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The Commercial

A JOURNAL DEVOTED TO THE FINANCIAL, MERCANTILE AND MANUFACTURING INTERESTS OF THE CANADIAN NORTH-WEST.

Published by James E. Steen—Every Monday—Subscription, \$2 per annum

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WINNIPEG, SEPTEMBER 5TH, 1887.

No. 50.

The Commercial

Journal devoted to keeping a comprehensive record of the transactions of the Monetary, Mercantile and Manufacturing Interests of Manitoba and the Canadian Northwest.

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WINNIPEG, SEPTEMBER 5, 1887.

GRADING on the Red River Valley railway has been completed.

J. S. EDMONTON will open a restaurant and saloon at Edmonton.

CHAS. SANDISON has opened a butcher shop at Edmonton, Alberta.

SIMPSON has opened a store at Wallace, in the York Colony, Assa.

ADOLPHUS LAURENCE will open a general store at Rapid City, Man.

C. N. MITCHELL, late in the merchant tailoring business at Winnipeg, will resume in the same line, here.

CHAS. STEWART, of Stewart & Bannermen, Edmonton, will establish a trading post on the Great Slave river.

The Regina board of trade has appointed a committee to arrange for the incorporation of the board under the Dominion Act.

DR. MCFADDEN has opened a drug store at Neepawa, Man.

THE business of J. J. McLean, general store-keeper, Moose Jaw, Assa., will hereafter be continued under the style of McLean Bros.

JOHN A. CHRISTIE, Brandon, has sold out his lumber business to Durham & Mann. The new firm went into possession on Tuesday last.

RUSSELL & COOPER, barristers, Brandon, will move to Winnipeg, having been appointed managers of the Federal Loan Association in Manitoba.

A NEW firm of grain dealers has been formed at Winnipeg, composed of Arthur Atkinson, A. Cavanah, late of Toronto, and R. P. Roblin, late general merchant at Carman, Man.

THE R.R.V.R. station at Fort Rouge, Winnipeg, shows a frame building three stories high and 75x55. In addition to the usual station facilities the head-offices of the road will be provided in this building.

WALTER S. LEE, of Toronto, general manager of the Western Canada Loan Company, was in the city last week. Mr. Lee is a firm friend of Manitoba, and has great faith in the future of the country. His company is now building a handsome block in this city.

THE following statement showing the value of goods exported, imported and entered for consumption, at Winnipeg, with duty collected for the month of August, 1887, compared with same month in 1886:

	Value 1886.	Value 1887.
Goods exported....	\$218,128 00	\$141,448 00
Goods imported, dutiable.....	\$194,140 00	\$164,389 00
Goods imported free.....	17,446 00	39,683 00
Total imported....	\$211,586 00	\$204,072 00
Goods entered for consumption, dutiable and free.....	\$212,406 00	\$204,010 00
Duty collected.....	\$ 55,136 57	\$ 46,778 22

INLAND REVENUE.

Licenses	\$4,771 40
Tobacco and cigars.....	2,950 85
Malt	1,068 51
Other receipts.....	40 00

THE Russell house, Lethbridge, has been closed.

REGINA merchants are considering the early closing movement.

GRADING on the Red River Valley railway was completed on Thursday.

STEPHEN KNIGHT will open a butchering business at Portage la Prairie.

WM. JOHNSTON, barrister-at-law, of Regina, has opened a branch law office at Macleod, Alberta.

JOS. DAVIS, of the Manitoba Lumber and Fuel Company of Winnipeg, has returned from a trip to the Pacific coast.

J. O. CADMAN, of Portage la Prairie, is about opening up a branch of his hardware business at Carberry, Man. R. Black will be in charge.

THE Ogilvie Milling Co. shipped the first wheat of the season from Portage la Prairie on Wednesday. There were three car loads in the consignment.

F. FRASER TIMS, general merchant, Swift Current, Assa., offers his business, stock and premises for sale, with the intention of going into horse-ranching.

THE members of the Council of the North-west Territories are summoned to meet in Legislative Session, on Tuesday, the fourth day of October next, in the Council Chamber, at Regina.

THE 13th annual fall exhibition of the Portage and Lakeside Agricultural Society will be held at Portage la Prairie on Thursday and Friday, October, 13th and 14th. The prize list amounts to over \$1,500.

THE contemplated change of through traffic from the Emerson to the Gretna branch of the C.P.R. has been indefinitely postponed. It is understood that the St. Paul, Minneapolis & Manitoba railroad people were not ready for it.

PRICES at Brandon to farmers last week: wheat, 50c per bushel for a few loads; oats, lower at 26c; butter, 15c, with shipments going to B.C.; eggs scarce at 15c; cattle, 2½ to 2½c live weight; hogs, 4 to 4½c live weight.

It is to be hoped that the recent move at Vancouver in the direction of bonus granting, will not result in bringing about a bonus fever in the Pacific Province. Manitoba has had the fever to her sorrow, but is now convalescing. Many municipalities, however, will have reason to regret their action in this direction for years to come. In Ontario the bonus fever has also raged, to the very great detriment of many towns in that province. It is a matter for congratulation, that the bonus propositions at Vancouver have been greatly narrowed down, and are now in such a shape that little injury is likely to result. Already, however, another B.C. town has been heard from. The Kamloops *Sentinel*, after commenting upon the Vancouver bonus propositions, goes on to regret that Kamloops is not incorporated, so that similar efforts could be made in the "interest" of the latter place. If Kamloops goes in for incorporation to enable her to grant bonuses, she had better never become incorporated. From a commercial point of view, the bonus business is admitted to be wrong in principle, by every writer on commercial economy. It is moreover a vicious principle and one which, as past results have shown, generally accomplishes little good and often a deal of harm.

"THE mills of the gods' grind slowly" but in this case they do not appear to grind "exceeding fine." The little half-breed disturbance in the Saskatchewan country occurred and was suppressed about two and a half years ago, and it has taken the Government from that date to the present time to investigate personal losses in connection with the so called rebellion. The cheques to cover losses occasioned at that time have only now commenced to arrive. Even now it does not appear that a final settlement of the cases has been arrived at. The awards are not supposed to be final, and those who are dissatisfied will have to go to the expense of proving their claims, which in many instances means that the loss will be submitted to, rather than incur additional expenditure, with little hope of recovering further. As nearly all the claims have been greatly scaled down, a great deal of dissatisfaction exists. What have these people been doing since their property was destroyed? In cases where loss was complete, it must have been a matter of great hardship to have to wait nearly three years for redress. In such instances the value of the relief would depend very greatly upon the promptitude with which it was given, yet it has taken the Government all this time to make a partial settlement. It will perhaps be some satisfaction to the sufferers to know that the business has proved a very profitable one to red tape officials, who have been given fat jobs at the public expense, to "investigate" and arrange for the settlement of the rebellion losses. It would not have been profitable for these parties to have done the business up quickly and satisfactorily, hence a good reason for the delay.

MINNEAPOLIS, Minnesota, is in trouble over the threatened loss of her great grain trade. A year or two ago Minneapolis people were indulging great hopes as to the future of their city as a grain centre. It was to become and remain

the greatest grain centre on the continent. But already the glory threatens an early departure. No sooner had Minneapolis eclipsed Chicago as a primary wheat centre, than Duluth comes to the front, with the prospect of soon becoming (if not already) the largest primary grain receiving point on the continent. The latest feature which is causing Minneapolis so much uneasiness is the recent change in the grain freight rates on the Manitoba road. This road has adopted a new grain tariff, which abolishes the difference in favor of Minneapolis and makes the rates from Dakota points to Duluth the same as to the flour city. The Northern Pacific will also give Duluth the same rates. The distance from northwestern points in favor of Minneapolis varies from 60 to 100 miles, the freight rates being the same, this will be of no value to the inland city. Duluth being a port, whilst Minneapolis is a distance from navigation, the low rates by rail to Chicago will not overcome the difficulty. At present the rate to Duluth is five cents below the through rate to Chicago. Were the lake rates from Duluth reduced to the Chicago standard, the latter city would get no grain from the Northwest. The advantage to Minneapolis of the grain going to Chicago is, that it can be ground in transit at the former place. The Minneapolis people are looking toward the Minneapolis and Sault Ste. Marie railway as their hope. W. D. Washburn, the great miller, is reported to have said: "If the policy thus announced by the Manitoba is adopted and carried out, not a spoonful of wheat will come into Minneapolis. The mills might as well shut up shop first as last. The city would be annihilated utterly as a wheat market." The Duluth wheat market is usually from one to three cents higher than Minneapolis, and the new rates will still further increase the proportionately higher prices at Duluth. It may therefore be expected that Duluth will receive a larger proportion than ever of this season's crop.

THE Winnipeg Board of Trade has appointed a committee "to reply to the mis-statements recently made by Mr. Van Horne, in regard to the work of the board." Perhaps it may appear advisable to refute Mr. Van Horne's bluster, owing to the fact that his statements, or rather mis-statements have been quoted largely in eastern Canadian journals. But so far as Manitoba is concerned, the appointment of the committee would seem almost superfluous. The work of the Board in the interests of all Manitoba is too well known to require any defence from attacks by Mr. Van Horn. Were it not for the reports going abroad, the board could well afford to calmly ignore the C.P.R. Vice-President, and treat his statements in the way which they deserve to be treated—with silent contempt. The board has been able to accomplish a great deal, not only for Winnipeg, but for the province at large, with which the interests of the city are so closely bound. Its work remains to speak for itself, and is appreciated by the people of the province as well as the city. This is evidenced by the fact that on a number of occasions the assistance of the board has been requested in securing concessions to outlying districts. At the last meeting of the board, for instance, a request was received from

the residents along the Manitoba Southwestern railway, asking that the board interest itself in securing better postal facilities for those districts. A similar request came some time ago from the people of southern Manitoba, along the Pembina branch, and the board took hold of the matter in such a manner that in a short time that portion of the country received the desired changes in the postal arrangements. Within the last few days the board has been instrumental in securing better postal facilities on the C.P.R. main line, between Winnipeg and Brandon. The board has frequently gone to considerable expense in preparing, publishing and circulating pamphlets and circulars, in the interests of the Northwest generally. Among these may be mentioned the disallowance pamphlet, the volume on Hudson's Bay, and recently a circular to shippers of hides, purely in the interests of country shippers. These are only a few of the works of the Winnipeg board of trade, which go to attest the interest which the institution takes in the welfare of the entire Northwest.

