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 For further information write to the Manager of the Winnipeg Branch.

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 INDIAN, CEYLON, CHINA AND JAPAN
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 We make a specialty of CEYLON and INDIAN Teas, and carry the largest assortment of any House in the Dominion.
 Represented in Manitoba, Northwest Territories and British Columbia, by
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 IMPORTERS AND MANUFACTURERS
Gents' and Ladies' Furnishings,
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 Our Travellers will be on the road in a few days. All
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 TORONTO —AND— MONTREAL
 DIRECT IMPORTERS AND
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Fancy Goods and Toys.
 ALL THE NEWEST NOVELTIES
 FROM THE
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 Represented in Manitoba, Northwest Ter
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 W. S. CRONE.

Mackenzie, Powis & Co.
 Have now in Store the most complete
 range of
INDIAN TEAS
 Bought at the late favorable turn in
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 BUYERS SHOULD EXAMINE.
 Also on the way first crop choicest JAPANS
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Elevator Works
 —MANUFACTURERS OF—
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ELEVATORS
 ALSO
 MANUFACTURER
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BOSTWICK
 Folding Steel Gates and
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 ESTIMATES FURNISHED.
 34 to 38 Duke St., - TORONTO

Redwood Brewery
 Fine Ales, Extra Porter
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 Most Extensive Establishment of
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ED. L. DREWRY,
 PROPRIETOR,
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 Highest cash price paid for good
 Malting Barley.

The Commercial

A Journal of Commerce, Industry and Finance, especially 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 desk of the great majority of business men in the vast district designated above, and including northwestern Ontario, the provinces of Manitoba and British Columbia, and the territories of Assiniboia, Alberta and Saskatchewan. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.

WINNIPEG, DECEMBER 23, 1889.

CLEMENTS & DUNOCH, tailors, Winnipeg; style changed to Geo. Clements.

BLACKETT & WHITE, clothing store, Langley, B. C., contemplates giving up business.

LAFFERTY & MOORE are closing the branch banking business at Lethbridge, Alberta.

THE Northern Pacific railway will be completed into Brandon by the beginning of this week.

TIFFIN BROS., Montreal, wholesale tea merchants and grocers, on Thursday last suspended payment.

B. C. BONDY, has erected a shop in the new town of Miami, and has put in a stock of saddlery and harness.

THE Batoche correspondent of the Prince Albert Times says there is considerably more coming in this winter than last and a far better quality.

ANAREW WHITELAW, of Strome & Whitelaw, general merchants, Brandon, Man., is away to the Pacific coast with a carload of Manitoba butter and eggs.

J. E. WRIGHT has again opened up business as auctioneer and general commission merchant. This time he has made his stand at 551 Main street, Winnipeg.

THE Prince Albert Times has entered upon the eighth year of its existence. The paper notes a steady progress in that district since the inception of that journal in 1882.

A NORRIS has bought out the interest of Geo. Lee in the butcher business, hitherto carried on at Edmonton, Alberta, by Wilson & Lee. The new firm will henceforth be known as Wilson & Norris.

BRANDON Times:—A large quantity of material has arrived for the Souris branch, and Mr. Panser is pushing the work in order to have the road completed to Plum Creek this week.

CLUTTERHAM & Co. hardware, Portage la Prairie, Man., who last week were reported to have sold out to H. S. Brown, have since assigned for the benefit of their creditors. Some of the creditors objected to the sale.

AN Ottawa telegram of Friday last says: McLeod Stewart has sailed from New York for London, again taking with him the signed agreement for the transfer of the Banff anthracite coal mines. The affair has been brought to a satisfactory conclusion.

RAT PORTAGE is bound to have its reduction works. At a meeting held there recently it was agreed to take a certain amount of stock in a company to be organized for the purpose, in addition to the \$10,000 bonus formerly voted in aid of the scheme. A Chicago firm promises to put in the desired works.

A GREAT big bundle of paper reached this office last week, which on examination proved to be a copy of the *Manitoba Liberal* in its enlarged form. This paper is published at Portage la Prairie, and the evidence of solid prosperity which it gives is no doubt shared by the entire community of that place. The *Liberal* has been enlarged to an eight-page, sixty-four-column paper, and claims to be the largest paper, outside of Winnipeg, in the country.

THE Portage *Liberal* says: "We are very much pleased to learn that J. C. Paterson, of Paterson Bros., Toronto, Montreal and New York, has made arrangements to reopen the large paper mill here, having purchased the valuable plant and mill from McLenaghan & Co. The mill will be moved from its present site and operations begun at once. The new firm will manufacture a general line of building and wrapping paper. This is good news for the Portage.

AN Ottawa telegram says: Prof. Collins, a London mining expert, sent out by an English syndicate to report upon British Columbia as a field for mining operations, was here last week interviewing officials of the Interior Department. Collins has just returned from the Pacific coast, and he says the prospects in British Columbia are most encouraging. The syndicate for which he is acting will shortly commence washing for gold on Boston bar in the Fraser river.

DAWSON, BOLE & Co, the enterprising wholesale druggists and tobacconists, of Regina, are again out with their fourth annual Northwest Almanac. This almanac is prepared especially with regard to the climatic conditions of Western Canada, and contains astronomical information specially adapted to Manitoba, the Territories and British Columbia. Dawson, Bole & Co's almanac has been a success from the start, and it may now be considered one of the institutions of the country.

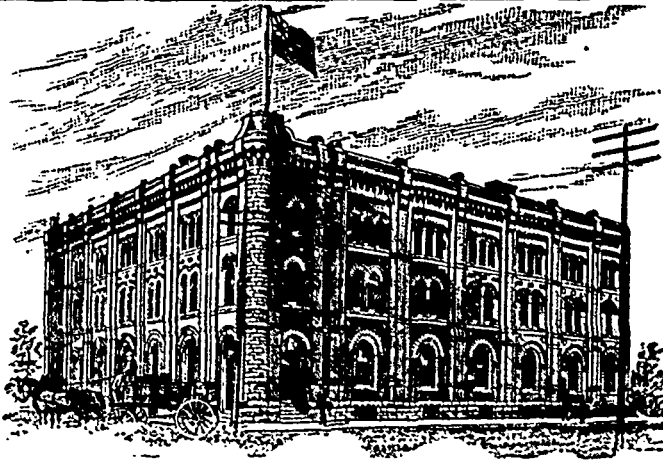
A WHITEWOOD correspondent writes: "The first consignment of cans arrived by train yesterday and were taken ten miles south to the chicory manufacturing works of Count de Rofignac & Co. Their last year's crop yielded so well as to warrant them in erecting a building for the purpose of curing and pulverizing the root." Whitewood is a village on the C. P. railway main line, 250 miles west of Winnipeg. The successful cultivation of chicory in that

district is another indication of what may be accomplished on the prairies of Western Canada.

SATATISTICIANs claim that the total world's coinage of silver in every one of the past seven years has annually exceeded the entire world's production of silver for the year. The average annual production of silver for the past seven years has been below \$118,000,000. The yield of U. S. mines in 1888 was in excess of \$50,250,000, or over half the total product, whilst the entire yield of Europe does not equal \$10,000,000 per year. China and British India together absorb \$6,250,000 annually, while the industrial arts of Europe and the United States consume \$21,000,000, leaving only about \$33,000,000 for annual coinage.

THE Royal City Planing Mills Company saw mills and sash and door factories at New Westminster and Vancouver, B. C., and the Hastings Saw Mill Company, of Vancouver, are to be amalgamated. Notice has been given that application will be made at the next session of the Legislative Assembly for an act to incorporate a company, to be called the "British Columbia Mills, Timber & Trading Co." for the purpose of acquiring the shares in the capital, and the business, property and privileges of the two companies named, and to provide for the same companies being merged therein and extinguished. The application also asks for powers to acquire by purchase or otherwise, and to maintain mills, factories, machine shops, steam and other vessels, railways, tramways, canals and ferries; to acquire and construct roads, dams, bridges, flumes, etc.; to acquire timber leases and other lands; to acquire gold, silver and other ores and minerals, logs, timber, lumber and merchandise, and to dispose of the same; to exercise and carry on the business of mill, timber and lumber merchants, manufacturers, wharfingers and carriers, and to conduct and carry on a shipping, towing and general trading business.

H. S. HOLT, contractor on the Regina & Long Lake railway, was in Winnipeg last week. To a *Sun* reporter he said that although it was late in the season when he took hold, the work was pushed with such vigor that 154 miles of road had been graded and 120 miles of track laid. This takes the grading up to Saskatoon, on the south branch of the Saskatchewan. Work has now stopped, and all the men paid off. The line has now been surveyed into Prince Albert. He says that work will be resumed next March and pushed with past vigor until the line is built into Prince Albert, and he is satisfied the work will be completed by the first of October. It could be done much sooner, only there is a big bridge to be built over the Saskatchewan river at Saskatoon, and this will take about two months. The material will be provided this winter, ties got out and rails forwarded, so that no possible delay can occur in the spring. The present contractors have nothing to do with equipping the road. That will be done by the C. P. R., which will also operate it. Mr. Holt says the settlers along the route and the people of Prince Albert are rejoiced over the construction of the road, and Prince Albert looks for a big boom when the line is opened. The country through which the line passes is a capital agricultural one. Over half a million dollars were spent on the work, and settlers were given all the employment they wanted, and all the produce they could furnish was readily purchased from them.

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TRADE ONLY.GOODS SOLD TO THE
TRADE ONLY.

G. F. & J. GALT,

DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES
CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

Raisins.

The raisin season has nearly closed at Denia in Spain. For weeks past droves of mules, laden with kilo baskets of dried fruit have thronged the streets in front of the buyers large warehouses. The excitement of the sellers or farmers has been intense, and while making their bargains they swore at their mules like good Spaniards, and smoked cigarettes made by their own hands a few seconds before consumption. Their fashions in dress border on the mountaineers — including the indispensable shawl-belt, each end of which, tucked in, has compartments for gold, silver, bronze, and sundries, and the trousers' pockets accommodate knife, tobacco, cigarette paper and matches, or fire lighter.

Many people are under an impression that the city of Valentia is the seat of trade for Valencia fruit, but that city has very little to do with the market, the town of Denia being the great mart and shipping port for the province of Valentia, in which the brown grapes are cultivated and converted into raisins.

Denia was founded over a thousand years before the birth of Christ, and her white buildings of stone with tile roofs form a pleasing contrast with the blue waters of the Mediterranean Sea, that washed against a delapidated wall of great antiquity that skirts the town. The mighty Cæsar and many great men of battle have graced the renowned castle of Denia, and many a grandee has driven in a charriot on the town wall in ancient times. Races were run on it and it served the purposes of a park for lovers' walks and general assemblies on fete days. The blood of Phœnicians, Romans, Cathagenians, Goths, Vandels, Moors and Spaniards has baptised every inch of ground within that wall, and a hole in it that would admit the Great Eastern steamship to go through broadside accommodated our special correspondent with admission to the hallowed ground, now mainly used by warehouses and raisin buyers and sellers.

The honesty of a Spanish milk dealer milking a goat in the presence of his customer and delivering a pure article is one of the pleasant surprises associated with Denia, but that surprise is tame compared with the honest and in-

dustry of the pretty girls that pick the raisins in the warehouses. There are over 100 raisin buyers in the town, many of them have warehouses and some of them employ from 100 to 200 girls. The Kentish hop fields of merry England and the corn husking bees of the wild west furnish good samples of merry girls fun and possessed of many songs and stories, but they cannot hold a candle to the raisin pickers of Spain, who laugh and sing and tell stories (that accumulated in the province from the previous raisin harvest) with a buoyancy of spirits that have no equal, and a hundred of those lively girls in rows seated on the ground in a warehouse picking and cleaning raisins causes noise, stories, songs and laughter unlimited while they simultaneously pick 100 boxes of raisins, all finishing at the same moment with military precision. The boxes are then removed by men and replaced by more raisins to be picked and boxed, after which the box lids are nailed on and the boxes stored in the warehouse loft and subsequently they are carried down to the lighters or boats that take them out to the steamships riding at anchor on the open sea, and finally the raisins reach our own market, and we hope to see our merchants advertising now that they will have the first of this season's crop from Denia within a few weeks. Look out for them. — Port Arthur *Sentinel*, September 20.

The Dog Fish Oil Industry.

Dog fish oil, for lubricating and other purposes, is in good demand either in the local or foreign markets. That the manufacture of this oil, when properly managed, is a profitable industry, has been proved by the operations of the Skidegate Oil company. Mr. Rezy, in the interests of the Crofters, we understand, intends to form a joint stock company for the purpose of extending this oil manufacture and other fisheries along the west coast of Vancouver Island, so that the Crofter colonists when they arrive may find employment at good paying wages. At present the supply is regulated by the Indian population, who are not energetic in applying themselves to con-

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tinuous work. The oil is made by them in the most primitive way. They boil the livers separately in a large pot, or put hot stones among them in a canoe and so extract the oil. The Indians also boil the dog fish bodies, apart from the livers, wrapping them after having been thoroughly boiled, in a cloth or bag which is placed under a perforated board and trampled until the oil is all pressed out. They dispose of their oil in a very crude state to traders along the coast, or to the oil factory at Ekool, which extracts the oil by the application of steam, and which is the only establishment of the sort on Vancouver Island. When properly rectified the oil brings as much as 50 cents per gallon. We hope Mr. Begg will succeed in organizing the joint stock company referred to, as it must prove of the greatest importance not only to the Crofters but to the province by developing the industries mentioned and opening up new fields of enterprise, which can, under prudent management be profitably extended to almost any extent. — *Victoria, B.C. Times*.

Banking in Canada.

In an address on banking in Canada, delivered before the British American College in Toronto, and lately issued in a brochure, D. R. Wilkie showed how banking had grown in the Dominion in the interval since 1868. The deposits of the public in chartered banks have grown from \$33,000,000 to \$120,000,000. Discounts have increased from \$50,000,000 to \$170,000,000. Savings bank deposits, including deposits in government and postoffice savings banks, have grown from \$4,200,000 to \$52,000,000. The circulation of government notes has grown from \$3,800,000 to \$16,000,000. The circulation of bank notes has grown from \$8,300,000 to \$32,000,000. In discussing the demand made in some quarters for a government note circulation to replace the notes of chartered banks, the writer argues that the bank note circulation offers both greater security and greater convenience.

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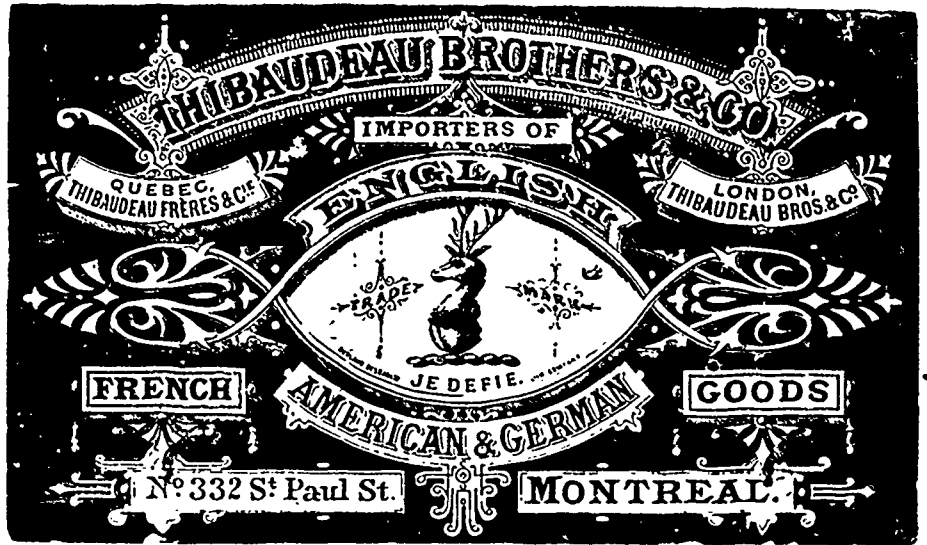
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The most perfect Flouring Mill in Canada. CAPACITY 1,600 BARRELS A DAY.

