and seconded by Mr. Orlando Potter, was submitted: That the board of directors be asked to offer three prizes to members of this association for essays written on the subject of dating invoices forward beyond the season when the goods are required by the retail merchant, the first prize to be \$40, the second, \$20, the third, \$10, the writer to be a bona fide traveller at the time, engaged in selling goods on the road, and to make a declaration that he is the composer and author of said paper and the facts gathered from experience on the road. Mr. Fielding, speaking to his motion, said he was strongly of the opinion that the association should encourage the discussion of commercial questions at its meetings, rather than spending so much time in purely association work. He thought commercial travellers might do much towards improving the business of the houses they represent if they would discuss with and offer suggestions to their employers as to how the business of the house might be improved. The question of long credit was one of the most important in business, and he was confident that all would agree with him that it was of paramount importance to endeavor to transact business as nearly as possible on a cash basis. They could not expect increase of salary if the profits of the year did not warrant it, and it was surely time that the travellers made some effort to discourage the practice of selling at long dates. Mr. Fielding's remarks gave rise to a sort but spirited discussion. Mr. Hayes opposed the suggestion that the association should offer prizes for such essays, and protested against the odium of long credit being placed on the

travellers. He was confident the travellers did their best to discourage them. Mr. Fielding said that a friend of his had told him that if the association declined to take the matter up he would himself offer \$100 for the best essay on the subject.

W. E. Ellis took strong objections to any such course. He was sure a lot of them were as anxious to reduce business transactions to as near a cash basis as the merchants were, but he thought the matter rested with them and not with their travellers.

Warring Kennedy supported Mr. Ellis, and remarked that the question was one of great difficulty. The Toronto houses were largely forced to these long credits by competition with Montreal and with English and Scotch firms, who all gave long dates. But he thought that whatever was done should be initiated by the merchants themselves. Mr. Fielding withdrew his motion.

### Pelts, Hides and Furs.

James McMilton, of Minneapolis, in their last circular say:—

Sheep pelts—The receipts have been small and we have been compelled to buy a good many large lots from outside markets like Chicago and St. Louis in order to keep our tannery in operation. Prices are no higher for the estimated amount of wool the pelts will pull, only their value increases by the piece as the season advances, as the later taken off pelts will pull more wool. Pelts are bringing good prices as compared with other kinds of raw material, and as they can generally be bought at low prices good profits can be realized by buying and shipping to us.

Hides—The receipts have been unusually large, even for this season of the year, of green and salted hides, with easier prices. Green salted calf at this season of the year are scarce and prices are higher. Dry hides, kid and calf are doing better, particularly the calf. We have revised our prices for both dry and green. If dealers will buy hides conservatively, say 2½ to 3¼ a pound for No. 1's, No. 2's and branded at 1c. a pound less, the highest prices at low and medium freight points and the lowest prices at high freight points from far distances, getting tare for manure, tail bones, and horns, if any, they can make a good profit by handling them. During cold weather hides can be shipped in a frozen condition without salting.

Furs—The receipts were very light during the early part of the season, but recently they are increasing. The November London sales which we advised of were very unsatisfactory even though the offerings were small; but the demand for the kinds of furs that can be used by American manufacturers has enabled us to keep up our prices for those articles. The reports of the prospects of the January sale are very unsatisfactory on account of the reappearance of cholera in Europe and the large offerings of some articles. Low prices will probably rule on muskrat, skunk, lynx and beaver, although the decline in skunk, lynx and beaver may not be heavy as prices were lower at the last sale for these three articles. A few articles of which there will be light offerings, on account of their being held back, will advance; but these advances have already in a great measure been anticipated by those posted. If there should be advances on a few articles on account of the light offerings it will stimulate heavy receipts and there will be a decline at the March sale. Everything indicates that buyers should use caution in their purchases and keep their furs moving. We have orders for more Mink and Marten than we can furnish and wish our shippers should use special exertions to ship us as they can of these two articles. All other kind of furs we can use at their full value. Prime No. 1 Furs are always white or red on the flesh side; unprime or early caught furs are blue or black, and grade accordingly. We see a few unscrupulous charlatans quoting fictitious prices.

**Raisins**

It is a mistaken notion that all grapes when dried will produce a raisin, for in fact but few varieties produce this highly esteemed fruit. The Muscatel is the principal grape grown to make the raisin, and its flavor excels that of all other varieties. For many years Malaga, Spain, has produced the best fruit, and previous to the introduction of the Muscatel cuttings into California, our supplies were brought from that port.

In curing the grape some growers allow the fruit to remain on the vine after it has come to maturity, until the sun dries the clusters on the stocks. The more usual way, however, is to cut off the clusters when fully ripe and spread them on trays exposed to the sun, taking care that they are not injured by rain. When the weather is not favorable for drying, artificial heat is resorted to; but raisins thus cured are inferior in quality to the sun-dried.

Denia, Spain, grows the same raisin grape as Malaga, but owing to the moist atmosphere in that district, growers cure the fruit by steeping them in hot lye made from wood ashes. This is the raisin known on this market as the Valencia, and by some persons preferred to any other for cooking purposes. The Sultana seedless raisin is grown in Turkey. Smyrna is the principal market from which we import them. This fruit is grown and prepared similarly to the currants of Greece, and is used mostly in this country in making the fine qualities of cake. The increase in the production of raisins in California is wonderful, and the California product is now sufficient to supply the needs of the country.