THOUGH believing that the commercial union agitation is an impractical one, at least at the present time, this journal has given a good deal of attention to the discussion of the question upon its merits. One of the greatest, in fact the leading argument of the Commercial Unionists is, that our lumbering industry would be given a great impetus from the carrying out of such a policy. The lumber question is one of the leading points urged on both sides of the line, in favor of Commercial Union, for whilst on the one hand Canadian Commercial Unionists endeavor to show the great advantages which our lumbermen would derive from the carrying out of their policy, on the other hand the United States agitators point to the great timber wealth of Canada as a source of supply, in view of the rapid exhaustion of their own forests. Undoubtedly Commercial Union would give a great "boom" to the Canadian lumbering industry, but instead of this proving a benefit, it would consummate a great and irreparable injury to this country. The timber wealth of the United States is being rapidly exhausted, and the great natural forests of Canada are fast disappearing before the axe and saw. Instead of seeking to hasten the destruction of our forests, we should endeavor to conserve them as much as possible. The people of the United States recognize this policy in connection with their timber resources, hence their anxiety to have free access to the forests of Canada. The greater the supply drawn from Canada, the longer will their own forests hold out. Before the Commercial Union agitation came into prominence, those who are posted in the lumbering resources of this country, have urged upon our Government the desirability of pursuing a policy tending to conserve our forest wealth, and with this object in view, an export duty has been placed upon saw logs. Instead then of Commercial Union proving an advantage to the lumbering industry of this country, it would prove an actual detriment. For a brief time a few individual lumbermen might derive a transient benefit, but in the end the rapid destruction of our forests would do a great and lasting injury to the whole country, and one which could not be repaired.

Commercial Union.

Food products are as cheap, in many cases cheaper, in the United States than in Canada, and the former market would be of no advantage to our agriculturists in respect of these goods; indeed, there is reason to believe that the effect of free trade in natural products would be to cause the importation into Canada of quite as much farm produce as would be exported across the line. In some respects the gain would doubtless be ours. Horses and barley would realize a better price, but these are about the only articles that would be affected to the gain of the Canadian farmer. All other grains and live stock are determined in price by the British market, and Great Britain must continue to be our best customer, no matter what tariff arrangements may be made with the United States. On the other hand, it is reasonably certain that reciprocity in natural products would be a menace to the Canadian farmer so far as wheat and oats are concerned, through the exposure to competition from Chicago and other western points. We know from the trade statistics that the effect of the duty imposed in 1879 on American grain has been to enlarge the home market for the coarse grains of the Canadian farmer, to contract the importation of American corn, and to give the Canadian grower a better price for his wheat, relatively to Chicago, than he obtained under the policy of free imports. But, as we have said, Canada is ready to enter upon reciprocity in natural products with the neighboring Republic, believing that mutuality of advantage will result therefrom. The commercial union project is of a very different character, and in every respect that it differs from limited reciprocity it is to the disadvantage and prejudice of the Dominion. It proposes discrimination against Great Britain, the sundering of a political tie that binds us to the Empire; the surrender of control of the tariff; the removal of the means of obtaining by indirect taxation revenue required for the public service; the exposure of manufacturing industries to an unfair and unequal competition; the cessation of the growth of inter-provincial trade, and a possibly severe check to the commerce of our seaports.—*Montreal Gazette.*

Adulteration in Coffee.

It is but right that consumers should be apprised of the fact that certain coffee manufacturers in this city have been roasting peas and other foreign substances, mixing them with whole coffee, and grinding them into an adulterated article, which is sold for genuine coffee. Consumers however can protect themselves against this imposition, by buying the whole coffee and grinding it themselves. Those who prefer an admixture of chicory can add it to suit their tastes. When it is considered that peas are selling at 1½c. per lb., one can readily understand what profits can be realized by mixing only a moderate proportion of peas with coffee. We are not aware that roasted peas are at all hurtful when taken into the human system in the form of a decoction, but that does not lessen the deception that has been practised upon the public, by palming off an adulterated for a pure article.—*Trade Bulletin.*

Columbia River Salmon.

An Astoria paper says a visit to the different Astoria canneries shows that this is a period of enforced dullness. From reports received from outside canneries up the river, the same condition of affairs appears to exist in every cannery on the Columbia. There are few fish. The cannery employes are working, some of them, not half time, and very little salmon are being put up. Well informed canners estimate the pack on the river up to the 1st from 176,000 to 210,000 cases. Probably 200,000 would be a fair estimate of the total salmon pack on the river from April 1st to July 1st this year.

Usually there is a May run, a June run, and a July run. As for the April run it is a thing of the past. Time was when the boats in April caught some salmon, but that time is past, apparently never to return. This year the usual May run did not appear, and the June run was also absent. For the last ten years the river has usually been full of fish from the fourth of July as long as the canneries wanted to run. In 1883 they began coming in, in great numbers, on the 2nd, and swarmed up the stream through the remainder of the month. In 1884 they were a little later. In 1885 salmon were plenty after the 8th. In 1886 they were in profusion from the 10th onward. They are looked for daily, and probably canneries will be favored by a run of fish any day now.

Whenever salmon come they will be packed. The canneries are all well equipped with men and material, and should occasion offer from 15,000 to 18,000 cases in a day could be packed on the river.

The victims of the pack of 1887 depend in a greater degree than ever on the July run, as the total pack to date is away behind those of former years.

In every cannery groups of disconsolate Chinamen are standing around, viewing with hungry eyes the few salmon tossed on the dock from the boat that was so fortunate the night before as to catch eight or ten. As the Chinamen work by the case their wages are small when there is only three or four hours work for them in a day.

Fishermen are practically earning nothing. At one of the best canneries on the river, noted for its skillful fishermen, the high boat for the entire season is only 830. At another the lists show the high boat for the season on the 1st inst. to be 851. When it is remembered that in former years the average catch to the boat for the season was 3800, and that some boats were credited with 8000, 9000 and even 10,000 fish for the season's work, it will be seen how the run has diminished.

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WINNIPEG, - MANITOBA.

The Commercial

WINNIPEG, SEPTEMBER 5, 1887.

WHAT SHALL THE GRAIN RATES BE?

A very important question to the people of Manitoba and a portion of the Territories is contained in the headline above. Shall the farmers of the Northwest be compelled for another year to pay the exorbitant freight rates for the carriage of their grain to market, which they have been obliged to submit to in the past? Shall the C.P.R. monopoly continue for another season to exact the last farthing which the products of this country will bear? These are questions of the greatest magnitude to the vital interests of the Northwest. Heretofore the people of the Northwest have been compelled to pay freight rates to two railroads for the privilege of shipping over one. Not only has the C.P.R. Co. to make its profit from freight shipped over its road between Winnipeg and the East, but the St. Paul and Manitoba road must also derive a profit from such traffic. This road, which does not even enter the province of Manitoba, but stops short at the United States boundary, also has a pull at the swag extorted from the people of this country. In order to strangle competition from the south, it is well known that the C.P.R. Co. pays a percentage of its freight earnings between Winnipeg and the East, to the St. Paul road. For this bribe, the latter road allows the C.P.R. to exercise full control over the traffic between Winnipeg and the East, and this it does with a vengeance, taxing to the uttermost the struggling settlers, in order that the combination railways may each pocket their profits. How much longer shall this iniquitous compact endure?

There has been a general move of late on the part of the railways in the Northwestern States to the south to reduce rates, in time to move the crops of the present season. The St. Paul road has recently made a 20 cent rate from Dakota points to Duluth, and the Northern Pacific has reduced its rates to correspond. From Minneapolis to the East grain rates have been cut down to very low figures. Wheat can now be shipped from the last mentioned place to Liverpool for 33 cents. If Manitoba had free railway competition we would now be enjoying the benefit of these low rates, and as a consequence

wheat would be worth about eight cents per bushel more, based on the freight rates from Dakota points to Duluth, than it will now bring. Unless some reduction is made in the rates in time to move the present crop, Manitoba farmers will receive from half to three-quarters of a million dollars less for this year's wheat crop alone, than they would obtain under a system of free competition from United States roads. The Dominion authorities, in forcing monopoly upon the county, are therefore simply robbing the people of the Northwest of the extra amounts which they are forced to pay in freight rates, and that too in the interests of a corporation which has gorged itself at the public expense ever since it came into existence.

What is the C.P.R. Company going to do about it? Are we going to have a reduction this season in the freight rates upon grain and produce? or will the present iniquitous rates be maintained as long as possible, and in the face of the reduced rates now charged from Minnesota and Dakota points to Eastern markets. A while ago it was reported on the authority of a local C.P.R. official, that lower grain rates would be given this year. This report Mr. Van Horne has recently denied, with the qualification that the officials have not yet considered the matter. If they have not considered the question, it is high time they were doing so. The new grain will soon be coming into the market, and dealers are anxious to know what freight rates will prevail for the season. Until an official announcement is made, the situation will remain unsettled, and dealers will be at a loss to know what price to pay for the grain. If no change is to be made in the rates, let the announcement be officially made at once, so that dealers will know what to expect.

In the present situation, however, there are disturbing elements outside of the possibility of a change in the C.P.R. grain rates. The completion of the Red River Valley road to Winnipeg will certainly have some influence upon freight rates in general, including grain, though the effect will be measured to a great extent by what is done in the direction of providing connection with the west. The recent change in the directorate of the St. Paul and Manitoba road may also have some influence upon the C.P.R. freight rates. The St. Paul road is now entirely under the control of J. J. Hill, the members of

the C.P.R. Company, who were also directors of the St. Paul road, having been dropped out at the last general meeting of the latter company. This change in the management of the St. Paul and Manitoba, together with the construction of the Red River Valley railroad, will perhaps have the effect of breaking the unjust combination between the St. Paul road and the C.P.R. In that case the last mentioned road would become an active competitor for the carrying trade of this province. It would therefore appear that the grain freight rates which may prevail this fall and winter will not depend entirely upon the fiat of the C.P.R. especially with the prospect ahead of very low prices for wheat, it will be a great boon to the farmers of the Northwest, if the grain freight rates can be reduced to correspond with the rates charged by the Minnesota and Dakota roads.