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Manufacturers of **CORDAGE** of Every Description.

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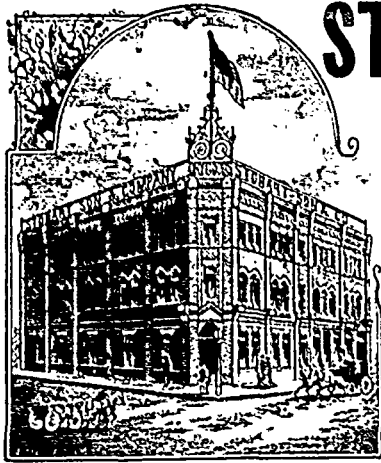
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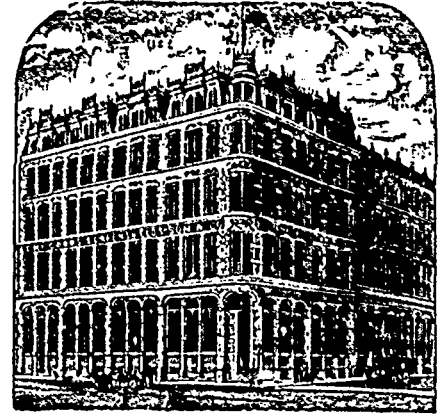
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The Best Lubricating and Illuminating Oils Manufactured.

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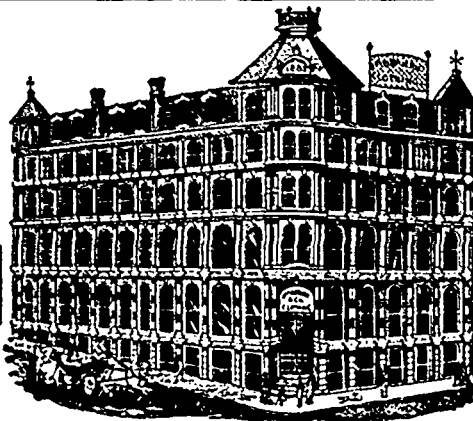
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Promptness and Economy.
Special attention to Confidential Business
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LADIES' AND CHILDREN'S
UNDERWEAR.

1/2 Samples Expressed to any Point in, &c
the Dominion for Inspection.
No. 1831 NOTRE DAME STREET,
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To the Trade.

We beg to notify the Trade of Manitoba and the North-
west Territories that our Montreal samples are now
complete in

Fancy Goods and Toys for Christmas.
New samples of English, German and American Dry
Goods arriving every day.

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Stones, Mantle Pieces, Grates, Etc. Special designs fur-
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The Commercial

WINNIPEG, DECEMBER 23, 1880.

MERRY, MERRY CHRISTMAS!

The holiday season is upon us once more, and in a day or two the popular form of salutation will be, "Merry Christmas." The hour glass of 1880 is nearly empty. Only a few more grains of sand are left to trickle through, and then 1880 will be no more. But one more issue of THE COMMERCIAL will complete the work for the year, which with its varied experiences will soon be gathered in by Father Time. But the present is a time for merriment, and not for moralizing. It is the busy, merry holiday season, when the merchant expects his great rush of trade, and the young people look for their greatest pleasures. THE COMMERCIAL trusts that the present holiday season has not been a disappointment to the merchants, and that it will be a pleasant one to all. This being the last opportunity, THE COMMERCIAL wishes its readers, one and all, A MERRY CHRISTMAS.

WET AND DRY SEASONS.

Farm Implements and Hardware, a journal published at Minneapolis, Minnesota, has an article on the condition of the implement trade in Dakota. The journal states that business men having relations with Dakota know that trade in that locality is at a standstill. Implement manufacturers, like other business men, have been compelled to carry over whatever paper full due there, and in some instances it is noted they have been obliged to use rather harsh measures to avoid losses. Implement men have looked upon Dakota as a great field for the sale of their goods, but the result has been very disappointing, especially as regards collections. Continuing in this strain, the journal mentioned says:

"A great many settlers have been compelled to leave the Dakotas altogether. There are probably fewer farmers in the Dakotas to-day than there were three years ago. As a general proposition the drouth, not only of this year, but of preceding years, is mainly responsible for the crop failures. This is recognized, and a great deal is being said about the country being so near the arid region as to preclude the ultimate prosperity of the country. All this is calculated to give the Dakotas, just as they are entering on statehood, and when they should be in a position to court prosperity, something of a black eye. The same conditions, however, which have prevailed there, have prevailed in Nebraska and Kansas, and to a less noticeable degree in the older agricultural district west of the Mississippi and east of the Missouri. In Kansas it was more noticeable last year than in this, but the conditions have been common to a vast area."

Farm Implements, however, does not make an entirely gloomy forecast for the future, but rather the contrary. It does not believe that the climate of the country is undergoing a change that will preclude ultimate prosperity. The journal quoted seems to believe in the theory that the great western plain country is

subjected to periods of abundant rainfall, extending over several years, followed by a dry period. This is a theory strongly relied upon by a great many western people, including even some scientific men who have given the matter long study. The theory is that for a period of five to seven years there is a gradual increase in the rainfall, until a maximum wet season is reached. Then a change comes, and there is a gradual decrease until the minimum annual rainfall is reached. The last year or two of the dry period would be seasons of drouth. The journal is of the belief that the year of minimum rainfall has been reached, and that next year will show an increase in moisture, to be followed by five or six years of abundant crops, increasing immigration and general prosperity. It will be a seven years of plenty, with storehouses running over, and every one who wants to will have no trouble in getting out of debt. This count is based on the statement that 1882 was the last wet year, and that the dry seasons have now run their full term. Everybody will wish that *Farm Implements* may prove a prophet indeed. In making this summing up the journal points out that Dakota settlers are going through the experience of all new countries, and that even now they are not worse off than were the early settlers of Minnesota, Iowa and Nebraska in the seventies.

If this theory is to be generally accepted, the western settler will do well to take a leaf from the story of the seven years of plenty and seven years of famine which is related of early Egypt, and govern himself accordingly. Be this as it may, the wise and provident settler will always endeavor to lay something by from the years of bounteous crops, to be fortified against a possible failure in the future.

Whatever may be believed concerning these succeeding periods of wet and dry seasons, there is no reason whatever to believe that the climate of the country is changing to the disadvantage of agriculture. Because here in the west we have had several comparatively dry seasons in succession, there is no good reason to believe that these conditions have come to remain with us. Climatic conditions which have ruled in the past are liable to rule again, and though we have had several dry years in succession, it is not likely that the average rainfall for the next ten years will vary materially from the preceding decade. People who remember the thousands of little lakes and ponds which a few years ago were found all over the country, but which have now mostly disappeared, leaving only their dry beds, will find these all filled again with water, perhaps in a year or two in the future. Again it will be possible to cut the natural prairie hay on the hill tops, where now it can only be had in quantities in the swamps and low lands. The ponds will again afford feeding grounds for the flocks of ducks and geese which have of late years been compelled to go far north to find sufficient water. The frog will come forth and croak as he has not croaked for years, for lack of moisture to wet his whistle, and with him the festive mosquito will also be more plentiful in the land. The musk rat will again build his hut on the banks of the lakes and ponds, in the dry beds of which the gopher is now burrowing,

while the last named little nuisance will be drowned out and disappear from the wheat patch. Instead of the dry seasons continuing indefinitely, we are liable to have more water than we know what to do with, at no very distant date, and the settler whose farm is "high and dry" will consider himself favored above his neighbors, as it was a few years ago, when the hunt was for high and dry land, and any thing not warranted to possess these requisites would not be looked at.

THE HUDSON'S BAY RAILWAY.

Some time ago it was reported in a quiet way, that the Dominion Government had decided to do something handsome for the Hudson's Bay railway at the next meeting of Parliament. Rumors of this kind cannot be taken for much, unless there are features connected with them which tend strongly to show their reliability. This statement concerning the Hudson's Bay railway enterprise did not at the time have the indications of probability, and it could not be taken for anything more than rumor. Recent events, however, have somewhat changed the case in such a way as to give a strong color of probability to the statement that the Government intends doing something for the road.

The most important feature in connection with the Hudson's Bay route at the present time is the sudden development of interest in the route, in the east. Some time ago, when Manitoba was looking to the north for relief from railway monopoly, and when a strong effort was being made to secure the construction of a road to Hudson's Bay, the press of eastern Canada could only see disaster in such a movement. Now a great change has come over the eastern press, and the Hudson's Bay railway is quite warmly advocated. What is specially interesting in this connection is the fact that it is the Government press, led by the *Toronto Empire*, which has come out in favor of the route, and developed such a great interest in the undertaking. Now, it is generally understood that the *Empire* is the official organ of the Dominion Government, and articles of public policy appearing in that paper are believed to show forth the intentions of the Government. In short, that they are inspired. On such a question as the Hudson's Bay railway, with its important political bearings, it is not to be expected that the official organ would undertake to discuss the matter independent of the wishes of the Government. It may therefore be safely concluded that the advocacy by the *Empire* of the Hudson's Bay railway, has some important meaning, a solution of which will be awaited with keen interest here in the west.

An article which lately appeared in the *Empire* is one of the strongest which could be written in favor of the early construction of a road through Manitoba to Hudson's Bay. The article commences with the assertion that the time will soon come when it will be found profitable to establish railway connection with the Bay, and it is noted that "conclusions drawn from the most trustworthy sources are most encouraging" so far as the navigation of the Bay is concerned. The *Empire* adds:

"The Bay as a whole may be said to be more free from obstruction by ice than the Baltic

and more favorable, even when the accessibility of its harbors in spring and fall is concerned, than the White sea, on which is situated Archangel, for a long time the great grain port of northern Russia."

The dangers attending the navigation of the strait, at the entrance to the Bay, are considered at length, and though presented as more formidable than the navigation of the Bay itself, even these are disposed of as follows:—

"There are, in connection with these influences, facts which might almost lead to the expectation that strongly built and powerful steamers might, as in such an urgent case as a military expedition, be able to make a somewhat perilous voyage into Hudson's Bay even in the cold season.

"For ordinary vessels the straits are usually navigable at the end of July and beginning of August, and thence on until the end of October, or even later. For vessels specially adapted, the season might be still further prolonged at its autumnal end, the chief difficulty late in the season being rather the freezing of harbors of refuge and the inconvenience of handling vessels in cold weather, than the formation of ice in the channel itself. On Hudson's Bay, Churchill harbor, an excellent one, contemplated as the great railway terminus of the route, is open into November, or for at least six months in the year."

These are important admissions from a press which a short time ago had nothing but doubts to cast upon the feasibility of the Hudson's Bay route. The concluding paragraph of the article sets forth strongly the advantages of the route. In time, and that probably short, the *Empire* believes a grain fleet to Churchill and railway connection to the south and southwest will be amongst the accomplished facts of importance, not only to our own Northwest, but to much of the United States. New York, Montreal and Churchill, the *Empire* points out, are very nearly the same distance from Liverpool, the last named place being the nearest. Railway communication to Churchill would bring Winnipeg almost as near to a seaport as Toronto. Central Nebraska would find the Hudson's Bay route involve less railway travel as well as total travel, than the route by the Atlantic ports. San Francisco is as near to Churchill as to Chicago, and by using the Hudson's Bay route could save in railway carriage the whole distance from Chicago to New York, and nearly 150 miles of water carriage as well. In fact for the Saskatchewan and Red River valleys, and for Dakota, Minnesota, Montana, Nebraska, Utah, Colorado and California, and the states and territories to the north and west of these, the Hudson's Bay route offers not merely a shorter ocean carriage, but what is of more importance, a shorter railway trip. What could be said more strongly in favor of the route than this? But this is not all. Added to this advantage says the *Empire*, is the coolness of the route, a matter of consequence in the shipment of beef and dairy products. As the more southern States mentioned have an early harvest, the route offers ample time for the forwarding of their grain crops.

This apparent change of front on the part of the Government press of the east in favor of the Hudson's Bay route will be accepted with pleasure in Manitoba, especially as it is taken as an indication that the Government intends to give the enterprise important assistance. Heretofore it has always been considered in th

west, that any aid granted the Hudson's Bay road has been dragged forth with a bad grace. To consider the matter fairly, it is the Dominion and not Manitoba which should bear the burden of opening this route. So far, actually nothing has been done in assisting railway construction in Manitoba and the Territories, while large cash grants have been given to aid in building railways in the east. The public lands of the eastern provinces are vested in the provincial governments, whereas in the west the Dominion Government holds all the lands. Now, what has the Dominion Government ever done to aid railway construction in the west? Nothing more than to simply hand over grants of land to certain roads. Eastern roads have been aided by cash grants, which are charged against the revenue of the whole country, and in providing this revenue western people have to bear more than their fair share, owing to the fact that the protective policy of the Government is a heavier tax upon the people of the west than it is in the east. But while the people of the west have to pay more than their share of these cash grants to eastern roads, western railway enterprises have only been aided by the lands which should belong to and be kept as an inheritance for the people. When it came to a battle with monopoly, Manitoba has had to tax herself for means to aid in securing railway competition.

Whatever may be the intention of the Dominion Government concerning the Hudson's Bay railway, the outcome will be awaited with interest. There are many important questions which come up in this connection. What has led to the movement in favor of the route? Is the Government alarmed that it is losing its grip upon Manitoba? Or is it the idea to do something to checkmate the Manitoba Government? If valuable assistance is to be given the Hudson's Bay railway, will it be given to the scheme in its present form, or is a new syndicate to be formed? These are queries which will have to be left for time to solve. In the meantime it may be said, that any aid given with the object of securing a railway to Hudson's Bay, will be willingly accepted by the west, provided of course that it is done in a way to secure the best results.

THE ASSINIBOINE WATER POWER.

Judging by the prominence it gained during the late Winnipeg civic elections, the Assiniboine water power still has its hold upon public interest in the city, if indeed this interest has not deepened considerably with the more intimate knowledge of the project lately secured by the public. It does not seem, however, as if the anxiety of the present city council to push the construction of work has kept pace with public interest, and not a few prominent citizens and heavy ratepayers are inclined to question, and not without good reason, whether or not the present council wish to go on with the work without delay, as some of the city fathers might by delay stand a better chance of having their own ends furthered, or their whims or crotchets about the undertaking carried out.

Last summer local papers contained advertisements calling for tenders for the construc-

tion of a dam and water power on the Assiniboine, on terms which meant simply the furnishing of the funds by some outsider or outsiders, and the administration, or, as more properly might be looked for, squandering of these funds by the city council. As might be expected, no person was found crazy enough to tender upon the terms asked by the city, especially as no plan of the work was then in existence, and no specifications could consequently be had. The advertisement referred to was simply an invitation to trot out the funds, and the city council would dictate how they should be spent.