There is a difference of opinion in regard to the quality of the fruit produced in Malaga and California, the people in the far west claiming the latter to be superior; but unbiased experts consider the former superior in flavor, richer in sugar, more tender and larger fruit. But we may live to see the day when California raisins will not be excelled, and we believe that after a few more years of the exhaustion of her virgin soil this desired result will be accomplished.

**Trade in the Maritime Provinces.**

But 200 new vessels, of 30,000 tons, were added in the registry in the Maritime Provinces during the past year, leaving a net decrease of 40,000 tons. Of this 33,600 was in Nova Scotia and 11,890 in New Brunswick and Prince Edward Island. Notwithstanding the almost total failure of the inshore fisheries, the export of fish from Halifax to the West Indies increased from 247,500 quintals of cod and 33,200 barrels of pickled fish in 1891, to 262,000 quintals of cod and 45,800 barrels of pickled fish last year. The principal market for these fish were Jamaica, Porto Rico, Cuba and Demerara. There was a decrease in the imports of molasses of 9,000 puncheons and a decrease of 1,500 hogsheads of sugar, but an increase of 50,000 bags of sugar. As a result of the abolition of the sugar duties the collection of customs revenue decreased \$233,000.—Bradstreet's.

Charles Boeckh & Son, manufacturers of brushes, Toronto, are about to issue a revised catalogue of brushes, which will cancel all present prices and discounts.

Brook's spools have been reduced from \$3.20 to \$3, the sales having of late fallen below the limit arranged for in the agency. The price of this thread is, of course, always below other makes in the agency.

The following circular has been issued to the trade by a silk manufacturing firm. "Owing to the large advance in raw silk we have reduced discounts to the trade. In consequence of this we beg to notify you that from this date you are requested to sell our silk threads, art silk, etc., at list prices less 5 per cent. cash only. Any house not adhering to this contract will forfeit trade discounts."

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**Ontario & Quebec**

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To all Points in the East on sale daily from

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Stop overs to visit all your friends in the east.

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

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

**ROBT. KERR,**  
General Passenger Agent,  
**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 0	Winnipeg.....	11.45a	1.00p	
2.45p	4.00p	8 0	Portage Junction.....	11.54a	1.10p	
2.50p	3.45p	0 3	St. Norbert.....	12.09p	1.24p	
2.17p	3.31p	15 3	Cartier.....	12.23p	1.37p	
1.50p	3.19p	23 5	St. Agathe.....	12.41p	1.55p	
1.50p	3.04p	27 4	Union Plains.....	12.40p	2.02p	
1.33p	2.54p	32 4	Silver Plains.....	1.01p	2.15p	
1.30p	2.33p	40 4	Morris.....	1.20p	2.36p	
	1.15p	48 2	St. Jean.....	1.35p		
	1.27p	56 0	Letellier.....	1.67p		
	1.15p	68 1	Emerson.....	2.16p		
	9.35a	168	Fembling.....	2.25p		
	8.35a	228	Grand Forks.....	6.00p		
	8.35p	470	Winnipeg Junction.....	9.55p		
	8.00p	481	Minneapolis.....	6.30a		
	9.06a	583	St. Paul.....	7.05a		
			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	8.00a	
7.30p	1.15p	0	Morris.....	2.30p	7.30a	
6.40p	12.53p	10 0	Low Farm.....	3.05p	8.15a	
5.40p	12.27p	21 2	Myrtle.....	3.31p	9.05a	
5.24p	12.16p	25 9	Roland.....	3.43p	9.25a	
4.46p	11.57a	33 5	Rosebank.....	4.02p	9.53a	
4.10p	11.43a	38 0	Miami.....	4.15p	10.25a	
3.23p	11.30a	49 0	Deerwood.....	4.38p	11.15a	
2.58p	11.08a	54 1	Attamont.....	4.50p	11.43a	
2.18p	10.49a	62 1	Somerset.....	5.10p	12.23p	
1.43p	10.33a	63 4	Swan Lake.....	5.24p	1.00p	
1.17p	10.19a	74 0	Indian Springs.....	5.39p	1.30p	
12.54p	10.07a	74 4	Marleapolls.....	5.50p	1.55p	
12.22p	9.10a	86 1	Greenway.....	6.06p	2.23p	
11.51a	9.35a	92 2	Balder.....	6.21p	3.00p	
11.01a	9.12a	102 0	Belmont.....	6.45p	3.50p	
10.20a	8.15a	109 7	Hilton.....	7.21p	4.29p	
9.49a	8.40a	117 1	Ashdown.....	7.35p	5.03p	
9.35a	8.30a	120 0	Wawanesa.....	7.47p	5.16p	
8.48a	8.06a	129 6	Routhwalto.....	8.14p	6.03p	
8.10a	7.48a	137 2	Martinville.....	8.35p	6.45p	
7.30a	7.30a	145 1	Brandon.....	9.56p	7.30p	

West bound passenger trains stop at Belmont for meals.

**PORTAGE LA PRAIRIE BRANCH.**

East Bound.			STATIONS.	W. End.	
Ex. daily except Sunday.	Misc. (fr'm Winn. pk.			daily except Sunday.	
12.10p	3 0		Winnipeg.....	3.40p	
11.50a	3.0		Portage Junction.....	3.55p	
11.18a	11.5		St. Charles.....	4.20p	
11.03a	14.7		Headingley.....	4.35p	
10.40a	21.0		White Plains.....	5.00p	
9.45a	35.2		Eustace.....	6.49p	
9.18a	42.1		Oakville.....	6.13p	
8.25a	55.5		Portage la Prairie.....	7.00p	

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