As for the C.P.R., the monopoly officials will, undoubtedly do their best to keep the rates up to the present outrageous figures; and this explains the efforts which they are putting forth to delay the completion of the Red River Valley railway. The exports of grain this season will be double what they were last year, and if the grain rates can only be kept up until the present crop is moved, it will mean a large sum extracted from the people of the country, in the interests of monopoly. The C.P.R. Company will therefore be abundantly repaid for any expenditure it may incur, should it succeed in preventing the completion of the Red River Valley road this fall.

THE LATEST CIRCULAR.

The C.P.R. Co. is fast making itself obnoxious to the people of this country. Notwithstanding the disallowance agitation and the exorbitant freight charges, a short time ago the great majority of the shippers of Winnipeg would have preferred to do business with the C.P.R. Co. rather than with a road running to the south, providing rates were about equal. The people here recognized the C.P.R. as a Canadian enterprise and one which deserved encouragement. Even with free railway competition to the south, the national road would have done by far the greater portion of the carrying trade between here and the East, rates being at all in proportion. Indeed, if the C.P.R. Co. had acted at all fairly toward the Northwest in its freight charges, the people here would have been pleased to see it

prosper, and there would not now have been this universal demand for relief from monopoly. But by a system of discriminating and outrageously high freight charges, the company has rendered the further endurance of railway monopoly actually unbearable. Even with these excessive charges, the majority of the exporters and importers of this city would have been inclined to favor the C.P.R. in actual business, though at the same time most anxious for the construction of a competing line. The policy of the company since the commencement of the Red River Valley road, however, has almost completely destroyed that extensive feeling in favor of the C.P.R. which existed here, notwithstanding the great desire for railway competition.

Of late the ingenuity of the C.P.R. officials seems to be taxed in originating some new plan to hamper the trade of the city. The latest move is a circular informing shippers that 50 per cent. will be added to the freight charges on all goods which the company refuses to carry except at owners' risks, unless the shipper specially designates that the goods are to be shipped at his own risk. If the shipper fails to specify that he releases the company from responsibility in carrying the goods, the 50 per cent. will be added to the freight charges. Shippers here were compelled to submit to this new regulation without any previous notification, though up to the time the circular was issued the goods were received by the company at the ordinary rates. Of course shippers have no option but to accept the new order, as in justice to their customers they could not agree to the extra freight charges. It is hardly probable that the company enforces such conditions in regard to its through traffic, which we hear so much about as being carried at low rates.

The way matters stand now, it is likely that were the Red River Valley road opened to-morrow, the monopoly company would find very little favor in the site of Winnipeg shippers. At present they are compelled to use the road; but many of the best friends of the company have become so thoroughly disgusted with the superabundant display of Van Hornism of late, that they now declare their intention of favoring the new route. If the company wish to retain any influence with the Winnipeg people, they will have to make a change in the policy pursued toward this country at once. As to the

new circular, should occasion arise, a test will undoubtedly be made as to the powers which the company has to exempt itself from responsibility as a common carrier.

THE SUGAR COMBINATION.

The sugar combination is just now attracting a great deal of attention in Eastern Canada. It will be remembered that a short time ago the refiners met and arranged prices. About the same time a wholesale grocers' combination was formed for the purpose of preventing the cutting of prices in sugar to an unprofitable extent. As in the retail, so in the wholesale trade, the cutting of sugar prices had been carried so far that dealers were frequently compelled to sell at a loss, in order to protect their business. This state of things was certainly undesirable for all concerned. An individual house might gain an occasional customer by sacrificing sugar, but in the end the entire trade must suffer. To do away with this unprofitable custom, a combination was formed among the wholesale grocers, and it was mutually agreed between the contracting firms, that sugars should be sold at a stated advance upon the cost at refineries. For instance, it was arranged that granulated sugar would be sold at $\frac{1}{2}$ c advance, or equivalent to a profit of about $\frac{1}{2}$ c. This was certainly a moderate advance, seeing that it would only yield a profit of from 4 to 5 per cent. In order to make the combination secure, an arrangement was arrived at with the refiners, by which the latter agreed to sell to grocers outside of the combination only at an advance of $\frac{1}{2}$ c over the price to members of the combination. Nearly all the wholesale grocers at once accepted the arrangement, only about three firms in Ontario and Quebec refusing to do so. The number of firms joining in the agreement amount to 103. Had all the grocers fallen in with the combination, the matter would probably have occasioned little interest, but the refusal of the few houses to do so has led to the development of other features of interest. Rather than submit to what they considered an imposition, these firms resorted to the importation of Scotch sugar, which they have been enabled to do, owing to the recent advances at home refineries. Canadian refiners have been selling granulated at $6\frac{1}{2}$ c, and in accordance with their agreement, the wholesale grocers have been selling to the retail trade at 7c for 15 barrel lots, and $7\frac{1}{2}$ c for single barrels.

The houses out of the combination would be compelled to pay $7\frac{1}{2}$ c to the refiners. However, it is claimed that they have been able to purchase Scotch sugar at $6\frac{1}{2}$ c all charges paid at Montreal, and re-sell to retailers at 7c. There is of course no money in these transactions, but anything to defeat the combination is the object. The imported sugar is subject to a duty of \$2.89 per 100 pounds, which goes to show that the Scotch refiners must be content with very small prices, to be able to sell free of duty at Montreal, at $6\frac{1}{2}$ c.

A great outcry has been raised by a section of the eastern press against the combination, but so far as the wholesale grocers are concerned, they cannot be held responsible for the apparent high prices of Canadian sugar, as compared with the Scotch article. There are two sides to every question, and although combinations as a rule are to be depreciated, yet in this case there appears to be ample justification for it. No complaint can be urged against the grocers on the score of excessive profits, as the very moderate advance of from 4 to 5 per cent. is certainly small enough. On the other hand a regular price has been established and a very unsatisfactory feature of the trade abolished. The cutting which has been indulged in so long in connection with handling sugar, has been a source of annoyance and danger to both wholesalers and retailers, and an improved condition has certainly been the result of the combination. Legitimate business demands a legitimate profit.

The combination has not resulted in a material advance in the price of sugar to the consumer. The latest advance at the refineries was probably due to the destruction by fire of the St Laurence refinery at Montreal. At any rate, sugar would undoubtedly be as high to day in this country, if the combination had not been formed. The incident, however, has served to show, that but for the duties, foreign sugars could be laid down in this country nearly three cents under ruling prices, or about 4c for granulated. But it must not be understood from this that Canadian refiners are protected to the amount of nearly three cents per pound in addition to their advantages in carriage charges. The fact is, that Canadian refiners are obliged to contribute a considerable sum to the national revenue in duties upon the raw sugar which they import, and which of course reduces the value of protection upon the refined article.

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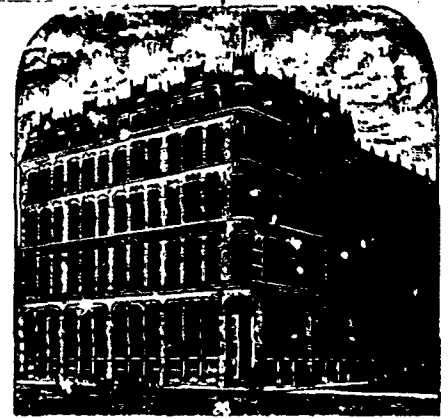
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Hosiery; Laces; Handkerchiefs, etc.

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FLOUR, GRAIN, BUTTER, &c.
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WHOLESALE HEAVY HARDWARE
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181, 183 & 185 McGill St., MONTREAL.
ASSORTED PACKAGES ON HAND FOR COUNTRY TRADE
ORDERS SOLICITED

WINNIPEG MONEY MARKET.

Nothing new can be said of the financial situation. Wholesale dealers report no change whatever in collections, and therefore there is no improvement to note. No improvement is looked for, for at least another month yet. At the banks discounts remain at about as usual. Real estate loan companies are doing little at present, but preparing for a more active fall business.

WINNIPEG WHOLESALE TRADE.

Business in wholesale circles continues about as quiet as for the past few weeks, as far as the present movement is concerned. Textile branches have been busy as possible sending out fall orders, and the warehouses have presented a scene of activity. Most other branches have been inactive. The city retail trade remains dull.

CLOTHING

All the city houses were busy last week shipping out fall orders. Warehouses are now packed with goods, which are replaced as fast as sent out. A good showing is made in fur goods, but a marked feature, in contrast with former years, is the almost complete absence of buffalo coats and robes. A few of these are still shown, but almost as a curiosity. Coon coats and goat robes and coats will take the place of the buffalo.

DRY GOODS.

In this branch as in clothing, all hands were as busy as possible and making the best time in filling fall orders, and with piles of imported goods coming in and orders going out, there did not seem to be much time for play about the warerooms. Occasionally a late order is still being taken for fall stocks, but dealers consider that these are pretty well through with for the season, and they do not expect much in the purchasing line until the fall and winter sorting trade commences. Eastern advices report prices as having a firm tone generally. Millinery houses will now be about ready for their fall openings.

DRUGS AND CHEMICALS.

Business continues steady, with prices unchanged as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; opium, \$6 to \$6.50; morphia, \$2.50 to \$3; iodine, \$4.25 to \$4.50; bromide potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.25 to \$2.50; soda ash, \$3 to \$3.25; chlorate potash, 25c to 30c; alum, \$3 to \$3.75; copperas, \$3 to \$3.25; sulphur, flour, \$4 to \$4.50; sulphur, roll, \$4 to \$5.25; American blue vitrol, 6 to 8c.

FRUITS—GREEN, VEGETABLES, ETC.