During the past month the city council has again advertised for tenders for the construction and operation of this important undertaking. But this time parties thinking of tendering had the benefit of plans of the work approved by the Governor (General in council, and other information on which tenders could be intelligently based. But the whole undertaking is hedged about by a few absurd conditions framed by the city council, and in consequence no tender in compliance therewith has been received, and only one offer of any description for the construction and operation of the undertaking, and this came from the Assiniboine Water Power Company, a corporation possessing the power to extend the work by connecting with Lake Manitoba, a power the city is barred by law from securing. Doubtless the possession of these additional powers prompted the offer, as by using them nearly double the maximum power estimated in the scheme of the city charter can be obtained and kept up steady all the year round.

The difficulty in connection with the powers granted in the charter of the city is, that if taken advantage of to their full extent, they would only secure a water power varying from 2,000 to 5,000 horse, according to the volume of water in the river, while by tapping Lake Manitoba a power of 10,000 horse could be maintained steadily the whole year round. Another difficulty in the way of the city doing the work of construction is the cost thereof. The Dominion Government insist upon a lock and canal being constructed for navigation purposes, and the entire resources of the city at the present time, taking the last cent of its borrowing powers into consideration, are far short of the cost of constructing even the incomplete work called for in the water power charter it possesses. It is hoped by some of the city fathers, that at the next session of the Dominion Parliament power to construct a dam without locks and canal might be obtained in opposition to the terms of the Government, or in lieu of the improvement the work would make in navigation, the Dominion might be expected to bear a portion of the cost of construction. How much reason there is to expect the latter, can be best estimated by those who in the past have made vain efforts by memorial and delegation to secure improvements on the Red and Assiniboine rivers.

It is almost a certainty that the city council has abandoned the idea of going on with the construction of this work this winter, and with the present unprecedentedly low water on the river, such another opportunity of doing the work at a minimum cost may not be available for many years to come. Then delay too is waiting for a shadow, or rather two shadows. One the hope of the Dominion Parliament changing the terms of a private act in opposition to the desire of the Government in power; and the other the hope of securing Dominion aid for an undertaking in the interests of the city of Winnipeg. Unless one or other of these shadows materialise, the Assiniboine

water power project will be in a much less hopeful condition after Parliament meets than it is now.

Some new blood will enter the city council of Winnipeg in 1890, and it will be seen if a policy of delay will still be followed, or if some steps towards immediate work will be taken, such as would be in keeping with the interest the ratepayers have in this important undertaking, upon which more than any other depends the city's growth and industrial progress. Delay now is altogether unnecessary, and its advocates must take the consequences if they persist in it. The council has two courses open. One to appeal to the ratepayers for increased borrowing powers, and the sanction to go on with the construction as a civic public work. The other to hand the work over to the only company that is able and anxious to go on with its construction. Any other course is simply one of delay without hope of the chances of improvement, and the project is one on which the ratepayers are likely to resent such unnecessary delay.

BANK OF OTTAWA STATEMENT.

In another part of these columns will be found in condensed form the annual statement of the Bank of Ottawa for the year ending November 30th, 1889, which was laid before the annual meeting of the shareholders on the 11th instant and adopted by them. This statement is void of any sensational features, and on its surface bears evidence of being the result of a year's careful management and plodding work on the part of the officers, employes and directors of the bank. The first item in the report, namely the net profits for the year after all deductions are made, shows that the year has been a prosperous and profitable one. Net profits of \$119,718.20 on a capital of \$1,000,000 is certainly satisfactory, and the addition of \$40,000 to rest account, raising the total rest to \$400,000, shows the decided intention of the directors to make the solidity of the bank a first consideration.

Some of the smaller details of the statement are equally worthy of the notice of shrewd business men, as for instance the total overdue debts due the bank are only \$6,174.69, and of that amount only \$2,679.78 is unsecured. Taken altogether the statement is a most satisfactory one, reflecting high credit on the bank's management.

The Bank of Ottawa has been doing business in Manitoba since 1882, when the Winnipeg branch was opened, and has thus staid with the province through the hard years of depression which followed the great boom. From its opening, the Winnipeg branch has done a prosperous and safe business, which has been steadily increasing. Later a branch at Keewatin was opened, which is also doing quite a business, so that to the very encouraging report which the directors have this year presented, the Northwest has contributed its full share of success.

McALPINE TOBACCO CO.

TRY OUR

'Beaver Bar.'

—A CHALLENGE TO—

NORTH AMERICA

—IT IS THE—

BEST CHEWING TOBACCO

MADE ANYWHERE.

Manufactured from Pure White Burley Leaf.

WORKS: NEW YORK CITY, AND

ESPLANADE, - TORONTO.

GREENE & SONS COMPANY

WHOLESALE

HATS and CAPS,

STRAW GOODS,

Etc., Etc.

MANITOBA SPRING TRADE, 1890.

MEN'S FURNISHINGS

Merino and Woolen Underwear
SCARFS, TIES, SHIRTS, COLLARS,
Waterproof Coats.

WAREHOUSE:

517, 519, 521, 523 and 525 St. Paul Street,

MONTREAL.

OGILVIE MILLING CO'Y,

WINNIPEG.

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 " "
GODERICH—Goderich, Ont.	1000 " "	

Tobacco and Cigarette Agency.

WM. ROBERTS & CO.,

—WHOLESALE—

TOBACCONISTS

—AND—

Manufacturers' Agents,

WINNIPEG, MAN.

REPRESENTING:

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OLD GOLD AND VANITY FAIR CIGARETTES

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CLIMAX AND SENSATION CUT PLUG.

Goodwin & Co., New York, U.S.
OLD JUDGE TOBACCO AND CIGARETTES.

National Tobacco Co., Louisville, Ky.
PIPER HEIDSECK CELEBRATED CHEWING.

McAipin Tobacco Co., Toronto, Ont.
BEAVER CHEWING, SILVER ASH AND CUT
CAVENDISH.

American Cigarette Co., Montreal, Q.
SWEET CAPORALS, DRAGON
And other Leading Brands Cigarettes and
Tobacco.

The New Policy
of the

EQUITABLE

LIFE ASSURANCE
SOCIETY

is (like a bank draft) a
simple

Promise to Pay,
and is

without conditions

on the back.

GEO. BROUGHALL,
Manager for Manitoba, N. W. T. and Algoma.

OFFICE:
375 MAIN STREET, - WINNIPEG, MAN.

Agents can do more business for the Equitable
than for any other Company.

Good Territory and Liberal Contracts.

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Manager for Calgary. | Manager for Port Arthur.

Royal Soap Works.

Destroyed by Fire, St. Boniface,
25th May, 1889.



Reopened for Business, Winnipeg,
1st November, 1889.

THE TRADE SHOULD BEAR IN MIND THAT THE

ROYAL SOAP CO.

Have Fitted Up, Organized and Opened their

NEW WORKS IN WINNIPEG,

WHICH FOR CONVENIENCE, IMPROVED MODERN APPLIANCES AND CAPACITY ARE

SECOND TO NONE IN THE DOMINION.

The Company are manufacturing a variety of Toilet Soaps that are the best value to be found in this market, besides their unequalled Laundry Soaps in the following Brands:

IVORINE.

IN LONG AND SHORT BARS.

ELECTRIC.

HARD WATER.

DOMINION.

And the Climax in Laundry Soap, the

ROYAL CROWN

In One Pound Bars. This Soap they assert is the Best Value of any manufactured in or out of Canada, and they CHALLENGE COMPETITION.

The Royal Soap Company are the Pioneer Soap Manufacturers of the Northwest, and they intend ever to Lead in this Market.

WORKS AND OFFICES:

97 to 101 King Street, - WINNIPEG

WINNIPEG MONEY MARKET.

The year is apparently winding up in financial circles in a rather dull and close way. There have been no new features to note during the past week, mercantile collections continuing about as last reported, the usual complaint being of slowness, with a few exceptions in some branches of wholesale trade. Altogether, however, the prospect has not been greatly improved from what it indicated earlier in the season, and the closing weeks of the year will not bring up the state of collections to a fair average. The year will end decidedly on the slow side, and with a considerable portion of paper standing out which should have been met some time ago.

WINNIPEG WHOLESALE TRADE.

Business in wholesale lines was down to a low ebb last week, as is usually the case at this time of year. The trade is now going through the regular holiday quiet. Prices were steady and the situation generally featureless.

FISH AND OYSTERS.

The first fresh caught whitefish of the season were offered on the market last week consisting of a sleigh-load from Lake Manitoba. These sold at 6c per pound to dealers. The market is also well supplied with the earlier catch of fresh Lake Winnipeg whitefish, refrigerated frozen. Fresh pickerel are offered at 4c and pike at 2½c. Oysters are unchanged: Quotations are oysters: \$2.25 per gallon for standards and \$2.50 for selects, for good stock. Cans are quoted at 50c for standard, 55c for selects, and 60c for extras. Finnen had dies are offering at 11 to 11½c. per pound. Yarmouth bloaters, smoked per box of 100 fish, \$3.25.

GREEN FRUITS AND NUTS.

Fruits are unchanged with the exception of lemons, which are offering 50c per box lower. Quotations are: Lemons, Messinas, 300 count, \$6.50; 360 count, \$7 per box, do, Malaga, \$6.50 per box; Jamaica oranges, \$6.00, box, Florida oranges, \$5.50 to \$5.00; southern apples, \$4.00 to \$4.25, choice eastern Canada apples, \$4.50 per barrel; California pears, \$4.00 per box; Concord grapes, 35c. per basket of 8 to 9 lbs.; Almeria grapes, \$3 to \$8.50 per keg; choice Cape Cod cranberries, \$10.25 to \$10.50 per barrel; Bell & Cherry cranberries, \$10.25 per barrel; Jersey cranberries, per box of one-third barrel, \$3.60; onions—Southern, \$2.50 per 100 lbs.; Spanish onions, \$1.25 crate; Cider, per gal., 35c; comb honey, in 14 lb. boxes, 25c per pound. Nuts—S. S. Taragona almonds, 20c per lb; Grenoble walnuts, 18c; Sicilian, filberts, extra large, 16c; peanuts, white Virginia, green, 15c; roasted, 17c; cocoanuts, per hundred \$9.00

GROCERIES.

Coffees have advanced on some grades in eastern markets. The decrease in the visible supply of the world of Rio coffee in November was 252,000 bags. A further decrease is expected for this month. Sugars hold steady in price, though raws were ½c lower at New York. Willett & Hamlen, New York, in their weekly circular, say: "Imports for the week were 6,423 tons less than the meltings, and refiners drew from their own stock to the extent of 4,234 tons, leaving them with the unusually small stock of 3,771 tons in New York, or bare-

ly one week's supply. Fortunately for the position of the raw market, the demand for refined is diminishing, and the curtailed production will not be severely felt in an increase of prices. No receipts of new crop West Indian sugars are yet at hand, but an invoice is now allowed from Cienfuegos. Total stock in United States is 22,925 tons, against 61,007 tons at same time last year. Total stock in all principal countries, by latest uneven dates, is 635,504 tons, against 569,384 tons at same time last year. The Louisiana crop is almost ended, and has proved better than anticipated, owing to exceptionally favorable weather." Prices here are: Sugars, yellow, 6½ to 7½c, as to quality; granulated, 8½c; lumps, 10c. Coffees—Rios, from 2½ to 25c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan 23 to 46c; Congou, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 47½c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c. McAlpine Tobacco Co's plug tobacco: Old Crow, 47c; Woodcock, 52c; Beaver, 63c; Jubilee, 60c; Anchor, 59c; cut tobacco: Silver Ash, 65c; Cut Cavendish, 70c; Senator 30c; Standard Kentucky, light, 85c; do dark, 80c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40, Terrier, \$30 per 1000. Lion "L" brand mixed pickles, in kegs, are quoted: Three gallons, \$2.50; do. five gallons, \$3.50; do. 10 gallon kegs, \$6.50.

HARDWARE.

The local situation is unchanged, values being firm, but without alteration in quotations. A. G. Kidston & Co., in their Glasgow circular, report continued prosperity in the iron and steel trade, and without cessation in the legitimate demand from all quarters. Works are full of orders for months ahead. Home trade is brisk, and large export orders have been received by British manufacturers. Stocks of pig iron continue to decrease, and makers cannot supply the demand for special brands. Manufactured iron is firm in price. Large additional shipbuilding contracts have been placed, which keeps steel very strong. Steel rails are firm at £6 15s to £7. Copper, tin plates and lead are strong. Copper and lead have had a sharp upward movement in British markets. Local prices here are unchanged as follows: Cut nails, 10d, and upwards, \$3.40; I. C. tin plates, \$6 to \$6.50 as to grade; I. C. tin plates double, \$11.50 to \$12.00; Canada plates, \$4.15 to \$4.25; sheet iron, \$4.00 to \$5.50, according to grade; iron pipe, not pieces. 1 inch, 10½c; 1½ inch, 13½c; 1½ inch, 17c; 2 inch, 26c per foot; sheet tin, 32c per lb.; bar tin, 33c per pound; ingot zinc, 8c per lb.; galvanized iron, 28 gauge, 8½ to 9c lb; bar iron, \$3.60 per 100 lbs.; shot, 6½ to 6¾; per lb.; tarred felt \$2.40 to \$2.50 per 100 lbs.; barbed wire, 6½c nett.

HIDES.

The hide markets in the east are in very bad shape, and further declines are reported from Toronto and Montreal. The Toronto Empire says:—"The hide market continues very much depressed, and dealers are talking of another ½c reduction, thinking that 4c is high enough for No. 1 green. Montreal buyers have dropped to this figure. Cured are easy; a car of selected sold at 5c here to-day." At Montreal prices have dropped to 4c for No. 1 green, 3c for No. 2, and 2c for No. 3. Large stocks of leather

and the generally unsatisfactory state of the leather trade is accountable for the weakness in hides. In the local market the competition among buyers keeps up prices, though it looks as though somebody will have to lose money at the prices now being paid here, unless there is a strong upward movement in eastern markets. Over 4c per pound was paid for lots of frozen country hides on the market here last week, and as high as 5c is paid for heavy city steer hides. Farmers' country hides are usually quoted at 3c, and country butchers at 3½ to 4c. By grade prices are quoted as follows: Hides, Winnipeg inspected No. 1, 3½ to 4c; No. 2, 2½ to 3c; No. 3, 2 to 2½c per lb. Calf skins are quoted at 5c. for No. 1 and 4c. for No. 2 and kip are taken at 4 to 5c per pound. Sheep and lambskins are worth about 50 to 65c each for fresh killed skins. Tallow quoted: Rough, 2½ to 3c. rendered 4½ to 5c.

PAINTS, OILS AND GLASS.