There was a dearth of apples in the city last week, eastern shipments having missed the last boat. Towards the close of the week no apples were to be had. To-day (Monday) new stocks will arrive. Prices will be about the same. Ontario pears, grapes, plums and crab-apples will also be in plentiful supply. A few watermelons are still to be had, but it is thought a week or so will wind them up. A few blueberries were in the market last week but they can only be

had occasionally. Tomatoes are also going out. Prices are quoted as follows: Roll oranges firm, at \$9 per box, 200 count; Messina lemons, \$7.00 to \$8.00 per box; bananas, \$3 to \$5 per bunch; cucumbers, 20c doz; watermelons, \$4.00 to \$6.00 per doz; new apples, \$4 to \$5.50 per barrel; California peaches, \$3.50 per box; California plums, \$3 to \$3.50 per box; Canada plums, Lombarda, and greengages \$2 per basket of 20lbs.; California pears, \$5 to \$5.50 per box; blueberries, 7½c per lb.; Concord grapes, \$1.00 per basket of 10 lbs.; Ontario grapes, in 20lb baskets \$1; California muscat grapes, \$4.00 per crate of 20lbs; California Tokay grapes, \$4.25 per crate of 20 lbs; Black native currants, 8 to 10c per lb; crab apples, \$7.00 per barrel; Ontario pears, \$9.00 to \$11.00 per barrel, or \$1.75 per basket of 25 pounds, tomatoes, \$4.50 per basket of 50 lbs.; south ern onions, \$3.50 per 100 lbs.; Egyptian onions, \$7 per case of 100 lbs.; apple cider, \$7 per keg of 15 gallons; cabbages, 30c to 60c per dozen; cauliflower, 60c to \$1.50 per dozen; celery, 35c per dozen bunches; peas, 75c to \$1 per bushel; beans, 50c to 75c per bushel; radishes, onions, carrots and beets, 20c per dozen bunches; corn, 5 to 8c per doz ears; turnips, 25c bush.; vegetable marrow squash, 50 to 75c per dozen; native onions, \$1.50 to 1.75 per bush.; beets 40c per bush.; green tomatoes, \$1 bush.

FRUITS—DRIED, AND NUTS.

New Grecian currants are now on their way to Atlantic ports. Prices asked for new raisins are high. A New York report says: The price sent forward for new crop Malaga raisins is not likely to meet with favorable response from this side. A short time since the information was cabled that Malaga dealers proposed to open the market at a price so low that California competition will hardly be noticed; therefore, if \$2 and \$2.25 are the low prices fixed by the dealers there for two-crown loose and London, we do not believe that the California growers would find much to complain of could these figures be maintained throughout the season. A rapid fall from this high elevation, however, will probably be experienced, as dealers here are not likely to lend their aid by forwarding orders when the prospects for lower prices are so favorable. Figs, Turkey, in boxes, 10 to 11c, new Elme figs, in layers, 15c per lb., or \$2 per dozen in 1 lb. boxes; golden dates, 10c; Valencia raisins, \$2.25; London layers, \$3.50; evaporated apples, 16 to 17c; dried apples, 8 to 8½c; new Turkey prunes, 6½c to 7c. Nuts are quoted: Peanuts, roasted, 17c to 18c; peanuts, raw, 15c; walnuts 18c; almonds, 20c; filberts, 12½c; Texas pecans, 17c; cocoanuts, \$12.50 per 100; maple syrup, \$15 per dozen cans of 1 gal.; maple sugar, 13c per pound, in cakes, new.

FISH

Oysters are now arriving in cans and quoted at 70 to 75c per can for selects. Fresh fish are quoted: B.C. salmon, 12c; Lake Superior trout, 7½c; Lake Winnipeg white, 6½c.

GROCERIES.

An Amoy cable says: "Markets for green teas weak. Settlements to date—country teas, 35,000 half chests, against 47,000 do. same time last year, and Pingsuey 37,000 half chests, against 37,000 do. last year. Stock, 65,000

half chests, against 50,000 do. corresponding time 1886. Exports of greens to America, 1,750,000 pounds, against 3,000,000 pounds last year, and of Congon 3,250,000 pounds, against 3,000,000 pounds to same time in 1886. Outside sugar markets are strong. Willett & Hanlen's last circular reports an advance at refineries in Great Britain of ¼ to ½c. The firmness is due to decreased stocks. Total stocks in all countries makes an important reduction of 32,966 tons for the week say 810,374 tons against 1,023,396 tons last year and against last week's figures of 810,310 tons and 1,058,430 tons. The news from the beet countries is very important, as it foreshadows what may prove to be a startling movement in sugar after years of depression. The German syndicate has made the large advance of 2s. 1½d. per cwt. New York advices report rapid advances. A despatch says. "A good healthy tone continues on the market for raw sugars. We notice an occasional inclination to talk about a "boom" but rarely among those who may be considered representative operators. The foundation for improvement is sound enough, but it is not thought judicious to build upon it so rapidly as to make the result topky and dangerous. Business again shows good form and considerable volume, the local line of refiners taking hold very well on the force of the growing necessity for stock and the healthy market for their product. Sellers are more tenacious regarding values and have obtained about 1-32c to 1-16c better instances. Refined are still selling freely and show a strong, healthy market for all grades, with prices on the upward turn and quotations again marked up, the advance especially noticeable on the medium and upper qualities." Coffees are strong on advances in speculative Rio. Quotations are: Dark yellow sugar, 6½c; medium to bright, 6½c to 7c; granulated, 8c; lump sugar, 8½c to 9c. Coffees—Rios, 25c to 29c; Government Java, 33c to 35c; other Javas, 25c to 30c; Mochas, 31c to 35c. New season's teas are now quoted as follows: Japan, season 1886-7, 20c to 45c; Congous, 1886-7, 20c to 60c; Indian teas, 35 to 50c. Old range Moyune gunpowder, 25 to 70c; panfired Japan 23 to 45c, basket-fired, 25 to 40c; Ping Suey young hyson, 25 to 35c; Moyune young hyson, 25 to 50c; Season's congous, 1885-6, 20 to 55c. Syrups, corn \$2.25 to \$2.60; sugar, cane, \$2.10 to \$2.35; T. and B. tobacco, 56c per pound.

CANNED GOODS.

American canners are complaining of the difficulty of securing supplies of peaches and tomatoes. In Delaware rain has proved ruinous to these fruits. The agents of the California packers in New York have advanced the price of standard peaches to \$2. Corn has also advanced. Packers hesitate to close fresh contracts. At New York, Columbia river salmon has reached a \$2 market, and sales of outside river fish have been made at \$1.65 for local brands. The quality of the latter promises unusually good this year. Therefore, in case Columbia brands prove positively scarce, buyers will find they can supply their requirements with a good quality of outside river brands and at a materially less price. Quotations here are as follows: Salmon, \$7.00; mackerel, \$6.00; lobsters, \$8.50 to \$7; sardines (French), ¼ tins, 14c; ½ tins, 24c;

cove oysters, \$5.25; corn, \$3.25, peas \$4, tomatoes \$3.75, baked beans \$2.75 per dozen, corned beef \$3, lunch tongues, 2 lbs. \$6.50 to \$7.00; 1 lb, \$3.25. Fruit in 2 lb. tins, per doz: pears, \$2.50 to \$2.75, strawberries, \$2.50 to \$2.75; plums, \$2.25 to \$2.50, peaches, \$3.75, raspberries, \$2.50 to \$2.75.

HARDWARE AND METALS.

Business remains quiet and prices steady. Quotations are as follows: Cut nails, 10d and larger, \$3.75 to \$4.00; I. C. tin plates, \$5.50 to \$5.75; I. C. tin plates, double, \$11 to \$11.50; Canada plates, \$3.50 to \$3.75; sheet iron, \$3.50 to \$5.00, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 28 to 30c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 7c per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs.; barbed wire, 7 to 7½c.

HIDES.

Prices unchanged. Quotations are: Winnipeg inspection, No. 1, 6c; No. 2, 5c; bulls, 4c; calf, fine-haired rea veal, 7 to 13 pound skins, No. 1, 8c; No. 2, 6c; sheep pelts, 30 to 65c; tallow, 3½ to 4c.

LEATHER AND FINDINGS.

Prices are: Spanish sole, 28 to 32c; slaughter sole, 33 to 35c; French calf, first choice \$1.35 to \$1.50; Canadian calf, 90c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 35 to 90c; slaughter kip, 55 to 75c; No 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 33 to 35c for plump stock. American oak sole, 45 to 60c; buff, 17 to 22c a foot; cordovan, 25 to 27c; pebble, 21 to 23c; colored linings, 12c.

PAINTS, OILS AND COLORS.

Prices are as follows: Turpentine, 80c in five-gallon cans, or 75c in barrels; harness oil, \$1.25; neatsfoot oil, \$1.50; linseed oil, raw, 75c per gallon; boiled, 78c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal.; olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleic, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 26c; headlight, 28c; water white, 30c. American oils, Eocene, 34c; water white, 31c; sunlight, 27c. Calcined plaster, \$3.75 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.25

WINES AND SPIRITS.

Prices do not give any sign of change. Quotations are: Gooderham & Wort's five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$1.50; Bisquet Debonche & Co., \$4.50; Martell, vintage 1885, \$6.50, vintage 1880, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1885 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$14 per case of 12 bottles; v. o., \$19; v. s. o. p., \$22.

WOOL.

Prices are: Cotswold and Leicester, washed and in merchantable condition, 12 to 15c; do. u. quality. Pure Southdown and Shropshire, washed and in good condition, 15 to 18c; do. unwashed, 10 to 12c. Montana and Oregon fine wools, unwashed, 13 to 15c, when in good condition.

THE MARKETS.

WINNIPEG.

Another week of favorable weather has passed over, the only delay having been caused by rain on Tuesday. Otherwise the past week has been warm and clear. Grain cutting may now be considered as practically over, even in those districts which were from one to two weeks behind the earlier portions of the country. There is still a good deal of grain in stock in some districts, but in others stacking has been nearly completed. Thrashing is now going on actively. In many cases this is done right from the stook, to save the work of stacking. The yield is turning out fully up to the expectations so far as heard from, and the quality exceptionally fine. Plowing is also being pushed as rapidly as possible.