Business is now pretty dull in this branch, and a slow season is looked for for some time. The only feature to note is the continued upward movement in glass, prices again being quotable higher. Prices here are: Turpentine in barrels, inscribed gages, 85c per gallon; turpentine, in barrels, guaranteed measurement, or in 5 gallon cans, 90c per gallon; linseed oil in barrels, raw 72c; boiled 75c; benzine and gasoline, 50c; pure oxide paints, in barrels, 90c per gallon; coal tar \$6 a barrel; Portland cement, \$4.75 a barrel; Michigan plaster, \$3.40 a barrel, putty, in bladders, 3½c a pound, bulk in barrels, 3c; whitening in barrels, \$1.50 a cwt; Crown pure white lead, \$7.50; Royal Charter, \$7.00; Railroad, \$6.50; Alabastine, \$7.50 per case of 20 packages. Window Glass, first break, \$2.20 to 2.25.

RAW FURS.

The feeling in furs is very uncertain, and there is apparent weakness about the situation. Dealers are all guessing as to how prices may go, and seem to be all at sea in this respect, the general feeling being to go slow. There can hardly be said to be any established prices, and dealers themselves are at a loss to know just what to offer for skins. Fox, wolf, bear, lynx, are the principal lines so far offered.

GRAIN AND PROVISION MARKETS.

WINNIPEG.

WHEAT

The past week has not added anything to the value of wheat in outside markets. Prices were lower at Chicago on Monday and Tuesday, closing at under 77c for December option at Chicago on Tuesday. On Wednesday and Thursday prices were a shade firmer, but lower again on Friday. Prices seem to have got into a rut, and while the situation is not specially weak, there seems to be an absence of confidence sufficient to advance prices.

The visible supply figures on Monday last showed an increase of 693,914 bushels. The total visible supply is now 33,944,305 bushels, against 37,224,928 last year.

Total receipt of spring wheat at leading points in the United States since the commencement of the crop year have been 60,721,000 bushels, against 41,503,000 bushels to the same date a year ago. Receipts of winter wheat on this crop have amounted to 22,859,000 bushels

against 25,885,000 bushels a year ago. The grand total of winter and spring wheat received on this crop is 83,610,000 bushels, against 67,393,000 bushels received up to the same date last year. Exports of wheat and flour for the week ended Saturday, Dec. 14, footed up to 1,286,200 bushels. The movement at Minneapolis and Duluth is tapering off, and last week averaged under 250 cars per day at Minneapolis, Duluth only received 14 cars on Wednesday and 16 cars on Thursday, prices for cash wheat being relatively higher at Minneapolis.

The official report of breadstuffs exported from the United States for November and for the first five months of the fiscal year beginning July 1st, have been published. The statement shows the total exports of wheat and flour reduced to bushels to have been 8,351,159 bushels during the month of November, against 5,995,200 bushels for the corresponding month last year, and 43,439,061 bushels for five months against 43,748,665 bushels for the corresponding period last year. The total exports of flour for five months exceed those for the corresponding five months in 1888 a matter of 528,632 barrels, and exports of wheat are less than last year by 2,688,446 bushels. As compared with the first five months of last year exports of wheat and flour from the Pacific coast show a falling off of 4,964,272 bushels.

The local situation in Manitoba has shown the same feature of very light receipts. Grain men now have very little to do, and consider the movement for this crop about over so far as any active movement is concerned. There is now only a little wheat dribbling in at the different country markets, and the country is evidently well drained. Following are the prices paid to farmers for best samples at country markets on Friday last. Virden, Oak Lake, Griswold, Alexander, Plum Coulee, Bois-sevain, Holland, 65c; Cypress River, 67c; Emerson, Macgregor, Carberry, 68c; Stonewall, 69c; Dominion City, Holland, Cypress River, Glenboro, Carman, Morris, Gretna, Morden, Manitou, Deloraine, High Bluff, Portage la Prairie, Brandon, Alexander, Griswold, Oak Lake, 70c; Stonewall, 71c; Douglas, 72; Portage la Prairie, 73; Moosomin, Thornhill, 74c; Crystal City, 75c; Carman, 76c; Pilot Mound, 77c. This would make the average price to farmers at country points about 70c per bushel, and cars on track at country points would average about 73c per bushel. These prices are about the same as a week ago. The wheat is still being taken by millers. The higher prices now being paid, as compared with earlier in the season, are not warranted by any advance in outside markets, but are due to local causes, principally to the light movement and competition among local millers. As compared with prices at Chicago, Minneapolis and Duluth, prices now being paid here are way above a parity with those markets. For instance, the average price of 73c on track here at country points would be equal to between 57 and 88c per bushel at Duluth, whereas Duluth closed on Friday at 78½c for December delivery. This it will be seen that Manitoba prices are relatively about 9c higher than Duluth, after accounting for the difference in freights. Of course these high prices would not long be paid if there were any considerable quantity of wheat moving. The receipts of Manitoba wheat at the Lake Superior elevators for the week ended Dec. 14 were

39,970 bushels, the quantity in store 329,646 bushels. There were no shipments.

FLOUR.

Local trade prices for flour have again experienced an upward movement, the advance amounting to 5c per 100 pounds on all grades. Prices are delivered in the city, or free on board cars in broken lots as follows per 100 pounds to the local trade: Patents, \$2.60; strong bakers, \$2.40; second bakers, \$1.75 to \$1.85; XXXX, \$1.35; superfine, \$1.15; Graham flour, \$2.40; middlings, \$2.60 per 100 pounds.

MILLSTUFFS AND FEED.

The only change to note is in shorts, which is now quoted at the same price as bran, being a decline of \$1 per ton from last week's price. Bran and shorts are now held at \$14 per ton. Ground feed is unchanged at \$26 per ton, at which price imported ground corn and oats is offering.

MEALS, POT BARLEY, ETC.

The local oatmeal mill is again running, in spite of the high price of oats, and the quantity of oatmeal being imported. Prices are steady at last quotations, and are as follows: Standard, \$2.40; granulated, \$2.50 per 100 lbs.; rolled oats, \$2.40 per sack of 80 lbs. Cornmeal is held at \$1.65 per 100 lbs.; pot barley, \$2.75, and pearl barley, \$3.25 per 100 lbs.

OATS

A few loads are offered on the market, and usually bring 40c per bushel, being mostly poor quality. Imported oats are still selling at 45c in lots to the trade, delivered in the city, but there is not much money in handling them at this price, as they cost about 40 to 41c on track here, to which is added the expense of handling, delivering, etc.

BUTTER.

Dealers quote as high as 18c for choicest qualities, but there appears to be very little movement at this figure, and the demand is light all around. Stocks are fairly large, but holders do not feel disposed to sacrifice stocks, and some look for fairly good prices to keep up for some time. This, however, will depend upon the length of the winter, and the quantity of butter held in the country, which it may be remarked is an unknown quantity. Some sales are being made at around 16 to 17c, and from that down to 14c, for medium qualities. A couple of large lots of butter are reported to have been shipped from Manitoba country points to British Columbia, though it is rather late to ship butter to the coast, as it is reported fresh grass butter is already coming in to British Columbia from California. This is an early date for new California butter to come in, and if it is being received in quantities, it will make coast markets dull for Manitoba butter.

CHEESE.

Held in jobbing lots at 12 to 12½c, and not much demand reported.

EGGS.

Eggs have a firmer tendency, and some dealers were quoting choice lined at 22c per dozen, though sales at 20c were learned of. A few fresh are obtainable at 23 to 25c as to quality.

CURED MEATS.

There is an easier tendency in cured meats, owing to the very low prices at which importations can be made. Long clear dry salt bacon has been sold as low as 8½c, which is a close figure at the prices which have ruled for hogs. Prices are as follows: Dry salt, 8½ to 9c; spiced rolls, 11c to 11½c; breakfast bacon, 13; hams, 13 to 13½c per pound; bologna sausage, 7c per pound; fresh pork sausage, 8c per pound; pickled pigs feet, \$1.50 per kit of about 20 lbs.; dried beef, 12½c per lb.

LARD.

Lard is unchanged and is still held in 20 lbs pails at \$2 per pail. Three pound tins 40c each.

DRESSED MEATS.

The market has been well supplied with fresh dressed meats of all kinds. The quantity of country dressed beef offering on the market has been large, but prices have been pretty well maintained. On the market from wagons beef hind quarters have sold at 5c to 6c per pound, and forequarters at 2½c to 4c per pound, for fair to choice qualities. Sides range from about 4c to 4½c as to quality for fair to good and some very choice sides have sold nearly up to 5c. Poor stuff has sold at under the lowest figures given. Ordinary city dressed beef is still sold at 5c per pound for sides, with choice heavy steers held at 6c. Fancy Christmas display beef has brought 7c to 8c per pound. Hogs for packing are rather easier, owing to low prices ruling in outside markets, which enables the importation of cured hog products at very low prices. In fact cured meats can be imported, and freight and duty paid, and then sold as low and lower than home packers can cure at the prices which have ruled here for hogs. The tendency is therefore easier for dressed hogs. Butchers have taken a few picked hogs at as high as 6c per pound for choice, but this is the outside price, and for quantities taken for packing this figure can hardly be obtained for lots, unless of extra good quality all around. Some packers are talking of 5½c as being as much as they can afford to pay at present prices for cured meats, though this is lower than is being paid. Quotations, however, may be said to range from 5½c to 6c. A car lot of dressed hogs is being imported from the south, which it is claimed will be laid down here at a cost of about 5½c, after duty and freight has been paid. Dressed mutton by the carcass, for Montana sheep is still quotable at 8c, but 8c and 9c has been paid for choice native mutton. Lamb held at 8c to 9c, and veal at 5c to 6c.

DRESSED POULTRY.

Prices hold steady for all sorts, with the demand fairly good. Chickens are worth about 8c per pound for nice dressed lots, and for very choice 9c has been paid, but this is an outside price. Turkeys bring from 12c to 15c, and some very choice have sold at 14c per pound, but this also is an outside figure, as they are being retailed at 14c to 15c. Ducks are geese are worth about 11c per pound.

VEGETABLES.

There is a firm upward tendency in vegetables, parsnips, beets and cabbage being quotable higher. Potatoes are still selling at 70c per bushel to the trade, from store. Quotations are as follows: Carrots \$1.20; parsnips \$1.50 per bushel, beets, \$1.20 per bushel, turnips 50c per bushel, onions \$1.50 per bushel, cabbage \$2.50 per hundred pounds; celery 40c to 60c per dozen; Spanish onions, \$1.20 per crate; southern red, do, \$2.50 per 100 pounds.

Grain rates from California to Great Britain are at about 35s per ton for iron ships. From Portland, Oregon, rates are quoted at 40s to 43s 9d per ton.

A telegram from Toronto, last week, said: "The millers of Toronto, and, it is stated, from the Rocky Mountains to the Atlantic seaboard, have advanced the prices of all bakers' grades of flour twenty cents owing to the rise in the price of hard wheat."

An advance of 2½ cents per hundred-weight in freights on flour and grain from Toronto and other points west to the Maritime provinces went into effect last Monday. The new rates makes freight 35c per bbl on flour and 17½c on grain from Toronto.

D. Carsol and J. W. Cochrane, of the roller flour mill at Crystal City, Man., have dissolved partnership. J. W. Cochrane will continue the business.

Lumber Cuttings.

A practical lumberman, who has explored the whole northern timber region of Manitoba, is the authority for the statement that the Government has lost \$3,000,000 in timber dues alone since 1882 through fires set out by Indians. He says that \$100,000,000 would not cover the amount of timber that has been destroyed between Lake Dauphin and Lake Winnipeg. The extent of this deplorable and wanton destruction can only be realized by visiting the devastated districts. The Indians set out the fires to drive game and to signal friends, and evidently take no precautions to prevent them spreading to the valuable timber stretches.

Revelstoke, B.C., *Star*:—The Selkirk Single Mill has changed hands, Valentins & Co. having sold out to J. C. Steen and D. Robinson, of Donald. The new concern will be called the Revelstoke Lumber Co., Mr. Robinson being the manager, and Mr. Steen the secretary and treasurer. The manufacture of singles will be carried on till March when a saw mill of 25,000 feet daily capacity and a planer will be added, the engine having sufficient power to run them.

We are informed, says the *Victoria*, B.C., *Colonist*, that W. Sutton, of Cowichan, Vancouver Island, has concluded arrangements with a party of Michigan lumbermen to take hold of his sawmill property at Cowichan. The cutting capacity of the mill is to be increased to a daily output of 100,000 feet. The mill will be supplied with logs from Cowichan lake, where large logging operations are in progress.

The Customs department has been notified that three cars of bridge timber have been seized at Winnipeg from Cloquet, of Cloquet & Co., Minnesota, for undervaluation. It was entered at \$10 per thousand, while it should have been charged \$11.50.

H. L. DeReck, manager of the Brunetto Saw Mill Co., New Westminster, B.C., has completed a contract with the Albion Iron Works Co., of Victoria, for the supply of \$18,000 worth of machinery for the new mill which the company proposes building at New Westminster. This is only a part of the machinery required for the mill, which when completed, will be one of the most complete in the province, and will have a capacity of 150,000 feet per day.

The following prices for lumber at Vancouver and New Westminster, B.C., are published:—

Car load and ship rates according to assortment. Bridge and wharf plank and timber.
 10 to 40 ft. long, per M, net.....\$11 00
 41 to 70 ft. " " " ".....\$12 00 @15 00
 Rough lumber, building material..... 11 00
 " " sized 12 50
 " " Fir, Clear 17 50
 " " Cedar, Bench or Selects.. 25 00
 " " " " " D.D. 30 00

1 IN, 1 1/4, 1 1/2 1/2 IN.

T. & G. Edge, Grain and Dry..... 27 50
 " " " " Green 25 00
 No. 1 Dry..... 22 50
 " 1 Green 20 00
 " 2 Dry..... 20 00
 " 2 Green 17 50
 Cut to length, extra per M 2 50
 D. Dressed..... 2 50

1 IN, 1 1/4, 1 1/2 1/2 IN.

Edge Grain Dry..... 27 50
 " " Green 25 00
 T. & G. Edge Grain, Dry..... 25 00
 No. 1, Dry 25 00
 " 1, Green..... 22 50
 " 2, Dry 20 00
 " 2, Green..... 17 50
 S. S. Planks for Scows..... 17 50
 D. D. Cedar, verandah cover, any length. 45 00
 " " " " cut to " 50 00

Shingles 2 50
 Lath..... 2 25
 D. D. Clear Cedar.....\$40 00 to 60 00
 Pickets, Rough..... 11 00
 Five per cent off above prices for cash with the order.