WHEAT.

The collapse of the California deal had a weakening effect upon wheat markets the first of last week, as might have been expected from the throwing of some 20,000,000 bush of bank rupt wheat upon the market. The collapse almost caused a panic in Liverpool. About one and a quarter million bushels of California wheat sold in Liverpool on Tuesday at about 6s. per cential, or equal to about 86c per bushel. New home grown wheat is now coming into United Kingdom and continental markets, to the probable curtailment of exports from this continent. These are the bear features of the situation. On the other hand there are many strong features. The export movement continues large; the visible supply for the week ended Aug. 27th showed a decrease of 1,424,822 bushels; receipts of winter wheat are very light; and the yield in spring wheat states is not turning out as large as estimated. Still there seems to be a weakness about the markets, or a disposition at least to hold back. The visible supply is now away under the figures of one year ago, being 30,578,161 bus, against 41,297,966 this time last year. The local situation has not materially changed. Dealers are not anxious to hasten the opening of the markets until the question of freight rates has been settled. Some buyers, however, have been located, and a straggling load of new wheat is coming in here and there through the country. Prices have hardly been determined upon yet, but at present it does not seem that much above 50c will be paid farmers at provincial points, unless a reduction in freight rates is made, or an advance of some consequence occurs in outside markets.

FLOUR.

There is no change to note in local prices. At Montreal, Manitoba brands sold 5c lower in some instances. There is not much activity at many of the mills at present. Quotations to the local trade were as follows: Patents, \$2.15; strong bakers', \$1.80 to \$1.90; XXXX, \$1.35 to \$1.40; superfine, scarce at \$1.15 to \$1.25.

MILKSTUFFS

Steady, at \$10 for bran and \$12 for shorts, per ton; Ground feed, \$25 to \$30 per ton.

OATS.

There is scarcely anything doing yet in this grain, and dealers are not anxious to open the markets, the general desire being to hold off until prices become more settled. A few loads on the market brought about 30c. On track no close price can be given, and a car would be worth whatever it might happen to bring at the time, were it wanted at all. From 25 to 30c would cover the present range.

BARLEY

No further movement in this grain, and no regular prices.

OATMEAL.

Unchanged at \$2.60 per sack, and for granulated and \$2.45 for standard. The mills will commence to work on new oats this week, and some change in prices will likely be made soon.

POTATOES.

About 25c is the usual price for potatoes in quantities, with small lots selling at the retail trade at 30c. A car lot has been shipped to Eastern Canada. About 76c per bag was quoted in eastern markets last week.

EGGS.

Still holding at 15c in case lot.

BUTTER.

There appears to be a wider range of prices in this market at present, and some sales of extra choice have been made at figures above recent quotations in small lots to the city trade. Receipts, especially of choice qualities are very light. There is still a large amount of early spring butter on hand, and also a considerable quantity of last year's make, notwithstanding the purchases reported in our last issue for eastern shipment. The shipment of one car was made last week, of these qualities, prices paid ranging from 5 to 9c. Another car of mixed quality was about ready for eastern shipment, believed to be billed for Montreal, and if it turns out satisfactory it is said a market will be found in that direction for all the surplus butter we can spare. Small lots were selling to the city trade at from 12 to 15c, and in some cases 1c higher was obtained, for extra qualities. The latter price, however, could not be regarded as a regular quotation.

CHEESE.

There is still a great deal of irregularity in this commodity, and it is hard to tell what the views of holders and purchasers really are. Small lots to the retail trade are quoted at 12 to 12½c, but in some cases these prices have been shaded. Factorymen appear to be wide apart in their views of the value of their product, but it is not likely that any would sell under 10c to wholesale dealers, and from that figure upward.

LARD.

Unchanged at \$2.25 to \$2.30 per 20-pound pail.

PROVISIONS.

The upward tendency still continues, the lowest quotations for the home cured product now being as follows: Long clear, 10½c; smoked breakfast bacon, 13½c; rolls, 12½c; hams, 14½c. Prices for the plain product, and canvassed subject to an advance of ¼c. Eastern Canada provisions are quoted in this market at 15 to 15½c for hams; plain roll, 12½c; long clear 1c. Chicago hams, 15½ to 16½c, etc. Mess pork, \$20 barrel; mess beef, \$12 barrel; bologna sausage, 8c lb.

LIVE STOCK.

Cattle unchanged, at 2½c for good stock, at the yards, and about 2 to 2½c paid on the market. Hogs continue scarce, and the feeling firmer. Arrivals this week, if any, may bring an advance at the yards, where 5½c might be paid. The quotation of 5c was given at the close of last week though this was nominal.

Nairn's oatmeal mills at Winnipeg will commence work on new oats this week.

Capt. Robinson, of Winnipeg, will erect an ice house at Grand Rapids, with a view to going into the fishing industry on Lake Winnipeg next year.

It is understood that the arrangement noted last week, in connection with the proposed flour mill at McGregor, Man., has fallen through. Geo. Rodgers, of Winnipeg, a practical man, is now spoken of in connection with the enterprise. Mr. Rogers will make a good man, and it could not be in better hands.

EASTERN MARKETS.

CHICAGO

On Monday September wheat opened at 68½c which was the lowest point of the day; 69c was the top. The California collapse had a weakening effect. The big decrease in the visible supply however, sustained prices. Local stocks are down to 6,000,000 bushels. Corn and oats closed at the opening figures. Provisions very steady. Closing prices were:

	Sept.	Oct.
Wheat	68½	70½
Corn	40½	41½
Oats	24½	25½
Pork	—	—
Lard	6.35	6.42½
Short Ribs	7.90	7.87½

The bankrupt California wheat continued to depress prices on Tuesday. September was lower comparatively than the more distant futures, and opened at 68½c, selling down to 68½c. October sold off ½c. Corn sold off ½c and oats ¼c. Closing prices were:

	Sept.	Oct.
Wheat	68½	70½
Corn	40½	41½
Oats	24½	25½
Pork	—	—
Lard	6.35	6.42½
Short Ribs	7.95	8.00

Grain markets opened weaker on Wednesday but soon began to show signs of strength. By noon December wheat had scored an advance of half a cent though near by months gained a less amount. Cables were dull and no change in the general situation was apparent. Closing prices were:

	Sept.	Oct.
Wheat	68½	70½
Corr	40½	41½
Oats	24½	25½
Pork	—	—
Lard	—	—
Short Ribs	—	—

On Thursday the feeling was better, on stronger cables. Exports were also large amounting to 550,000. Further decreases in the visible are looked for. October opened at 70½c and generally had an upward tendency, closing higher. Corn advanced sharply about 1c. Closing prices were:

	Sept.	Oct.
Wheat	69½	71½
Corn	41½	42½
Oats	—	—
Pork	—	—
Lard	6.47½	6.50
Short Ribs	8.15	8.20

On Friday wheat continued firmer at the start, and advanced ½ to ¾c. Later there was an advance of ¾c, with a partial rally. The range was firm 70½ to 71½c for October delivery. Year pork quoted at \$11.85, and January at \$12.50. Closing prices were:

	Sept.	Oct.
Wheat	69½	71½
Corn	41½	41½
Oats	24½	25
Pork	—	11.85
Lard	6.45	6.47½
Short Ribs	8.37½	8.40

A saw mill is being moved from Six Mile Creek, to replace the C.P.R. mill recently burned near Donald, B.C., and cut up the balance of the logs on hand.

DULUTH WHEAT MARKET.

Receipts of new wheat have grown steadily and are now quite large. Stocks will probably show an increase next week. Closing prices for No. 1 hard on each day of the week were:

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

	Cash	Sept.	Oct.
Monday	71½	71	71½
Tuesday	70½	70½	71½
Wednesday	70½	70½	71½
Thursday	71½	71½	72½
Friday	72	72	72½
Saturday	—	—	—

MINNEAPOLIS.

WHEAT.—Closing prices on Thursday showed a gain of about 1c over a week ago. New wheat was held at from 3 to 4c on track, under quotations.

	Cash.	Oct.	On track.
No. 1 hard	72½	71	74
No. 1 northern	71½	69	73
No. 2 "	60	67	70

There is a good demand to get supplies before the new wheat comes into use, and quotations were as follows: Patent sacks to local dealers, \$4.00 to \$4.20 patent, to ship sacks, car lots, \$3.95 to \$4.10 in barrels, \$4.10 to \$4.25; bakers', \$3.35 to \$3.55; superfine, \$1.75 to \$2.40; red dog, sacks, \$1.45 to \$1.55; red dog, barrels, \$1.70 to \$1.80.

MONTREAL MARKETS.

GRAIN.

Prices generally unchanged as follows: Manitoba No. 1 hard, 87c; Manitoba 2 hard, 85c; Manitoba 1 northern, 85c; Canada red winter wheat, 81c to 83c; white winter, 81c to 82c; Canada spring, 81c to 83c; peas, 66c per 66 lbs.; oats, 24c to 25c per 32 lbs.; rye, 50c to 55c; barley, 48 to 55c.

FLOUR.

Steady and generally unchanged. Manitoba strong bakers' was quoted at \$4.25 to \$4.35.

BUTTER.

Prices are firm and unchanged as follows: Creamery, 21c to 24c; townships, 17c to 21½c; western, 15c to 18½c; low grades, 8c to 12c.

CHEESE.

The feeling seemed firmer again after the temporary nervousness. It is feared that the high prices will restrict consumption, whilst at the same time stimulating production. Some operators are acting cautiously, and remain out of the market. The cable reported the price at 57s. against 43s. 6d. a year ago. English advices report rain and improved pasture, with better prospects for home cheese makers. One of the largest transactions ever made in Montreal transpired on Saturday Aug. 27, when a sale of 25,000 boxes was recorded. The price paid was 12½c for August and 13c for September and October, representing a value of \$225,000. Quotations were: Finest July, 12c; fine, 11½ to 11¾c; medium, 10½ to 10¾c; finest August, 12½c.

LIVE STOCK.