Delivery on scow to mouth of river.
 20 M ft and over..... 75c per M ft
 10 to 20 M ft.....\$1.00 " "
 Under 10 M ft..... 1.25 " "

Five ships arrived at Burrard Inlet, B.C. mills during November, to load lumber for export. There were four clearances during the month, one ship for London, England, one for Sydney, Australia, and two for South America. One ship has since cleared from New Westminster, for Australia, with 620,000 feet of lumber. The rate on lumber from British Columbia ports to Australia is about 57s 6d to 65s per M. To Great Britain it is 72s 6d to 75s per M

The *Star* published at Revelstoke, B.C., a town on the Columbia river, at the second crossing of the river by Canadian Pacific railway says, "The *Star* is in receipt of a letter from a firm of lumbermen in Ontario asking for information in regard to the timber supply and making other inquiries bearing on the general subject of lumbering at Revelstoke." In reply to this letter the *Star* says: "Following the river from Donald around the Big Bend to the north, it is about two hundred miles to Revelstoke, and the banks are heavily timbered all the way. All this timber must find a market down stream because the current is too rapid for navigation. South of here along the river, timber is abundant, but owing to the disadvantage of towing logs against the current, but little could be done. These are the main sources of the timber supply, at least all that need be taken into account for many years to come. The kinds to be found are principally cedar, spruce, hemlock, fir and pine—white pine in certain localities, though not so general as the others. These trees appear to grow mixed more or less promiscuously in the forest, but their distribution and character are varied somewhat according to the elevation of the locality where found, and is nowhere entirely uniform. The Dominion Government owns a strip of land forty miles in width across this part of the province, the Canadian Pacific railway running directly through the center of it. There are some small timber limits within this railway belt, along the road both east and west of Revelstoke, but we know of none either up or down the river. North of this belt the province has sold 37,078 acres, all bought within a year by citizens of the United States who have not yet made any movement towards manufacturing lumber. At Kamloops the Shuswap Milling company supplies the local demand. A small mill at Notch Hill is cutting timber for the railroad. East of Revelstoke there are saw

mills at Beaver, Palliser and Ottetail. At Revelstoke is a shingle mill of 60,000 daily capacity. The timber resources are unlimited. The mill men who locate in this field should be provided with large capital and have ample experience. In addition to inquiries by letter, certain parties are making investigations with reference to locating, and next summer it is probable that lumber will be manufactured here in large quantities"

Bank of Ottawa.

The fifteenth annual meeting of the shareholders of the Bank of Ottawa was held on Wednesday December 11th, the chair being occupied by the president Mr. James McLaren.

Mr. Burn the cashier read the following report of the directors for the year ending Nov. 30th 1889:—

REPORT OF THE DIRECTORS.

The balance at Credit of Profit and Loss Account, 30th November, 1888, was..... \$ 30,912 68
 Net profits for the year ending 30th Nov. 1889, after deducting expenses of management, and making necessary provision for interest due to depositors, unearned interest on current discounts, and for all bad and doubtful debts..... 119,718 20
 \$150,630 88

Appropriated as follows:—
 Dividend No. 26, paid 1st June, 1889.... \$40,000 00
 Dividend No. 27, payable 2nd Dec., 1889. 40,000 00
 Carried to Rest Account 40,000 00
 \$120,000 00

Leaving a balance to be carried forward at the Credit of Profit and Loss Account of... \$ 30,630 88
 And making the Rest Account..... 400,000 00

The following is the statement of the bank's affairs at the close of the year:—

RESOURCES.

Cash, Bank Balances and Dominion Government Bonds... \$ 836,566.10
 Loans and Discounts..... 4,393,861.57
 Overdue Debts Secured..... 3,494.91
 Overdue Debts Unsecured..... 2,679.78
 Bank Premises, Real Estate and Mortgages 107,519.69
 \$5,344,122.05

LIABILITIES.

Capital Stock.....\$1,000,000.00
 Rest 400,000.00
 Deposits..... 3,021,861.00
 Circulation 807,684.00
 Undivided profits 30,630.88
 Dividends Unpaid..... 40,224.50
 Interest Reserved and Rebate on Current Discounts.... 43,720.76
 \$5,344,122.05

S. NARR has his Winnipeg oatmeal mills running again, and is turning out a good quality of meal. Sales have to be made on a pretty fine margin, in competition with the Ontario meal offering in this market, in consequence of the high price of oats here this season.



TASSE, WOOD & CO.
 Manufacturers of
Fine Cigars,
 MONTREAL.
 Our Brands: { Reliance Terrier,
 Mikado and General
 Arthur.
 Are unsurpassed by any in the Dominion
Ask your Wholesale Merchant
 FOR THEM.

We will Pay the Highest
 Cash Price for
Butter, Cheese and Eggs,
HOGS,
 LIVE OR DRESSED.
Write for Prices.
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 228 Main Street, WINNIPEG.

J. S. NORRIS. JAS. CARRUTHERS.
NORRIS & CARRUTHERS,
WHEAT EXPORTERS,
 TORONTO and MONTREAL

Open to buy Wheat f.o.b. Cars at any
 Station or delivered at Port Arthur
 on Sample or Inspector's Certificate

HOGS
 WANTED
 —AT—
Allen & Brown's,
 PORK PACKERS,
 70 MODERMOT STREET. - WINNIPEG.
 WHOLESALE PROVISIONS.

DRESSED
HOGS
 Having again commenced Packing operations
 we are now prepared to buy **Dressed Hogs**
 in car lots or less quantities, either delivered at
 our warehouse or at any railway point in the
 Province.
 Butter, Poultry, etc, handled on Consignment
 CORRESPONDENCE SOLICITED.
J. Y. GRIFFIN & CO.
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MCLAUGHLIN & MOORE
Royal Dominion Mills.
TORONTO.
 Milling No. 1 Hard Mani-
 toba Wheat.

J. S. CARVETH & CO.,
PORK PACKERS
 Sugar-Cured Hams, Breakfast Bacon, Spiced
 Roll, Pure Pork Sausage, Long Clear
 Bacon, Bologna Sausage.
 Pigs Feet, Bologna and Sausage Casings.
PACKERS AND COMMISSION MERCHANTS.
 23 Jemima St., WINNIPEG.

FRED. W. GIBBS,
Flour and Grain Merchant
 Consignments of Manitoba Wheat and
 Flour Handled.
 CORRESPONDENCE SOLICITED.
 Oats for Sale delivered at any Point in Manitoba
 and the Northwest Territories.
 70 FRONT STREET, - TORONTO, ONT.

JAMES & FURNESS,
Produce and Commission
MERCHANTS,
 —DEALERS IN—
 Mess Pork, Bacon, Hams, Lard, Butter,
 Dried Fruits, Cheese, Eggs, Potatoes,
 Hops, Grain, Baled Hay
 And all kinds of Produce, Fish, Game and
 Poultry Handled in Season.
 Advances made on Consignments. Consignments of all
 kinds of Produce Solicited.
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WHOLESALE GROCERS
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Cooper & Smith,
 MANUFACTURERS,
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BOOTS AND SHOES!!
 36, 38 & 40 FRONT ST. WEST,
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A. Carruthers
WOOL PULLER
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Hides, Skins, Wool, Tallow
and Seneca Root.
 HIGHEST MARKET PRICES PAID FOR
 CONSIGNMENTS SOLICITED.
 OFFICE AND WAREHOUSE:
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W. STEVENS. J. H. GLASS.
Stevens, Glass & Clarke,
 (Successors to C. S. Hyman & Co.)
 MANUFACTURERS AND WHOLESALE DEALERS IN
EXTRA FINE,
 FINE AND MEDIUM GRADES
 —OF—
BOOTS & SHOES
LONDON, Ont.
 Mr. Glass will as usual call upon the trade in Manitoba,
 Northwest Territories and British Columbia. Orders by
 letter solicited. Send for sample dozen.
JOHN CLARKE. C. STEVENS.

Duluth Wheat Market.

Friday, Dec. 20th, wheat closed as follows: No 1 hard December, 78½c; May, 84½c; Cash No. 1 Northern 75½c; Cash No 2 Northern 70½c.

Chicago Board of Trade Prices.

Wheat opened on Monday, December 16th, at Saturdays' closing prices. December option starting at 77½c, May at 82½c, and June at 81c. The tendency was lower and closing prices near the bottom. December ranged from 77c to 77½c, May from 82½c to 82½c, and June from 80½c to 81½c, the latter option closing at 80½c. Provisions were slightly lower than Saturday's prices. Closing prices for futures were:

	Dec.	Jan.	Feb.	May.
Wheat.....	77	77½	—	82½
Corn.....	82½	31½	31½	83½
Oats.....	20½	20½	—	22½
Pork.....	—	0.25	0.75	0.65
Lard.....	5.90	5.90	6.00	6.05
Short Ribs.....	—	4.70	4.72½	4.90

Wheat had a narrow range in prices on Tuesday and tended to lower sales, closing at the bottom. Opening prices, at about Monday's closing figures, were about the highest for the day. December ranged from 76½ to 77½c, and May from 81½ to 82½c. July closed at 80½c. Provisions were very steady. Closing prices for futures were:

	Dec.	Jan.	Feb.	May.
Wheat.....	76½	77½	—	81½
Corn.....	82½	31½	31	83
Oats.....	20½	20½	21	22½
Pork.....	—	0.25	0.35	0.65
Lard.....	5.87½	5.87½	5.90	6.02½
Short Ribs.....	—	4.70	4.72½	5.92½

Wheat opened about ½c higher on Wednesday, but did not gain under opening figures. December ranged during the day from 77½ to 77½c, January from 77½ to 77½c, and May from 82½ to 82½c. July ranged from 80½ to 81c, closing at the top. There was a good inquiry with only small sales reported at 77½c for the ordinary No. 2 grade. No. 2 hard to a limited extent at 78½c. Sales of No. 3 were reported at 76c for choice hard in special bin and at 65 to 68c for good choice No. 3 white. One car of poor No. 4 sold at 45c. Spring wheat by sample was in fair request for good to choice No. 3 wheat, for shipment, and prices, ruled firm. Inferior stock was slow sale. Free on board and switched lots ranged as follows: No. 3 at 63c for ordinary, 70 to 71c for choice, 74 to 76c for choice to fancy hard. No. 4 at 50 to 55c for fair to good, 60c for choice. Provision trade was still dull, but prices closed a shade stronger. Closing prices for futures were:

	Dec.	Jan.	Feb.	May.
Wheat.....	77½	77½	—	82½
Corn.....	31½	31½	31½	83½
Oats.....	20½	20½	21	22½
Pork.....	—	0.27½	0.37½	0.67½
Lard.....	5.85	5.87½	5.90	6.05
Short Ribs.....	—	4.72½	4.77½	4.95

Wheat took a turn up on Thursday, and gained about ½c. Closing prices for futures were:

	Dec.	Jan.	Feb.	May.
Wheat.....	77½	78½	—	83½
Corn.....	33½	31½	31½	83½-84
Oats.....	20½	20½-21	—	22½
Pork.....	—	0.22½-25	0.35	0.27½
Lard.....	—	5.90	5.92½	6.07½
Short Ribs.....	—	4.75	4.77½	4.95

On Friday, Dec. 20, wheat closed lower as follows: December, 77½c; January, 78c; May, 82½c.

Chicago Cured Meat Prices.

Closing prices for cash meats at Chicago on Dec. 18 were:

Green shoulders, N. Y., 3½ to 3½c; green hams, average, 16lbs., 7½ to 7½c.

Loose Meats—Dry salt shoulders, 4 to 4½c; dry salt short ribs, \$4.75 to \$4.90; dry salt long clear, \$4.75 to \$4.95; dry salt short clear, \$4.80 to \$5.00.

Boxed Meats—Long and short clear, \$4.85 to \$5.00; Cumberlands, \$6.00 to \$6.50; sweet pickled hams, \$8.50 to \$8.62½.

Minneapolis Markets.

Following were the closing quotations for wheat on Thursday, Dec. 19:

	Dec.	Jan.	May.	On track
No 1 hard.....	70	70	83½	80
No. 1 northern.....	76	76½	81½	78
No 2.....	72	72½	77½	72-70

Flour quoted as follows:—

Patents, sacks, to local dealers.....	\$4.75 to \$4.80
Patents, to ship, sacks, car lots.....	4.30 to 4.50
In barrels.....	4.50 to 4.70
D P overed at New England points.....	5.30 to 5.40
New York points.....	5.20 to 5.30
Delivered at Philadelphia and Baltimore.....	5.15 to 5.25
Bakers here.....	3.25 to 3.60
Superfine.....	1.70 to 2.25
Red dog, sacks.....	1.10 to 1.25
Red dog, barrels.....	1.35 to 1.50

Bran and shorts—Market quiet at \$5.75 to \$6.25 for bran in bulk and \$7.25 to \$7.75 for shorts of the different descriptions.

Oats—Offerings quite full and some lots were slow to sell at current range, 19 to 21½c for samples.

The Northwestern Miller, of Dec. 19, has the following to say of the flour trade: "The greater number of millers report the flour market very slow, with the orders coming in as usual for small amounts, and in the aggregate not equaling the current output. Prices are being shaded more or less, as it seemed necessary to do to facilitate any considerable sales. Some of our heaviest firms nevertheless claim to be selling quite freely at full prices. C. A. Pillsbury to-day remarked that his contemporaries who were selling below his prices would have to either advance their quotations or else stop grinding, as there was a positive loss at the prices some were making. There have been pretty good sales of bakers' for export, and the make of this grade is easily disposed of. Patents, however, are slow in sale, and low grades are even worse. The approach of the holidays is expected to exert the usual unfavorable influence upon trade, and no very brisk business is looked for until well into January. The direct exports of flour for the week were 63,440 bbls, against 63,390 the preceding week. Quotations are: London, c. i. f 250 lbs, patents, 31s 9d to 32s; bakers', 23s 3d to 23s 9d; low grades, 11s 9d to 14s.

Valencia Raisins.

Advices from Valencia, Spain, have come to hand, says the London Grocer, showing how intense is the agricultural depression in that province, rural property there having, in five years, suffered a depreciation of twenty-five per cent., or a fourth part lost. When the wine stores (bodegas) and granaries were full the difficulties began, because purchasers did not appear, and the accumulated production resulted in useless and unprofitable riches. This

in general terms is this crisis; no outlet for the produce of the soil, and ruinous prices for rural industry. The principal products for exportation are wine, raisins, oil, rice oranges, early fruit, and vegetables. When exportation declines, the plethora of harvests chokes the producer in Valencia, and the laborer dies in the midst of abundance. Cultivation has been extended to the most sterile places; everywhere the desire has been to plant vines and fruit trees. Merchants and members of the industrial classes liquidated their capital to purchase farms and make plantations; the lawyer, the doctor, the office clerk, hoarded their means, and went into the country on Sundays to plant their vineyard or garden. When, however, the moment came to garner the harvest, the disillusion was great and bitter. The capital was not lost, but it remained wasted. Yet for a quarter of a century Valencia has been privileged as regards her products. Valencia oranges are sold largely in London, Paris and New York, and gourmets pay a high price for the earliest fruit of the season. A large proprietor of vineyards in the district of Barcelona writes: Speaking of the grape harvest of this year, I may safely say that this season's crop will be a dead failure, for not only have nearly all the vineyards in Barcelona been destroyed by the ravages of the mildew, but this is the case with very few exceptions, all-through Catalonia, Valencia, and the southern districts. The only exceptions to the above are the vineyards about Reus, Alledia, and Priorato; and fortunately these three districts produce the quality of grapes. As far down as Denia, the great market for raisins, this calamity is felt, as it is feared there will not be a single raisin for exportation. This will most seriously affect the shipping interest of this coast, and depress freight to a considerable extent; and vessels will most probably have to leave in ballast, or proceed to the ore ports. At a recent meeting of the growers, after much debate, it was almost universally decided that the vines would have to be nearly all uprooted; or, in any case, very much cut down."

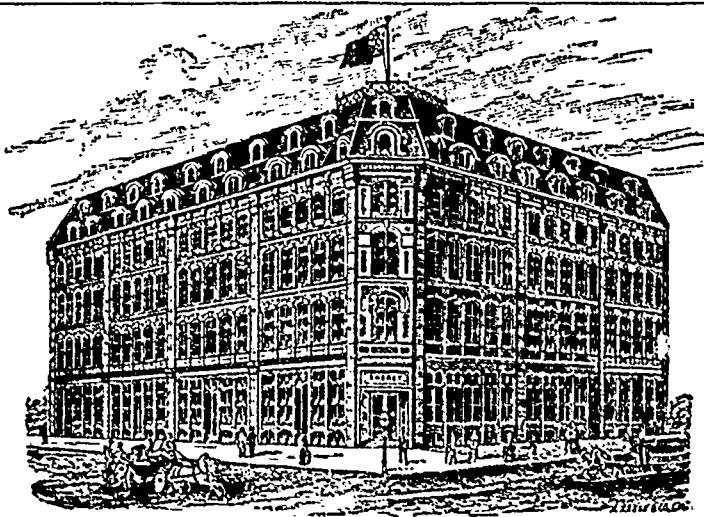
Algoma Items.

Speaking of the difficulty between the corporation of Port Arthur and the Canadian Pacific railway company regarding taxes, the Port Arthur Herald says: "When their (the C. P. R. Co.) coal pile got on fire they came over after our steam fire engine. As luck would have it, the fire was not dangerous, otherwise they might have lost \$150,000, without our engine. A few years ago our engine saved their big station house and yards, say \$30,000, and we have given them \$100,000 worth of water front, and so far they have never paid us a cent of taxes. The people of Port Arthur believe in reciprocity, not onesided protection."

The legal firm of Keefer, Thacker & Godfrey, Port Arthur, has been dissolved. F. H. Keefer continues the practice of his profession in the present offices. J. J. Godfrey enters into partnership with G. T. Ware, and John Thacker resumes his practice in Toronto.

A fire in the show window of Hamilton & Hamilton's dry goods establishment, at Port Arthur, caused by the careless handling of a lamp, did considerable damage, destroying the valuable goods in the window. The plate glass was also broken, but otherwise the stock was not injured.

MEN'S BOYS' AND YOUTHS' CLOTHING
CHILDREN'S CLOTHING A SPECIALTY.



Our Samples for the Spring Season, 1890, are
now on view at 35 Lombard St.,
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COMMISSION MERCHANTS
AND MANUFACTURERS AGENTS,
Dealers in—

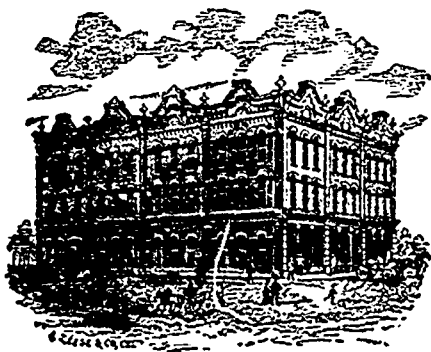
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GRAIN & PRODUCE.



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British Columbia.

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EVANS BROS.' PIANOS,

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THE UNEQUALLED

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Warnock's and Rixford's AXES. Disston's and Shurley & Deitrich's SAWS. Yale and Peterboro LOCKS. Black Diamond FILES. Heller Bros.' HORSE RASPS and BLACKSMITH'S TOOLS, etc., etc.

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KRUG BROS. & Co.—Furniture, Chesley, Ont.

CANADA WIRE MATTRESS Co.—Toronto, Ont.

D. HIBNER & Co.—Parlor Frames, Rockers, etc., Berlin, Ont.

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Paints, Oils and Colors

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Barrett & Co.

BRANDON, MAN.

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WHOLESALE AGENTS FOR THE LEADING BRANDS OF CIGARS.

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DRY GOODS,

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Complete range of Samples with Andrew Callender, McIntyre Block, Winnipeg.

J. Kuhn & Son,

DEALERS IN—

BUTTER, CHEESE AND EGGS

FLOUR AND FEED

And Produce Generally. Agents for the
GOLD SPOON BAKING POWDER.

Consignments of Produce and other Goods Sold on Commission and Prompt returns made.

Catharine Block, Alexander St. West,
WINNIPEG, - MANITOBA.

Cash Registers.

Moosomin, N.W.T., Dec. 2nd, 1889.

Canadian Cash Register Co., Toronto:

GENTLEMEN,
Having used the Cashier for the last month, I have much pleasure in saying I am well pleased with it. I consider it fully up to the mark in all that you claim for it.

Yours truly,

E. W. McNAUGHTEN.

Write for prices and circulars.

F. J. PEDDIE, Agent. Box 553.
WINNIPEG, - MANITOBA.

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Attention Guaranteed.

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Importers of all Grades of Staple Stationery.

—DEALERS IN—

PRINTERS' SUPPLIES,
BOOKBINDERS' MATERIALS AND
BOXMAKERS' REQUISITES.

The Cheese Trade.

The cheese trade between America and the United Kingdom, says the *London Pall Mall Gazette*, "is a very large one. Last year we imported 813,000 cwt. from the United States and 668,000 cwt., from Canada, making together 1,481,000 cwt, and this year the figures promise to be as large. This extensive business is thought to offer a favorable opportunity for introducing modern methods of organization, and a scheme is on foot for the formation of a large corporation for this purpose. To put it briefly, the scheme is intended to bring about a direct deal between the producer, so as to cut down unnecessary expenses. While maintaining a fair margin of profit, the cost to the consumer is to be reduced. There is said to be abundance of capital at the back of the undertaking."

Territorial Experimental Farm.

Angus McKay, manager of the Territorial Experimental Farm at Indian Head, Assa., gives the following account of the past seasons operations on the farm :

The summer was very dry and it was not a fair year for experimenting, though in spite of the drouth the cereal crops had matured very well. Thirty-two varieties of wheat were sown in bulk on plots ranging from a tenth of an acre to twenty-four acres.

The Indian wheats were a success, but the Red Fyfe headed the list for general merit ; but the amount of Indian wheats sown was in two small quantities to judge fairly between them and the Red Fyfe. Three varieties of Indian wheat, white Delhi, Karachee and hard Calcutta, two of which are hard varieties, ripened ten days earlier than the other kinds; the straw was short, but the yield was something over thirty bushels per acre. Of eight varieties of wheat sown on the same day, each occupying an acre of ground, the Ladoga was the first to ripen, being fourteen days earlier than the Red Fyfe, but the last named gave the best yield.

Thirty-two varieties of barley were also sown, sixteen of which are new grains from India, but all of the two-rolled species. Most of them did well, but a beardless English malting barley gave the best results. The largest yield was thirty-five bushels to the acre, and nearly all the varieties weighed fifty five pounds per bushel, one going fifty-five and a quarter pounds.

Twenty-four varieties of oats were sown, but all of them were badly blown out. Carter's Prize Cluster and the Welcome oats made a good showing in spite of the adverse circumstances yielding forty bushels per acre

Last spring 15,000 forest trees were set out and many varieties of fruit trees, including apple, cherry, plum, pear, etc. Trees that were planted last year wintered well, but some of the fruit trees were killed by the spring frosts. Several kinds of Russian dwarf apple trees, from which a great deal is expected, were planted this year. Mr. McKay says there is not the slightest trouble about raising small fruits; he had raspberries, strawberries, currants, etc., this year from plants put in the previous year. Grapes were a complete failure owing partly to the fact there is not the slightest shelter on the farm. Native fruit trees taken from the valleys

and planted on the farm, but not protected during the winter, were also cut off by the spring frosts. The trees that yielded this year were those that had been kept covered till late in May after the spring frosts had passed. Mr. McKay says that this proves that it is not the cold winters that kill the fruit trees here, but the frosts that occur in the spring after the trees begin to leaf out. Next spring he will not expose any of his plants until late in May.

Next spring a small herd, each of thorough-bred Durham, Ayrshire and Holstein cattle, will be placed on the farm, also three breeds of short wool sheep, as well as pigs and poultry. In cattle, experiments will be made with milking more than beef strains. When the herds increase sufficiently, sales will be held every fall for the benefit of farmers.

Growing Tobacco in British Columbia.

It has been known for many years that the soil and climate of British Columbia were admirably adapted to the growth of tobacco, but the general impression seemed to be that although the plant could be easily cultivated, the soil did not contain the requisite properties to produce the quality required in the leaf to make it of fair market value. The opinion has been proved wrong, and, in fact, completely reversed. A few days ago H. T. Read received a box of raw, uncured leaf tobacco, from a well known rancher, in Chilliwack, which the latter requested should be shown to some expert on tobacco for an opinion. The package was delivered to William Tietjen, of the Mainland Cigar Factory, who pronounced it a superior article as far as color, size of leaf and quality went, but valueless from the fact that it had not been properly cured. Yesterday M. P. Kohlberg, a tobacco expert, and head of the house of M. P. Kohlberg & Co., San Francisco, was in the city, and to that gentleman Mr. Tietjen showed the Chilliwack leaf and asked for an opinion. After a very careful examination the expert pronounced the leaf to be equal to the very best Sumatra leaf, which commands the highest price on the tobacco market. Mr. Kohlberg was more than surprised with the article, and said that the thin veins, size of leaf, color and grain, were all that is looked for in the very finest varieties. As regards curing the leaf, he said that could be done by artificial means, the same as are in use in all tobacco growing countries. He recommends that the best Havana and Sumatra seed be imported by the farmers, and trials given, which he is sure cannot fail to result satisfactorily.

Mr. Tietjen says the United States supplies, free of charge, tobacco seed to intending growers, and he thinks influence should be brought to bear on the Dominion Government to adopt the same course, and thus facilitate in every way the advancement of this new and most promising looking industry. Tobacco growing should also be one of the first efforts on the experimental farms at Agassiz.—New Westminister *Columbian*.

CONNECTICUT was made last week by the Northern Pacific & Manitoba railway with the Manitoba & Northwestern railway at Portage la Prairie.

Russian Iron Fable.

A short time ago a short item on Russian sheet iron, clipped from an exchange, was published in THE COMMERCIAL, in view of which the following from *Farm Implements and Hardware*, will be interesting:—

"Recently the editor of an American trade journal sent a newspaper clipping, in regard to the mysterious methods of manufacturing Russian sheet iron, to Major-General Alifate, director of the Royal Arsenal, at St. Petersburg, Russia, and received the following interesting reply: "I laughed much about the nonsense recited in the cutting inclosed in your letter of March 20th, regarding our sheet iron, and beg to say that the best sorts of Russian sheet iron, exported to foreign countries, are manufactured in the Ural region, not by Government works, but by those of private firms, the Lacovleff works being the most celebrated. Of all the quantity of Russian sheet iron manufactured not more than ten per cent., and that not of the finest sort, is made by Government works; all the rest, or nearly 90 per cent., is made by private firms. There is no trade secret in the fabrication of Russian sheet iron, the excellent quality being the result of (1) the extremely pure ore; (2) the exclusive employment of charcoal as fuel, and (3) the high workmanship in the installation, arrangement and extendance of all the processes of rolling."

Exclusiveness of the United States

"The United States for the United States drummer, and the United States drummer alone." This appears to be the new doctrine, the latest development of American Protectionists. American actors have agitated, and we believe successfully, for the imposition of a fine upon foreign "drummers." These were coming from England in numbers which alarmed the United States actor. What was worse, he saw them draw big houses, where he could only command a beggarly array of empty benches. It was time then, he argued, that the Protectionist principle should be applied to histrionic art just as it is to corned beef, flatirons, and similar commodities.

The movement has now spread to other branches of industry, and we see the drummers joining the numbers in clamoring for protection. Supported by the manufacturing interest, they demand that no alien shall be allowed to travel for commercial purposes in the United States. The collector of Norfolk, Virginia, has declared the employment of English clerks trained by English cotton brokers to classify cottons for this market a violation of the labor contract Act. English houses have been in the habit for many years past of sending Englishmen regularly to customers in America; and in spite of the protective tariff, their efforts among buyers have met with great and increasing success. In certain States of the Union they encountered difficulties in connection with licenses which had to be taken out before they were allowed to travel. As this is a protective custom still in force in Sweden, and other slowly moving countries, little objection was taken to it; whereupon the United States' commercial traveller and manufacturer grew more and more jealous.

That this feeling will result in additional restrictions upon the freedom of travelling for professional and commercial purposes is almost

certain. Many eminent Englishmen visit the United States as lecturers. They may be authors, and scientific men of world-wide reputation, and capable of drawing audiences larger than those which United States authors command. Is not this a grievance; and should it not be rectified? Why not impose fines and poll taxes, or insist upon costly licenses? Professor Huxley, or Herbert Spencer at the bar of the customs house, at New York, paying a fine to be allowed to enter the United States would be a fitting subject for historical memorials "in painting, in poetry, or in gems."

British manufacturers and merchants will not, after a time, be seriously affected by the enforcement of an alien act against their travellers. These can be domiciled in the United States and made good citizens by a five years' residence. Events will show how futile such childish efforts for the restriction of trade really are. An embattled stone wall around the republic could not be more effectual. To our minds this isolating movement of the United States is not to be deprecated on account of any permanent injury it will do to the trade of this country; but rather because of the spectacle it presents to the world at large. There was a time when the rulers of the great republic received all men of worth and ability, and accorded them full liberty to pursue their avocations in her broad domains. She became the model of all progressive countries. Since that time her extreme development of the protective system bids fair to lead to extravagancies such as it would be difficult to parallel even in the most autocratic countries of Europe. Is there indeed one of these which would object to the employment of Englishmen to classify imports for their best customers?—*British Trade Journal*.

Eastern Business Changes.

ONTARIO.

C. Ryckman, tins, Newbury, has sold out.
D. J. McLean, grocer, Norwich, has sold out.
Geo. Swinston, tailor, Dundas, has assigned.
John Nauer, liquors, Walkerton, has assigned.
W. F. Ross & Co., jewellers, Toronto, have assigned.
D. & R. J. Scott, jewellers, Port Hope, have dissolved.
Flater & Scott, general store, Chatham have dissolved.
W. J. Young, general store, Youngs Point, has sold out.
T. Whitehead, dry goods, Walkerton, is giving up business.
P. McGregor, grocer, West Lorne, has not sold out as reported.
McEdwards & Son, general store, Chesley, are giving up business.
H. E. Reid & Co., dry goods, Grand Valley, have sold out that branch.
Mrs. F. Gallina, fancy goods, London, is advertising her business for sale.
John Hackett, dry goods, Peterboro, is selling off stock and closing business.
Mrs. R. H. McKay, fanning mills, Walkerton, is advertising business for sale.
John Hayden, hardware, Cobourg, were damaged by fire and water; insured.
Henry Edison, hardware, etc., Collingwood, has settled with his creditors at 50c on the dollar.

Robinson, Howell & Co., woolen manufacturers, Preston, have been succeeded by Ferguson & Pattinson.

Hunter, Rose & Co., printers, Toronto, have dissolved, the business will be continued under the old style by G. M. Rose.

Wagner, Zeidler & Co., manufacturers of piano key boards, etc., West Toronto Junction, D. C. Wagner of this firm is dead.

QUEBEC.

G. F. Fletcher, grocer, Coaticook, has sold out.

R. A. Cyr, flour and feed, Windsor Mills, is dead.

F. X. Mercier, trader, St. Hyacinthe, has assigned.

A. Bourbonnais, tanner, St. Arthe, has assigned.

Clovis Arcand, wagons, Portneuf, has assigned.

A. E. Racicot, butcher, Montreal, has assigned.

Towship Butter Company, Montreal, have dissolved.