There was a stronger feeling in the hog market and prices advanced 5 to 10c. The closing quotations were: Light grades, \$5 to \$5.40; mixed packing, \$4.85 to \$5.10; heavy shipping, \$5.10 to \$5.45. Cattle were moving freely at 2 to 3½c live weight.

The prize list of the exhibition to be held at Regina provides for nearly \$1,000 in prizes, \$200 of which are special.

General Notes.

The burned St. Lawrence sugar refinery at Montreal, will be re-built.

Prince Albert Times: Business booms and old debts are being cleared off as rapidly as the rebellion losses claims are being paid off.

The wholesale men's furnishings stock of Fisher & Fisher, Toronto, has been sold to Hyslop, Cornell & Co., at 50 per cent on the selling price.

A poet sent to an editor a contribution entitled, "Why do I live?" The editor answered, "Because you sent your contribution by mail instead of bringing it in person."

It has been announced that some of the Canadian Pacific Railway Company intend erecting a fine opera house in Vancouver as soon as the plans can be prepared.

The Fisheries Department has undertaken to test the adaptability of Pacific coast waters for lobsters. Live lobsters will be taken from the Atlantic coast, and planted in B.C. waters.

The site for the C.P.R. round house at Vancouver, on False Creek has been cleared and graded, and work has been commenced on the stone for the foundation. The construction is to be rushed forward as rapidly as possible.

W. E. Elliott & Co., oil merchants of Montreal, have assigned, with liabilities of \$46,000. They figured upon the accommodation paper of McDougall, Logie & Co., to the tune of \$16,554. Elliott is a partner in the liquor house of Elliott, Finlayson & Co.

Heavy receipts of cattle from Canada and the United States have again caused prices to decline in Great Britain. A cable from Liverpool quotes prime Canadian steers at 11c, against 11½c a week ago. In 1886 the price was 12c, and in 1885 13c on the same date.

J. Kelly arrived at Edmonton, Alberta, lately from Good Fish lake, where he had been assisting Mr. Wadsworth in choosing a site for the erection of a grist mill furnished the White Fish lake Indians by the department. A suitable water power was found.

Vancouver News. Among the goods being shipped per SS. Parthia for China and Japan, is a large quantity of flour from the celebrated Ogilvie Mill, Winnipeg. Formerly this branch of trade was supplied entirely from California but the superiority of the Canadian flour, made from Manitoba hard wheat, is making itself felt even in the far East. Vancouver, as the natural outlet of the immense wheat fields of the Northwest, will benefit greatly by this trade, which is sure in a short time to assume enormous proportion.

The Parthia sailed on Sunday for China and India. Her freight manifest shows the following: 7 cases electric machinery, 12 bales of leather, 4 barrels shark fins, 100 barrels pearl barley, 20 boxes cheese, 10 bags meal, 2 boxes sugar, 400 half packs flour, 160 bags hops, 1 steam pump, 2 boxes watches, 28 drums of copper wire, 1 case stationery, 4 cases electrical machinery, 1 ditto electrical supplies, 1 electric engine, 1 case electric hardware, 1 iron base, 1 iron pulley, 5 cases books, 200 bags patent Hungarian flour, 5 boxes cut tobacco, 2 boxes opium, 4 boxes opium peel, 3 boxes opium shell,

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WHOLESALE DRY GOODS,
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Samples and Prices of Goods adapted to the Northwest Trade furnished on application.

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Wines, Spirits and Cigars

365 MAIN STREET,

WINNIPEG.

Grain and Milling News.

A large portion of the wheat now reaching Minneapolis is of this year's crop.

A. Kelly & Co., Brandon, are building a bran warehouse addition to their mill.

A grain market will be opened this season at Binscarth, Man., on the Northwestern railway extension.

The farmers' elevator at Portage la Prairie, Man., is about completed and ready for the machinery.

Several Ontario millers are already arranging to use Manitoba wheat largely this season, owing to the poor crops in their own province.

At Glenboro, Man, it is expected a large quantity of grain will be marketed this season. A drawback is found in the fact that there are no grain storage facilities at the place.

Jas Pye, of Minneapolis, has taken the contract for supplying the Jermyn mill at Minnedosa, Man., with roller process machinery. The mill is to be ready for work by December 1st next.

The total exports of wheat from Australia to Great Britain during the first seven months of 1887 were 2,688,000 bushels, against 400,000 bushels for same time in 1886. The exports of flour were 6,000 barrels, against 110,000 barrels in 1886.

There was an unprecedented increase in the shipment of wheat from Montreal to Europe from Jan. 2 to Aug. 3, as compared with the corresponding period of last year, the increase being from 3,100,000 to 5,100,000 bushels or 64 per cent. A large portion of this wheat was from the United States, via the St. Laurence route.

Considerable American flour, says the Montreal Bulletin is going through the city in bond to Newfoundland, from St. Louis and Minneapolis. A lot of Minneapolis flour is also being shipped to London, England, via Montreal. This trade was formerly done direct from Montreal, the flour being either consigned or sent on orders, and resold here for export account.

Chicago Daily Business: The friends of wheat are wondering if there will never be a turn to the lane. They figure that speculative money has suffered a loss during the last three years of 25c per annum on 50,000,000 bushels of wheat and 30c all told in price, making the grand total \$52,500,000, and now that the price is at or below the cost of production they are trying to guess when the inevitable reaction will set in.

The estimated yield of the principal cereals in Ontario compared with the average crop of the five preceding years, is as follows:

	Average for five years 1882-6.	1887.
	Bush.	Bush.
Fall wheat.....	20,035,843	14,435,505
Spring wheat.....	10,530,031	6,030,440
Barley.....	19,872,730	17,436,322
Oats.....	65,333,293	50,004,590
Rye.....	2,102,453	913,519
Peas.....	13,034,274	13,133,605
Total	121,233,724	102,554,040

This deficiency shown above of nearly twenty million bushels in the cereal production of the province represents a loss to the farmers of not less than eleven million dollars.

It is said a part of the old wheat in store in Chicago has lain there four years and some five

oven. It is plastered with storage charges, in some cases almost equal to its value when sold, and some of it has been "spouted" and "elevated" so many times to keep it in condition that it is thoroughly polished. Some of it was stoked that had been worked over by mixers to begin with and being so was of suspicious milling character then and now is said to have a "biny" smell and taste. There is talk of taking wheat of certain age out of "regular." That or something ought to be done for the uncertain character of that grain tends to depress prices all around. —Daily Business.

Northwest Trade and General News.

R. Ironside, of Manitou, shipped a carload of cattle to Winnipeg lately.

A carload of cattle has been shipped from Gladstone, Man., to Montreal.

The C.P.R. has decided to build a permanent station house at Clearwater, Man.

Saul, of British Columbia, brought a carload of horses from that province to Brandon.

The Montreal Trade Bulletin publishes a lengthy report of the Brandon farmers' market.

J. Wake, of Minnedosa, Man., has shipped 100 head of cattle to Battleford, Sask., for police supplies.

The sale of lands in arrears for taxes in the municipality of Strathclair, Man. have been postponed till November.

The directors of the Battleford agricultural society have fixed on the first week in October as the date for holding the first exhibition.

S. L. Head, of Rapid City, Man, while in Winnipeg recently, took orders from wholesale houses for a considerable amount of yarn manufactured by the mills at the former place.

The grain crops west of the Souris river are very heavy this year, and the farmers are anxiously looking for the extension of the railway in order that they can market their grain. The cranberry crop on Turtle Mountain is excellent.

On the arrival of the Ontario farmers' excursion party at Shoal Lake, Man., the visitors found an impromptu exhibition awaiting them. Specimens of grain, vegetables, etc., were arranged about the depot platform, for the examination of the farmers.

At Medicine Hat last week prices were: Butter, 30c per pound fresh, and 20 to 25c for tub; eggs, 30c per dozen fresh, and 15 to 20c for packed; potatoes, \$1.50 per bushel or 2½c per pound; flour, \$2.25 to \$2.60 per sack; oats, 65c per bushel, feed \$35 per ton.

There are no saloon or shop licenses granted in the city of Winnipeg, they having been done away with by the amended liquor act. The licenses of the city are divided as follows: Forty-nine hotels, thirteen wholesale and six restaurants. No grocery store licenses are granted.

The following officers have been elected for the Medicine Hat Agricultural Society: President, W. Cousins; vice president, Robert McCutcheon; secretary, D. G. Holt; treasurer, Geo. McCunig; board of directors, J. L. Hawke, Samuel Porter, John Hole, W. L. Nicol, J. Hargrave, Chas. A. Dempsey and John Watson.

A Broadview, Assa., correspondent writes on August 28th. Harvest is about completed, in good shape. There is a feeling of renewed hope over the improved outlook. An effort will be made to establish a cheese factory here next season, the district being well adapted to dairying. There is talk of forming a stock company to start a sheep ranche in the district.

A meeting of the directors of the Permanent Mortgage Company was held at the offices, 609 Main street, Winnipeg, recently, and a dividend upon the paid-up capital stock was declared at the rate of 7 per cent. per annum, payable on and after 1st September next. The manager, Arthur Stewart, made a statement of the affairs of the company, showing success in the past year. Resolutions were passed authorizing the opening up of negotiations with English agents, and also a resolution continuing the past policy of the company, not to directly or indirectly lend money to directors or officials of the company.

In Assinibolia the several societies have entered into an arrangement by which the exhibitions shall be held on successive days as follows: Moosomin Sept. 28, Wapella Sept. 29, White-wood Sept. 30, Broadview Oct. 1, Grenfell Oct. 3, Wolseley Oct. 4, Indian Head Oct. 5, Fort Qu'Appelle Oct. 6, Qu'Appelle Oct. 7, Regina, Moose Jaw and Medicine Hat to hear from. The object of this arrangement, is to induce a number of leading men from the east to visit the shows, and enable them to do so most conveniently, and see for themselves what the Northwest can produce. An effort is being made to secure the attendance of the Dominion Minister of Agriculture, and Prof. Saunders, of the experimental farm at Ottawa, as well as representatives of the principal newspapers.

A meeting of the council of the Winnipeg board of trade was held on Tuesday last. A lengthy discussion took place on the question of a drainage system for the lands in the vicinity of the city. A committee was appointed to secure all possible information, and it is probable that delegations from the board will visit the municipal councils to confer with them, with the idea of securing united action in obtaining the proper legislation necessary to carry out the object aimed at. A communication was laid before the council from a gentleman in the southwestern part of the Province, asking the assistance of the board in procuring mail service on the three regular trains running to Glenboro, as at the present time only two mails are carried, though three regular trains run each week. The matter will be brought to the attention of the post office authorities immediately. A committee was appointed to reply to some of the misstatements alleged to have been made by Mr. Van Horne in regard to the work and objects of the Board of Trade.

J. H. Mooney, hide and wool dealer, Montreal, has assigned. Liabilities may be placed at \$100,000, of which \$56,626 is due to his bankers and \$9,000 in Boston. In 1883 he was in difficulties with liabilities of \$135,000, when he succeeded in effecting a settlement with his unsecured creditors at 50 cents in the dollar. Since then he has been largely in the hands of his bankers.

Business East.**ONTARIO.**

P. O'Dwyer, grocer, London, has assigned,
G. L. Dickinson, Manotick; saw mill burned.
Harry Sherwood, grocer, Ottawa, has assigned.

M. Nisbet, gents' furnishings, Hamilton, is dead.

B. T. Moore, furniture, North Bay, has assigned.

Bennett Furnishing Co., London, has assigned.

Humphrey & Tuer, grocer, Stratford, has assigned.

Arch. W. Levy, grocer, Ridgeway, has assigned.

John Freitz, grain dealer, Centralia, is out of business.

Alex. Ross, dry goods, Kingston, has compromised.

W. L. Ramsey, grocer, Toronto, has sold out to Jos Fee.

John Shoults, dealer in grain, Park Hill, was burned out.

Ranton Bros., general storekeepers, Exter, has assigned.

W. H. Hunt, general storekeeper, Johnson, has assigned.

Isaac A. Dolsen, general storekeeper, Cottam, has sold out.

J. and G. McEdwards, hardware, Sarnia, have sold out.

S. Munns, fancy goods, Toronto, sold out to Chas. Palmer.

Lowden & Co., wholesale druggists, Toronto, have dissolved.

Mills & McKellar, contractors, Hamilton, have dissolved.

E. Barker & Co., jewellers, Listowel, are removing to Toronto.

Ralph McIntyre, grocer, Hansell, has sold out to Jas. Troyer.

Samuel Silverstone, general storekeeper, Arnprior, has assigned.

T. L. Bayeur, shoe dealer, Belleville, has removed to Peterboro.

Henry Arkell & Co., general storekeepers, Aylmer, have sold out.

Goodfellow & Hanson, grist mill, Wroxeter, are giving up business.

J. J. Crabbe, publisher, St. Marys, has sold out to West & McLeod.

J. Rowland, dry goods, Toronto, sold out to Smithers & Berkinshaw.

Hault Mfg. Co., upholsters supplies, Toronto are removing to Ingersoll.

Louis and Chas. McDonald, saw and shingle mill, Walton, was burned.

Fredrick Godbolt, general storekeeper, Winchelsea, sold out to Jas. Jones.

J. A. Aubin, general storekeeper, Stony Point has sold out to O. Aubin & Co.

P. O'Dwyer, grocer, London, is closing up business and going to California.

A. W. Oliver & Co., dealers in vinegar, London, have dissolved; Cox retires.

Blandford & Son, undertakers, Vienna, both dead; daughter continues business.

W. F. McKay, general storekeeper, Otterville, has sold out to Robt. Plaxton.

Stolts, Dunks & Co., dealer in buttons, etc., Berlin, sold out to J. R. Stauffer & Co.

D. McMullen & Co., grocers, Belleville, intend selling out and retiring from business.

A. E. Williams & Co. agents, London, have dissolved; A. A. Campbell continues alone.

Donley Bros., hotelkeepers, Park Hill, are closing out here and moving to St. Thomas.

P. J. Hurley, grocer, Lindsay, has admitted Thos. Brady, under style of Hurley & Brady.

Gordon & McIndoo, general storekeepers, Wingham, have dissolved; each will continue alone.

International Tent and Awning Co., Ottawa; stock to be sold under chattel mortgage on the 27th instant.

Chas. Clark, general storekeeper, Drayton, has admitted his brother George as a partner, under style Clark Bros.

Knox & Duckworth, hats, Toronto, have dissolved; L. Duckworth retires and J. E. Knox admitted under style A. A. Knox & Co.

QUEBEC.

Jules Eggert, jeweller, Montreal, has assigned.

Jas. Baxter, jeweler, Three Rivers, has assigned.

Louis Dupois, jeweler, Sherbrooke, has assigned.

Jos. Chartier, dealer in shoes, Montreal, has assigned.

Henry M. Mulligan, grocer, Sherbrooke, has assigned.

Pierre Bondreau, hotelkeeper, Montreal, has assigned.

Camille Charest, hotelkeeper, Montreal, has assigned.

Alfred Cloutier, boots and shoes, Montreal, has assigned.

Mrs. S. Belanger, fancy goods, Montreal, has assigned.

Pierre C. Dumontier, general storekeeper, Levis, is dead.

W. E. Elliott & Co., wholesale oil, Montreal, have assigned.

Johnson & Co., dealers in shoes, Marieville, have assigned.

Archambault & Robert, butchers, Montreal, have dissolved.

T. and W. Bolduc, flour mills, Valleyfield, have dissolved.

McCulloch & Syme, cabinet makers, Montreal have dissolved.

Castle & Co., painters, Montreal, had their workshop burned.

Caldwell & Lawrence, fruit dealers, Montreal, have dissolved.

J. H. Mooney, dealer in wool, Montreal, is offering to compromise.

W. Johnson & Co., paint manfrs., Montreal, were partially burned out.

Marcotte, Perrault & Co., dry goods, Montreal, is offering to compromise.

Lefrancois & Thiboutet, dealers in agricultural implements, Quebec, have dissolved.

Pierre Bondreau, saloonkeeper, Montreal, demand of assignment made on him.

Scotstown Chemical Pulp and Paper Co., Scotstown, were partially burned out.

John Crilly & Co., wholesale paper dealers, Montreal, meeting of creditors called for the 25 inst.

Thibaudeau Bros. & Co., wholesale dry goods, Montreal and London, Eng., have admitted A. A. Thibaudeau as partner.

NOVA SCOTIA.

Thos. Barron, Halifax, has assigned.
Wm. Rodger, gunsmith, Halifax, has assigned
Chas. Trefry, general store, Oxford, has assigned.

The Steel Harrow Co., New Glasgow, have dissolved.

J. Flemming & Co., sparmakers, Halifax, have dissolved.

Gordon & Keith, furniture manfrs., Halifax, were burned out.

A. S. Larder, jeweler, Halifax; stock advertised for sale by auction.

NEW BRUNSWICK.

J. T. Raymond & Co., general storekeepers, Woodstock, has assigned.

T. Edwards, general storekeeper, Canterbury has suspended and asking to compromise.

Breadstuffs Exports for the Year.

To give an idea of the magnitude of our wheat shipments in the twelve months, we need only say that the total for this period foots up no less than 100,809,212 bushels, besides 11,328,872 barrels of flour, being a grand total of 151,789,136 bushels. In the previous year the exports reached only 94,565,793 bushels, so there has been an increase of over 57,000,000 bushels. Not only that, but the total is larger than in all other years, except two, namely in 1879-80 and 1880-81, when the exports were respectively 180,304,180 bushels and 186,321,514 bushels. The foreign consumer secured these supplies, too, at reasonable figures, for the average price of the wheat shipments is only 89c per bushel (the average in 1885-6 having been 87c, and in 1884-5, which was the lowest, a little over 86c), while the average per barrel of flour is lower than in any other year, or only \$4.52. The following shows the wheat and flour exports and averages, as well as those of corn, for fourteen years, and also the production of both corn and wheat in the same years. The figures for 1886-7 are not final, some minor points not having been heard from. Allowance for a small increase in them therefore should be made. As it is however, they are sufficiently close for comparison, and we only make this explanation in order that when the subsequent corrections are made there will be no misunderstanding of the reason for the change. [Crop figures are given in millions of bushels.]—*Financial Chronicle.*

Working out a Good Idea.

Some fifteen years ago a keen Yankee had got permission from the Michigan Southern railroad to go through the night cars with a head-rest, which he offered for 50c, to screw on the back of a passenger's seat. It took very well, and the Yankee found that a good many people were willing to pay simply for the luxury of head-rest. George M. Pullman saw the thing, settled at once in his mind that it was a thing that was good, and bought out the Yankee and his patents. He had for a time the same privileges that the original Yankee had, and then asked that an old car be set aside for him to make experiments with. The Pullman Palace Car Company whose \$20,000,000 stock is selling above 150, and whose surplus is now figured at \$10,000,000, shows how well Pullman worked up the idea of that head-rest.

WHAT ARE WE DRINKING ?

IT IS A FACT that there is an enormous quantity of **something** being sold at the present time under the name of **Coffee** which is an insult to the name and an imposition upon the public. In view of this fact it is the **duty** of every dealer to purchase his **Coffee** of a reliable house and to protect his own interests by giving his customers **pure** Goods. We have established a reputation for **Pure Coffee** which is equalled by no firm in the Dominion, and we intend to hold fast to a reputation so justly earned.

Ask for and **INSIST** upon having Coffee that is prepared by

CHASE & SANBORN, Tea and Coffee Importers,

—BOSTON.—

—MONTREAL.—

—CHICAGO.—

DOLL

W. F.

WHOLESALE JEWELER.

Watches, Diamonds, Clocks, Spectacles,
Gold-headed Canes, Silver-plate, Watch
Material, Tools, etc., etc.

525 Main St., WINNIPEG.

The Canadian Rubber Company OF MONTREAL.

RUBBER SHOES, FELT BOOTS, BELTING,
RUBBER AND COTTON HOSE,
PACKING, &c.