E. A. Prevost, hardware jobber, Montreal, has assigned.

F. J. Scheak, & Co., dry goods, Montreal, have dissolved.

A. McLean & Co., general store, Boundary Line, has sold out.

A. Sicard de Carniel, general store, Maskinonge, has assigned.

E. Fanning, jr., butcher, Montreal, demand of assignment made.

Barnes & Co., Worcestershire sauce manufacturers, Montreal, have dissolved.

McShane Bros & Co., E. Fanning, jr., doing business under this style, butcher, Montreal, has assigned.

NOVA SCOTIA.

A. S. Larder, jeweler, Halifax, has assigned.
Wm. Roulege, jr., general store, Reserve Mines, has assigned.

NEW BRUNSWICK.

Wm. McLellan, woolen mill, Willow Grove, was burned out.

Johnson & Co., agricultural implements, Fredericton, have dissolved.

Alex. Stewart, soap manufacturer, St. John, has failed and offers a compromise of 50c on the dollar.

Sugar Beet Culture.

We have not yet learned, says the *Dominion Illustrated*, the full results of the experiments in sugar beet growing, which were by many looked upon as likely to decide the question. It would, indeed, be rash to base the practicability of such an industry in Canada on one year's or two years', or even five years' experiments. When Germany began to try her hand at beet culture for sugar making purposes, her men of science went all astray, and prophets of evil were not wanting to decry any further attempt as waste of time and money. But there were men of research who had the great gift of patience—a gift in which the Germans excel—and they persevered until triumph crowned their efforts. And now Germany is at the head of the nations in this profitable industry. Last year the 391 German factories found use for 6,933,960 tons of beets, and produced (exclusive of molasses) 910,698 tons of raw sugar. Let Canada only copy Germany's example and she, too, perhaps, will succeed. Experts that say our soil and climate are favorable. We have an experimental farm, expressly for the purpose of shedding light on such questions as these; and if the thing is possible, Mr. Saunders may be trusted to show how it can be made worth while to engage in beet culture in Canada.

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as usual for all classes of Wool, and
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Ours is the only wire manufactured in the Dominion of
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A personal inspection will convince you of this fact. Quality
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Every pound guaranteed.

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AGENTS FOR
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GENTLEMEN:—The Hercules Manufacturing Company, of Petrolea, Ont, respectfully request you to write them for Circulars descriptive of any or all of the following Machinery for which they are sole owners and manufacturers for the Dominion:

The Celebrated Cochrane System of Train Rolls—35% more work with 50% less power. Impossible to put Rolls out of Train. More even granulation and an increase of Patent Flour over any Rolls in the World. These are only a few of the advantages possessed by the Cochrane System.

The Hercules Grain Cleaning Machinery—Guaranteed to do more work in ONE operation than any other Cleaner on market can in FIVE. Removes fuzz entirely from end of berry—something unattempted by any other Scourer.

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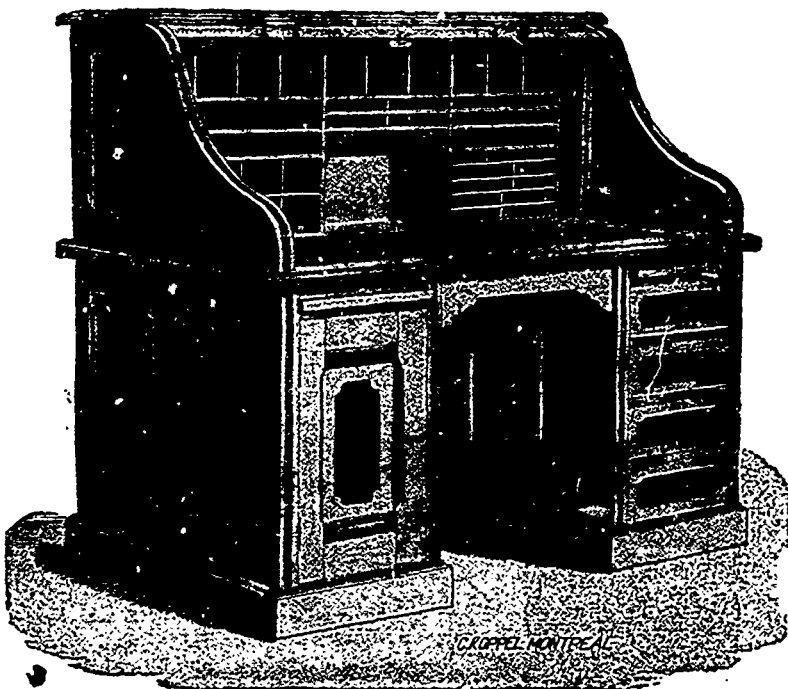
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Montreal Fur Prices.

The market continues steady on the whole with a fair run of business, raw furs coming in pretty freely. Beaver are in good demand just now at top prices, but some expect a decline in the near future. Bear is neglected and rules lower, while mink appears to be in good demand, but stocks are fairly plentiful, muskrat is firm and meet a fairly ready sale. For otter the enquiry is good and fine dark skins readily commend top figures, while some bring figures on the outside. For racoon there appears to be a fairly good local demand, but prices do not run high. Fisher, fox, lynx, and marten are in good supply, while the demand for them is quiet, and on this fact some dealers base their belief in a decline. Skunk appears to be changing their level, and prices rule lower:

Beaver, per lb.....	\$ 4 00 to	4 50
Bear, large, per skin . . .	10 00	15 90
Bear, cub, per skin . . .	4 00	8 00
Fisher	4 00	5 00
Fox, red.	1 25	1 40
Fox, cross	2 00	3 00
Lynx	4 00	5 00
Marten	1 00	1 25
Mink	1 00	1 50
Muskrat	0 12	0 15
Muskrat, spring	0 00	0 00
Otter	10 00	12 00
Raccoon	0 50	0 75
Skunk	0 50	0 60

—Gazette.

Montreal Hide Market.

Since our last there has been a weaker tone to the hide market on Toronto, Hamilton and Western buff hides, and prices have declined all around. Western heavy steers have also ruled weak and dropped ½c on outside figures in sympathy with the Chicago market. The demand has been slow, with only a small jobbing business doing, and dealers do not look for much change in the situation until after the turn of the year. We quote:—No 1 Toronto's at 5½c to 5¾c, No 2 do at 5c to 5¼c, No 1 Hamilton's at 5½c to 5¾c, No 2 do at 4½c to 4¾c, Western buff and upper No 1 at 5¾c to 6c, No 2 do at 4½c to 5c, heavy steer at 9c to 10c, and Northwest dry hides at 9c to 10c. There has also been an easy feeling in local green hides and prices have declined ½c per lb, which is no doubt due to the larger receipts, and the fact that the Quebec banks have decided that no further advances shall be made for buying hides until the stocks of leather are reduced. Green city hides are quoted at 4c, 3c and 2c, for No 1, 2 and 3, tanners paying 1c more. Lambskins are quiet and steady at 6½c to 70c each, and calfskins are unchanged at 5c.—*Trade Bulletin.*

Groceries at Montreal.

Sugar has ruled quiet all the week, granulated being still quoted at 7½c at the refineries, and yellows at 5½c to 6c as to grade. In fruit, very little has been sold from first hands during the week. Several lots of 150 to 500 boxes of Valencia raisins have been placed at 4½c to 6½c for good brands up to 6½c to 7c for fancy marks. Lower prices however are expected in sympathy with the break in the English and New York markets. Valencia figs are quoted at 7½c to 7¾c. Currants are

firm with sale of Provincials at 5½c to 5¾c as to quality and size of lot. Vostizza are firm at 6½ to 7c in cases, with higher prices for small lots. In prunes some very choice Bosnia fruit have arrived and are selling at 6½c to 7c in round quantities, up to 7½c for small lots of fancy brands. French prunes are selling at 5c to 5½c. The tea market is quiet and steady, sales of 700 packages of Japans being reported at 16½c to 17c for good medium, with sales of fine at 19c to 20c. A large quantity of tea is expected in New York on Canadian invoices; which of course will have the benefit of both the New York and Canadian markets. Coffees are quiet, a lot Maracaibo being reported at 18c. The feature of the canned goods market has been the recent strength in tomatoes, and prices have advanced 5c per dozen on inside figures to \$1.15 for Lower Canadas in round lots, with small lots firmly held at \$1.20 per dozen. New packed lobsters are firmly held at \$6.80 to \$7 per case, but we understand that some lots of old stock are offering at lower prices. The movement of corn has been light at \$1.10 to \$1.75 per dozen as to brand. The felling in salmon has been firmer; and some small lots have changed hands at \$1.70 to \$1.75 per dozen. Sardines have ruled quiet and steady at \$3.50 to \$9.50 per case. Mackerel has ruled quiet and steady at \$5.25 to \$5.50 per case. Peas have been little enquired for at \$1.25 per dozen.—*Trade Bulletin.*

A New Variety of Tea.

Most writers of travels in South-western China make mention of a distinct and very highly prized variety of tea which has never become the subject of commercial export from China, and is consequently unknown in European markets. It is called in that country "Puerh" tea from the Chinese frontier town where it is first received from the Shan States; for this tea is not a product of China. From Puerh it is forwarded to Pekin as tribute, and cannot be obtained except from officials. The authorities at Kow Gardens have lately suggested to the Indian Office that attempts should be made to secure, either through Bangkok or the Burmese Shan States, seeds and specimens of the plant from which this famous tea is derived. Similar efforts have been made before, seeds having on two occasions been sent from Shanghai to India; but in neither case was it possible to reproduce the plant, the seed having lost its vitality owing to the necessarily long period required for its transmission from the Shan States to Shanghai and thence to India. There are two specimens of the tea in Kew Museum, in one of which the leaves are in loose order, received from Mr. Lockhart in 1859. The other is compressed into bricks, and was contributed in 1879 by Mr. Fryer. The leaves, which are from one to three inches in length, vary very considerably in appearance from those of ordinary tea, as well as in the character of the decoction, which is of a bright rich color, with a delicate aroma, but possessing a peculiar bitter flavor. People who suffer from dyspepsia will be interested to know that the Chinese find a cup of Puerh tea an excellent digestive after a heavy meal. The *Kew Gardens Bulletin* states that an examination of the leaves renders it quite certain that they are derived from some species of *Camellia*

very closely resembling the Assam tea *Camellia Theifera*. It is to be hoped that the Indian Government will follow up the suggestion offered from Kew, and that this useful delicacy may be ere long acclimatised in some part of the dependency.—*London Journal of Commerce.*

Business in British Columbia.

An interview with some of the leading wholesale and commission merchants and other business men in that city the *Vancouver News* elicited the fact that business on the whole is encouraging, though the season is not the briskest. Everyone reported business fair, some good and others lively, but all expressed satisfaction. There is a carload of butter on the way, and a carload of currants, but last week no eastern or southern shipments were received. Shipments over the C. P. R., owing to China, Portland, San Francisco and eastern trade, have been heavy, but local shipments have been light.

Real estate is jogging along at the same profitable rate to dealers, though comparatively speaking quiet. Transactions and enquiries pertain principally to property in the Hastings townsite. 264 and 196, Mount Pleasant property is also in good demand.

Dairy produce has been firm, though butter has been on the decline, at some points of supply, owing to the plentiful rains in California renewing the grass, with the result that fresh roll butter in California is very cheap, and may be purchased there from 16c to 20c per lb. Local jobbing prices are as follows: Creamery, 20c; dairy, 22c to 24c; fresh roll, 40c. Eastern fresh eggs are selling at 30c, and fresh eggs are worth 50c a dozen and upwards. Pickled stock is about out of the market.

A few trout at 12½c to 15c are coming in; cod is 6c to 8c; halibut, 8c; small fish, 5c to 6c per lb.

Oregon apples are quoted at \$1.75 per box. Japanese Oranges are plentiful and selling at from 90c to \$1 per box. Figs, London layers, are from \$2.75 to \$3 per box. Bananas are scarce.

Spokane Falls flour is jobbing at \$5 per bbl and firm; Manitoba Bakers, \$5.35; Oregon, \$5.15; Ogilvie's Hungarian, \$6. The market is firm, the feeling is upwards in tendency. Other prices in this line are. Oatmeal, rolled, \$7 per bbl; granulated, \$6.25, standard \$6; cornmeal, \$5.75; shorts, \$23 per ton; bran, \$25; chopped, \$30, oats, \$32; wheat \$35; potatoes are still advancing and are quoted at \$30 to \$35 per ton.

In teas there is a good supply of the new crop and there are large stocks of excellent quality in the city, but since the arrival of late shipments prices in Congos have advanced materially. New Japan teas are quoted at from 20c to 25c per lb.

The poultry market is well supplied with stock of good quality, and large consignments are on the way from the east for the Christmas trade. A carload has arrived and is in good condition. Tukeys bring 25c to 35c per lb; chickens are from \$6 to \$7 per doz; geese are from \$1 to \$1.25 apiece.

Silver and lead quotations have been steady at: Silver, \$60 per ounce; lead, 5c to 7c per pound,

British Columbia.

A. Ross has opened a boot and shoe store at Victoria.

L. H. Doll, jeweller, now of Calgary, has disposed of his shop at Donald, B.C., to J. Dovor.

The stock of drugs and stationery business conducted at Revelstoke by Dawson, Bole & Co., of Regina, has been sold to Teetzel, who will continue the business.

Meetings are being held at Victoria to denounce any movement towards removing restrictions from Chinese immigration.

T. R. McLunes and A. M. Herring, of Westminster, are applying for an act to incorporate an electric light company for that place.

To day, December 23, the ratepayers of Westminster will vote on two loan by-laws to empower the city to borrow the aggregate amount of \$30,000 for park improvements.

Luke Pither, formerly of the Colonial hotel, New Westminster, has bought out the wholesale liquor business of Boucherat & Co., Victoria. Boucherat will return to France to live.

The bankrupt stock of John Campbell, furnishings, etc., Kamloops, has been moved to Westminster, by the purchasers, the stock was bought by Ogle, Campbell & Co. and J. E. Phillips, and divided between the two houses.

W. F. Bullen, manager of the Albion Iron Works company, Victoria, has received official notification that their tender of \$150,000 for repairing the disabled British war-ship Amphion had been accepted. San Francisco tenders were received on the work. This is the war ship which struck a rock with Governor Stanley on board.

A joint meeting of the Electric Street Railway company and the Electric Light company, of Vancouver, was held last week, when a formal agreement was made between the two companies to use the same electric plant. The light company now have everything ready for putting in the new arc lights, except the dynamos, and are only waiting for the fire and light committee to locate the lights.

The last British Columbia Gazette contained the certificate of incorporation of the Westminster Steam Navigation company. The capital stock of the company is put down at \$50,000, divided into \$100 shares; and New Westminster is the headquarters. Benjamin Douglas, John E. Insley, and William J. Mathers are the trustees who will manage the affairs of the company for the first three months.

Kamloops Sentinel: In reply to the question asking for information regarding the species of fishes in Kamloops lake, we are informed that there are no white fish there, but that white fish, such as are caught in Lake Superior are found in Shuswap lake in limited quantities. Our informant states that Shuswap lake is peculiarly adapted for white fish, and it would be an excellent plan to stock these waters with white fish fry.