333 ST. PAUL STREET, MONTREAL. COR. YOUNG AND FRONT ST.,
TORONTO

FOR \$10.00

Dealers in nearly every branch of trade can profitably handle a few cigars. In order to introduce my goods for the fall trade, I will make the following special offer, good for three months from August 1.—I will send for \$10, 350 cigars of five different brands, handsomely put up in boxes. These cigars are selected from my choicest brands, made from the finest leaf tobacco, and guaranteed superior to the ordinary imported 10 cent cigars. Mail orders forwarded promptly.

THOS. G. FLEETON,
MANUFACTURER OF FINE CIGARS,
361 MAIN STREET, WINNIPEG.

PHILP & CO.,

WHOLESALE IMPORTERS

FOREIGN FRUIT

Commission Merchants,

—AND—

EGG PACKERS.

Particular attention given to Country
Orders, Cash paid for Eggs. Corres-
pondence solicited.

Address Box 568,
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Fancy Goods, Woodenware,

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The New Canadian Tariff

It is not surprising that the commercial community in this country, who are interested in trade with the Dominion of Canada, should view with much apprehension the new import tariff which is about to be applied there, inasmuch as it will affect detrimentally several articles of British manufacture hitherto figuring to a very large extent amongst the imports. Apart altogether from the consideration whether the extension of a protective policy in Canada is economically wise or in the best interests of the Dominion—a point which Canadians may be left to fight out amongst themselves—there is little doubt that so far as the exchanges with this country are concerned, the effect of higher duties on British imports will eventually be to decrease the total value of the commodities which the United Kingdom can buy from Canada. In the case of wheat, in particular, for which the latter is in absolute need of a market, this fact is likely to be realized by the Canadian farmers. Of course it may be retorted that the Canadians have a perfect right to adopt any fiscal policy they may consider necessary to their existence, and from this point of view even the proposed commercial union with the United States and their 50,000,000 inhabitants seems, on the face of it, to be natural in the interests of the Dominion. Such a union, however, is opposed to all accepted ideas of Imperial Federation, and to the professed desire of Canadians that the bonds between the mother country and the colonies shall be drawn more closely together.—*Chamber of Commerce Journal*, London, England.

The Drummer.

A little chaff, a merry laugh,
A word for every corner;
There is not a man in all the land
But who extends a ready hand
To greet the jolly drummer.
In business wise, in enterprise
As thrifty as a plumber,
So chivalrous and debonaire
This favored one that ladies fair
All love the gallant drummer
His latest joke will provoke
A roar from every drummer.
That hangs around the village bar,
Reflecting luster from his star,
The gay commercial drummer.
With work and wit he hits the grit
Fall, winter, spring and summer;
Alert and watchful, day and night—
The world would go to ruin quite
But for the busy drummer.
A skull that's numb may beat the drum,
But ah! it takes a hummer—
A freak of supernatural brood—
Some being most supremely shrewd
It takes to beat the drummer.

Something of a Farmer Himself.

"BROTHER," said one Dakota minister to another; "are you going to hold a series of revival meetings in your church soon?"

"Well, no, not before winter anyhow. You see some of the brethren have begun thrashing the grain on their farms and it will keep up all the fall, and there isn't a particle of use trying to do anything till they get through lying about the yield of wheat per acre that each has. It is really painful the way some of them will lie. By the way, I thrashed some pretty fine wheat out on my own farm the other day - it averaged thirty-eight bushels to the acre, all No. 1 hard, too. Heard of anything better than that?"

Milling Revolution.

Consumers of wheat flour, both at home and abroad, have been benefitted largely by the revolution in milling that took place some years ago. For instance, in 1878 Minneapolis sent out 109,000 barrels of flour at an average price of \$6.35 a barrel. In 1881 the quantity sent out was 1,200,000 barrels at \$6.14 a barrel. In 1885 the quantity was 1,834,000 barrels at \$4.89 a barrel, and during 1886 and 1887 the average price a barrel will doubtless fall below even the figures of 1885. In the light of these figures the cry is that "American competition has ruined the milling industry" in Europe, but that cry is manifestly not correct, because it ignores the effect of Indian and other competition. If the American millers have reduced prices, it is not because they prefer to work for little or no profit, but because of having been forced by competition from all parts of the earth to lower their prices. They must do that or go out of the field at once. How far they are from retiring may be judged by the fact that in addition to supplying their home market, they sent out during the past fiscal year wheat and wheat flour equal to 154,000,000 bushels. Consumers are happy, and the millers and grain-growers ought to be able to enjoy the happiness they confer upon others, even though they make but small profits on their grain and flour. — *Buffalo Milling World.*

George Morton, of Deloraine, has a cheese factory supplied by about 100 cows,

Quick Time to Chicago.

Judging from the following circular, it would appear that the slow-coach movement between St. Paul and Chicago has come to an end. Commencing Sunday, Aug. 21, the Chicago, Milwaukee & St. Paul Railway will improve its train service, and its through train will leave St. Paul as follows: For Milwaukee and Chicago (fast line), 7.30 p.m. daily; for Milwaukee and Chicago (Atlantic Express) 2 p.m. daily; for La Crosse, Milwaukee and way (Day Local), 7.25 a.m., except Sunday. All these trains run via River Division, through Winona, La Crosse and Milwaukee, and all classes of tickets will be honored on them. The "Fast Line" train makes the run from St. Paul to Chicago in fourteen hours, serving breakfast in the Dining Car before arrival. This is the quickest time made by any route between these cities. With its elegant Day Coaches, magnificent Pullman Palace Sleeping Cars of the newest and most approved pattern, the finest Dining Cars in the world, and the beautiful scenery of the Upper Mississippi River, this line offers to its patrons advantages and accommodations that cannot be excelled. For Time Tables and Map Folders showing details of time in both directions apply to any coupon ticket agent in the Northwest.

British Columbia.

Miss K. Whitlaw, milliner, Victoria, is dead.
Mrs. Hirschberg, hotelkeeper, Vancouver, offers her business for sale.
F. Bauman, confectionery, Victoria, has disposed of his business to his son, L. F. Bauman.

It is reported that one of the canneries on the Skeena river will clear \$20,000 on this season's catch.

James Reid, of Quesnelle, is erecting a gristmill, to which will be attached a saw mill. The mills will be run by steam.

One of the most important results of the opening of the C. P. R. is the increased consumption of Canadian made articles instead of the American and English goods which previously had this market almost, if not entirely, to themselves. Proof of this is seen in the establishment of agencies on the Pacific coast by large eastern houses.

As an evidence of prosperity it is noted that this season many of the familiar old logshanties throughout the country with thatched roof and the stable made of poles covered with straw, are fast disappearing, being replaced with stone and frame buildings.

The Regina board of trade will urge the following matters upon the attention of the Minister of the Interior, during his visit to that place: The necessity for active operations on the part of the Regina & Long Lake railway; the location of the proposed experimental farm; land for a public park, and the ranching resources of Southwestern Assiniboia.

The Manitoba exhibit car, to be displayed at the agricultural exhibitions of Eastern Canada, left Winnipeg on Wednesday last. The car is filled with grain, vegetables in great variety, fruits, dairy products, from the Minnedosa, Virden and Manitou cheese factories and the Joly and St. Charles creameries, etc. A quantity of literature was also forwarded with the car.

WHEN YOU ARE GOING

MINNEAPOLIS, TO ANY POINT
ST. PAUL TO EAST OR SOUTH

TAKE THE

St. Paul, Minneapolis and Manitoba Railway

The shortest, best and most desirable route
TO ALL POINTS IN ONTARIO, QUEBEC
AND UNITED STATES.

If you want to save time and money purchase your tickets from starting point through to destination via the

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY.

For full information, maps, etc., apply to

G. H. McMICKEN, Agent,
WINNIPEG.

C. H. WARREN, Gen. Pass. Agt.
W. S. ALEXANDER, Traffic Mgr. } ST. PAUL.
A. MANVEL, Gen. Manger.

CHICAGO

MILWAUKEE

& ST. PAUL RY

Is the Fast-Mail Short Line from St. Paul and Minneapolis via La Crosse and Milwaukee to Chicago and all points in the Eastern States and Canada. It is the only line under one management between St. Paul and Chicago, and is the Finest Equipped Railway in the Northwest. It is the only line running Pullman Drawing Room Sleeping Cars with Luxurious Smoking Rooms, and the Finest Dining Cars in the World, via the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississippi River to Milwaukee and Chicago. Its trains connect with those of the Northern lines in the Grand Union Depot at St. Paul. No change of Cars of any Class between St. Paul and Chicago. For through tickets, time-tables, and full information, apply to any coupon ticket agent in the Northwest. R. Miller, Gen'l Manager; J. F. Tucker, Ass't Gen'l Manager; A. V. H. Carpenter, Gen'l Pass. and Ticket Agent; Geo. H. Heafford, Ass't Gen'l Pass. and Ticket Agent, Milwaukee, Wis. W. H. Dixon, Ass't Gen'l Pass. Agent, St. Paul, Minn.

TRAVEL VIA THE

Minneapolis and St. Louis Railway

AND THE FAMOUS

Albert Lea Route

	Live St. Paul.	Live Minneapolis
Chicago, Burlington, Kansas City and Des Moines Ex.....	a 8 20 a.m.	a 9.05 a.m.
St. Louis Fast Ex.....	b 6 30 p.m.	b 7.15 p.m.
Chicago Fast Ex.....	d 6 30 p.m.	d 7.15 p.m.
Des Moines Passenger.....	a 6 30 p.m.	a 7.15 p.m.
Excelsior and Watertown.....	a 8 10 a.m.	a 8 45 a.m.
Arlington and Excelsior.....	a 4 15 p.m.	a 4 50 p.m.
Mankato Express Accom.....	a 3 15 p.m.	a 3.50 p.m.
a Ex Sunday b Ex Saturday d Daily		

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

DIRECT LINE TO WATERTOWN, D.T.

PALACE DINING CARS ON CHICAGO TRAINS.

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to KANSAS CITY, LEAVENWORTH, ATCHISON and ST. JOSEPH, making connections in Union Depots for all points west.

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

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

S. F. BOYD,

General Ticket and Passenger Agent, Minneapolis.