During the past week says the Colonist there has been only one change in Victoria trade, an advance in flour having taken place early in

the week. Hungarian and Strong Baker's have each advanced 25c, while a slight weakening with a fractional decrease in price is observable in Royal and Snowflake. The latter are Oregon flours:

Hungarian.....	\$6.00 @ 6.25
Strong Bakers.....	5.50 @ 5.75
Royal.....	5 50
Premier.....	5.75 @ 6 00
Snowflake.....	5 50

The sheriff is in possession of the stock in trade of the store at Nanaimo, generally known as James Harvey's, under a writ issued by the supreme court in which A. McKelvie is plaintiff, and J. Harvey defendant. There is a bill of sale of the stock from Jas. Harvey to Thomas Earle, of Victoria, and the validity of that bill of sale is being tested in the supreme court. In the meantime the sheriff is ordered by the supreme court to proceed with the sale under the writ, and pay the money realized into court, there to await the further order of the court.

Prices in quantities at New Westminster are given as follows:

Cattle, per 100 lbs. live weight.	\$ 4 00 to 4 50
Pork " " " " " "	7 00 7 50
Mutton " " " " " "	8 00 9 00
Potatoes, now " " " " " "	75 1 00
Cabbage " " " " " "	50 1 00
Onions " " " " " "	1 00 1 50
Wheat " " " " " "	1 50 0 00
Oats " " " " " "	1 00 1 25
Peas " " " " " "	1 25 1 50
Hay, per ton " " " " " "	10 00 14 00
Butter (rolls) per lb. " " " " " "	25 30
Cheese, " " " " " "	14 15
Eggs, per dozen " " " " " "	35 40
Cordwood (retail) per cord " " " " " "	3 50 4 00
Apples, per box " " " " " "	80 1 00
Hides (green) per 100 lbs. " " " " " "	4 00 6 00
" (dry) " " " " " "	5 00 9 00
Wool, per lb. " " " " " "	6 11

The evils of the bonus system are being shown in this province at present. Victoria has a rice mill, owned and operated in connection with the rice mill at Montreal, Quebec. The lease of the property at Victoria is about expiring, and the company threatens to move the mills to Vancouver, unless Victoria does something handsome in the way of a bonus. The two cities are therefore pitted against each other, as to which will give the greatest inducements. The proprietors of the rice mill propose erecting a small roller flour mill of about 100 barrels' capacity daily, and also a sugar refinery, in connection with the rice mill. Victoria proposes to give a bonus of \$50,000 for these industries, free water from the city water works, and exemption from taxation for not over twenty years. The sum of \$10,000 to be given on completion of the flour mill, and \$40,000 on completion of the sugar refinery.

There is friction between the boards of trade of Victoria and Vancouver, over the recent order regarding the handling of bonded freight. The order issued by the Dominion Government prohibited the transfer of bonded freight, shipped from Eastern Canada over the Northern Pacific railway, from Puget Sound ports to British Columbia, in United States vessels. Victoria receives quite a quantity of freight from eastern ports over the Northern

Pacific, and heretofore this freight has been transferred to Victoria by United States boats. A short time ago the Victoria board of trade requested the Dominion Government to thoroughly enforce the regulations regarding the coasting trade, the object being to prevent United States boats from sharing in the coasting trade, as Canadian shipping is allowed no privileges in United States waters. The board, however, did not suppose that the handling of bonded freight coming from Eastern Canada points for British Columbia, via United States railways, would be interfered with, as it was not supposed that this traffic would come under the trade belonging exclusively to Canadian shipping, under the coasting regulations. The Dominion Government at once replied to the request of the Victoria board of trade by ordering that bonded goods should not be received at British Columbia ports from United States ships. This order caused great consternation at Victoria, as its effect would be to seriously interfere with the traffic in bonded freight over the Northern Pacific to Victoria. This railway affords to Victoria a competing route with the C. P. Railway, and any embargo on traffic by the route would be very undesirable. Protests were at once forwarded to Ottawa, with the result that the order has been suspended, pending investigation. In the meantime the Vancouver board of trade has asked the Ottawa authorities to enforce the order. This bonded traffic is nearly all for Victoria, so that Vancouver is not interested in it, but by having the order enforced, Vancouver would have the satisfaction of seeing Victoria's competing route placed at a disadvantage. However, should the order be enforced, it is likely that some way around the difficulty would be found, so that the trade of Victoria would not suffer. It is likely that in a short time Canadian boats would be provided to handle the traffic, and the result would tend to the extension of Canadian shipping interests on the Coast.

The Art of Making Tea.

An experienced firm of tea dealers in Manchester have been giving a few hints to housewives on the important, but not well understood, art of making a cup of tea. The rules are simple enough. First and foremost the water should be poured on the tea the moment it boils, because continuous boiling renders water incapable of properly extracting the aroma. Tea, it should always be remembered, is not a decocti an infusion. Stewed tea is not only unpalatable, but hurtful, on account of the tannic acid it contains, to the digestive organs. As to the precise time that tea should stand "to draw" there is a difference of opinion, but the Manchester authority is that six minutes just suffices to bring out the flavor, quality and strength, and consequently all beyond that is not only superfluous, but pernicious. Have the tea pot scrupulously clean, make it hot before putting the tea in, and never replenish with hot water, but make as much as is required at once—such are minor points. But all this will avail nothing if the store of tea is not kept in a dry warm place, or is exposed to a humid atmosphere, or (worse still) permitted to imbibe flavors from being kept near coffee, bacon, cheese, apples, or other articles having a decided flavor.

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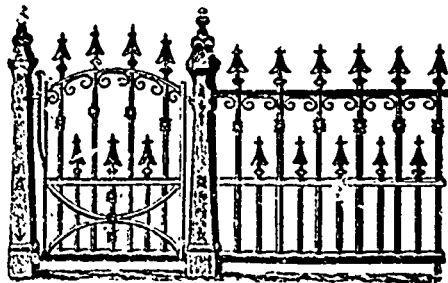
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Canada Paper Company,
Manufacturers Printing, Wrapping & Writing Paper
&c., Montreal and Windsor Mills, Quebec.

Alex. Pirie & Sons,
Manufacturers Fine Stationery, Aberdeen, Scotland.
M. Staunton & Co.,
Manufacturers Wall Papers, Toronto.

GERRIE BLOCK, PRINCESS STREET,
WINNIPEG.

MONTREAL BRASS WORKS.

MONTREAL, P.Q.

Robt. Mitchell & Co

Proprietors, Manufacturers of
Gas Fixtures of Every Description,
Engineers Plumbers,
Steam & Gasfitters Brass Goods,
Gas Meters and Automatic Fire Extinguishers

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

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

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

Every Attention paid to
Guests.
MONTREAL.



ALL LEASERS
ST. LAWRENCE HALL
HENRY HUGAN

First-class in every Respect
Appointments Perfect.
Graduated Prices.

The Albert Toilet Soap Coy's
Oatmeal Skin Soap



MAKES THE HANDS SOFT
AND THE COMPLEXION
BEAUTIFUL.

See that the Coy's name is
Stamped on the Soap and on
the Wrapper.

Beware of Imitations.

Address: ALFRED SAVAGE & SON MONTREAL.

Canadian Excursions!

FOR SEVERAL YEARS PAST
—THE—
**ST. PAUL,
MINNEAPOLIS
AND—
MANITOBA
RAILWAY**

Has given a favorable opportunity to visit the Eastern Provinces of Canada through a series of Low Rate Excursions.

The following announcement is made for the present season: From Stations on its lines North of and including Winnipeg, Grand Forks and Crookston and West to Montreal, tickets will be sold at Excursion Rates on the following days:

Nov. 11, 18 and 25; Dec. 2, 9, 16, 17, 18, 19, 20, 21, 22 and 23, 1899; Jan. 6, 7, and 8, 1899

Stop-over privileges and ninety days time will be granted on these tickets with 15 additional days time on payment of \$5, or 30 days on payment of \$10 extra. Tickets will be issued to points in Ontario and Quebec west of and including Montreal.

A choice of routes will be given through the principal cities of the continent. The "Manitoba" train service is unexcelled, and with Palace Dining and Sleeping Cars and Free Tourist Sleeping Cars the journey back to the scenes of early days will be made over this favorite line with comfort and luxury. Call upon or address any agent of the Manitoba Railway for full particulars regarding rates, baggage, sleeping berths, etc., or write

H. G. McMICKEN, General Agent,
378 Main St., Corner Portage Avenue.
F. J. WHITNER, Gen. Ticket and Pass. Agt., St. Paul.

THESE VESTIBULED TRAINS go in service May 15th.

Chicago, St. Paul, Minneapolis & Omaha Ry

THE NORTHWESTERN LINE,
The best equipped line to

CHICAGO, OMAHA AND KANSAS CITY.

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

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

Trains Eastward will run as follows: Leave Minneapolis 6:50 p.m., St. Paul 7:30 p.m. Arrive Milwaukee 4:0 a.m.; Chicago 6:20 a.m.

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

Tickets at LOWEST RATES, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 159 East Third Street; Minneapolis, 18 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

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

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

Canadians, Attention!

Minneapolis & St. Louis Railway Albert Lea Route

In connection with the Northern Pacific and St. Paul, Minneapolis & Manitoba Railways, will during the months of November, December, 1899, and January, 1900, run a series of

CHEAP EXCURSIONS

To Ontario and Quebec Points.

\$40 — FOR THE ROUND TRIP — \$40
TICKETS GOOD 90 DAYS.

Avoid delays and detentions in Chicago and other points by purchasing your tickets via the "Albert Lea Route."

For detailed information call upon your nearest railway agent or write to

C. H. HOLDRIDGE,
Gen. Ticket and Pass. Agt., MINNEAPOLIS.

Northern Pacific & Manitoba Ry.

Time Table taking effect Sept. 1, 1899.

North Bound		STATIONS.	South Bound	
Daily Passenger	Daily except Sunday.		Passenger	Freight
No. 33	No. 35	Winnipeg	No. 54	No. 50
1:30p	4:20p	Winnipeg	10:50a	4:30p
1:25p	4:17p	Kennedy Avenue	10:53a	4:35p
1:15p	4:12p	Portage Junction	10:57a	4:45p
12:45p	3:49p	St. Norbert	11:11a	5:08p
12:20p	3:45p	Cartier	11:24a	5:35p
11:32a	3:27p	St. Agathe	11:42a	6:05p
11:12a	3:19p	Union Point	11:50a	6:20p
10:47a	3:07p	Silver Plains	12:02p	6:41p
10:11a	2:48p	Morris	12:20p	7:09p
9:42a	2:33p	St. Jean	12:34p	7:35p
8:58a	2:13p	Letellier	12:55p	8:12p
8:15a	1:48p	W. Lynne	1:17p	8:50p
7:15a	1:40p	Penhina	1:25p	9:05p
7:00a	1:10a	Grand Forks	5:20p	
	5:25a	Winnipeg Junction	9:50p	
	8:35a	Minneapolis	6:35a	
	8:00p	St. Paul	7:05a	
toward			Eastward.	
	10:20a	Bismarck	12:55a	
	10:11p	Siles City	11:00a	
	2:50p	Helena	7:20p	
	10:50a	Spokane Falls	12:40a	
	5:40p	Pascoe Junction	6:10p	
	6:45a	Portland (via R. O. & N.)	7:00a	
	0:15a	Tacoma	0:45a	
	3:15p	Portland (via Cascade div.)	10:00p	
		Portland (via Cascade div.)		

PORTAGE LA PRAIRIE BRANCH.

Daily ex Su	STATIONS.	Daily ex Su
11:10a	Winnipeg	6:45p
11:00a	Kennedy Avenue	6:49p
10:55a	Portage Junction	6:53p
10:25a	Headingley	7:31p
10:00a	Horse Plains	7:55p
9:35a	Gravel Pit Spur	8:20p
9:15a	Fustace	8:41p
8:52a	Oak Hill	9:03p
8:25a	Assiniboine Bridge	9:31p
8:10a	Portage la Prairie	9:45p

Pullman Palace Sleeping Cars and Dining Cars on Nos. 53 and 54.

Passengers will be carried on all regular freight trains. Nos. 53 and 54 will not stop at Kennedy Avenue.

J. M. GRAHAM, General Manager, Winnipeg.
H. SWINFORD, General Agent, Winnipeg.

Manitoba and Northwestern Ry.

CHANGE OF TIME.

PASS Tuesday Thursday and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesday and Friday
LEAVE			ARRIVE
16 15		Portage la Prairie	14 15
↑ 15 00	35	Gladstone	↑ 12 50
19 00	61	Neepawa	11 23
20 00	79	Minnedosa	10 40
21 00	94	Rapid City	9 15
21 40	115	Snoal Lake	8 45
↑ 23 00	133	Hirtle	↑ 7 45
23 38	155	*Buncarth	6 47
24 15	166	*Russell	6 10
24 45	180	*Lanzenburg	5 40
1 15	200	*Saltcoats	4 40
ARRIVE			LEAVE

*Trains for Buncarth leave Birtle Tuesdays and Saturdays only at 23:00, returning leave Buncarth Wednesdays and Mondays only at 6:47. For Russell leave Birtle Tuesdays only at 23:00, returning leave Russell Wednesdays only at 6:40. For Lanzenburg and Saltcoats leave Birtle Saturdays only at 23:00, returning leave Saltcoats Mondays only at 4:40. For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 23:10, returning leave Rapid City Mondays, Wednesdays and Fridays at 9:15.

Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg. For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant General Freight and Passenger Agent, Portage la Prairie, or to W. R. BAKER, General Superintendent.

16-GRAND WINTER-16 EXCURSIONS

—FROM—
MANITOBA TO MONTREAL

And all Points West in Ontario

Northern Pacific And Manitoba Railway.

The Only Dining Car Line between Manitoba and Ontario Points by way of St. Paul and Chicago.

Tickets for Sale on the following dates:

Daily from Dec. 16th to 23rd, and January 6th to 8th, inclusive.

\$40 { FARE ROUND TRIP } \$40

90 DAYS { LIMIT OF TICKETS } 90 DAYS

Good going and returning 15 days each way, with stop-over privileges. Limit of tickets can be extended a further period of 15 days on the payment of \$5, or 30 days on the payment of \$10 by applying to agent of railroad at point of destination mentioned on ticket.

For further information, maps, time tables and tickets via the Dining Car Line, write or apply to any of the agents of the Northern Pacific & Manitoba Railway, or to

H. J. BELCH,
City Ticket Agent, 285 Main St., Winnipeg.

HERBERT SWINFORD,
General Agent, 456 Main St., Winnipeg.

J. M. GRAHAM, General Manager.



Fast Mail Line

—WITH—

VESTIBULE TRAINS

between Chicago, Milwaukee, St. Paul and Minneapolis.

Trans-Continental Route between Chicago, Council Bluffs, Omaha and the Pacific Coast.

GREAT NATIONAL ROUTE between Chicago, Kansas City and St. Joseph, Mo.

5,750 Miles of Road reaching all principal points in Illinois, Wisconsin, Minnesota, Iowa, Missouri and Dakota.

For maps, time tables, rates of passage and freight, etc., apply to the nearest station agent of the Chicago, Milwaukee and St. Paul Railway, or to any Railroad Agent where in the World

ROSWELL MILLER, General Manager.
A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt.

For information in reference to Lands and Townships owned by the Chicago, Milwaukee and St. Paul Railway Company, write to H. G. HAGAN, Land Commissioner, Milwaukee, Wisconsin.