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THE COMMERCIAL

FINANCE AND INSURANCE REPORT.

Subscription, \$2.00 per Annum in Advance.

Established 1882.

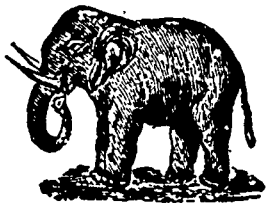
Published Weekly.

Vol. 19

WINNIPEG, CANADA, JANUARY 19, 1901.

No. 20

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Boots, Shoes Granby Rubbers

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R. A. ROGERS & COMPANY

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WINNIPEG

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Winnipeg Prices a Year Ago.

Following were Winnipeg prices the week last year:

Wheat—No. 1 hard closed at 62½¢ in store Fort William.

Flour—Local price per sack: Patent \$1.50; best bakers', \$1.70.

Oatmeal—\$1.70 per 80 lb. sack to the retail trade.

Millstuffs—Bran, \$10¢; \$1.50 ton; shorts \$11.50; \$12.00, delivered to city dealers.

Onions—Carlots on truck, new ones, 25¢, 28¢, according to quality.

Barley—20¢/28¢ per bushel for feed grades of new; 28¢/32¢ for malting.

Country wheat—\$6.00 per bushel, according to grade and freight rate to farmers at country points.

Corn—In carlots, 38¢/39¢ per bushel of 50 lb.

Flax—\$1.25/\$1.30 per bushel.

Butter—Dairy, 17¢/20¢ per lb for best grades; creamery, 24¢ per lb to the retail trade.

Cheese—Regular sizes, 13¢/13½¢ to the retail trade.

Eggs—18¢ for Manitoba fresh.

Hides—No. 1 green hides, 7¢/7½¢ per lb.

Wool—8¢/8½¢ for unwashed fleece.

Seneca Root—37¢ per lb.

Hay—Bed, \$5.00 per ton on cars.

Potatoes—45¢ per bushel for farmers' lots.

Poultry—Turkeys, 11¢ per lb; chickens, 9¢; ducks, 10¢; and geese, 9¢ per lb.

Dressed Meats—Beef, 6¢/6½¢; veal, 7¢/8¢; mutton, 8¢/9¢; hogs, 5¢/6¢.

Live Stock—As to grade, sheep, 4¢; hogs, 4½¢/4¾¢ off cars, according to quality.

The Nor'-West Farmer, of Winnipeg, has been enlarged to a four column paper, the same size as The Commercial. This change is a decided improvement.

The total shipments of American apples to the European market this season number 958,000 barrels, compared with 900,000 barrels for the same period last year.

War between the United States Rubber Company and the independent manufacturers of rubber boots and shoes has been declared. A radical cut in prices was the first step.

The Metallic Roofing Company, of Toronto, are circulating a pamphlet containing a few suggestions on interior decoration and finish, which should be very helpful to those who have to do with this business or who contemplate the erection of buildings of any kind. Copies may be had free from the company.

The secretary of the Bureau of Labor, has his first report on the labor conditions of Ontario about ready for publication. He says it indicates advance in the conditions of the laboring classes in nearly every department of industry. As regards the question of Sunday labor the only complaints received from any of the labor organizations had regard to the increased railway traffic in imperative freight on Sundays. A number of the railroad labor organizations claim that much of this freight could just as well be held till Monday.

A bulletin of the Dominion inland revenue department contains an analysis of 150 samples of baking powders bought of dealers and manufacturers in the Dominion. The statement is made that 85 per cent. of these are alum mixtures. In view of the large proportion of alum powders, Chief Analyst MacFarlane, recommends that legal proceedings be taken against parties selling them, on the ground that they are unhealthful articles of food. Upon this recommendation the commissioner of inland revenue has given public notice that persons selling alum powders will be prosecuted.

C. C. Fairchild, C. E., who has just returned from exploring the barren lands, states that his party went 1,200 miles further north than any of the Hudson's Bay posts they came across in their journey. Travel was by dog sleighs, canoe, and snowshoes. He brought home with him six musk-ox skins out of eight oxen he succeeded in bagging. He also killed a barren land bear, thus proving the existence of that animal, which had been disputed for one hundred years. Caribou, wolves, and foxes abounded in the country. The party went about 700 miles into the polar bear country. In all, from Edmonton to the time of return, 5,000 miles were traversed.

WANTED—Capable, reliable person in every country to represent large company of solid financial reputation; \$600 salary per year; payable weekly; \$5 per week, absolutely sure and all expenses; straight, bona fide, definite salary, no commissions; paid each Saturday and expenses advanced each week. **STANDARD HOTEL**, 324 Dearborn St., Chicago.

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BOX 883.

THE COMMERCIAL

The recognized authority on all matters pertaining to trade and progress in Western Canada, including that part of Ontario west of Lake Superior, the Provinces of Manitoba and British Columbia and the Territories.

Nineteenth Year of Publication
ISSUED EVERY SATURDAY.

Subscriptions—Canada and the United States, \$2.00 per annum in advance, or \$2.25 when not so paid; other countries, \$2.50 per annum in advance.

Changes for advertisements or stops should be in not later than Thursday morning.

Advertisements purporting to be news matter, or which profess to express the opinion of this journal, will not be inserted. Office 219 McDermott St. Telephone 224. D. W. BUCHANAN, Publisher.

The Commercial certainly enjoys a very much larger circulation among the business community of the vast region lying between Lake Superior and the Pacific coast than any other paper in Canada, daily or weekly. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.

WINNIPEG, JANUARY 10, 1901.

BUTTER WRAPPERS.

Complaints have been numerous of late from both consumers and dealers in dairy butter that the quality of the paper being used for wrapping rolls and prints is not what it ought to be and that the appearance and quality of the butter is being adversely affected thereby. The paper being used by producers for wrappers is a thin, light, tissue paper, which is improperly prepared for this purpose and adheres to the butter in such a way that it cannot be removed without disfiguring the roll and often taking part of the butter with it. The effect of this upon the selling qualities of the butter may be easily imagined. This defective paper comes mostly from the United States, but some of it is produced in Canada.

The kind of paper which is recommended as being most suitable for butter wrapper is the heavy Belgian paper of about 45 pounds weight which is properly waxed and prepared and can be removed from the butter with ease, leaving the package in perfect shape. This paper is easily obtained, being kept in stock, we understand, by most of the Winnipeg wholesale houses, which handle dairy or grocers' supplies. The slight extra cost will be more than made up to the butter producer by the improved price which may be readily obtained for the butter. Not only does this heavy paper make a better package, but it is a better preservative agent, being practically air tight, which keeps the contents in good condition for a comparatively long time. It is by paying attention to such little details as these that some makers of dairy butter are able to secure in the open market at Winnipeg to-day a better price for their goods than the careless producer's butter will bring when sold in small quantities in a retail way.

A Growing Concern.

One of the most enterprising jobbing concerns in Winnipeg is the seed house of J. M. Perkins, which is located in premises on Market Street, opposite the city hall. It is a number of years now since this business was established by Mr. Perkins on South Main Street on a capital which was less than \$25. To-day it is a business the annual turnover of which is larger than that of many more pretentious concerns and it is growing larger every year. Last year the turnover increased more than a third. The lines handled consist of garden and field seeds of all kinds, garden tools

and implements and poultry and bird supplies. An annual catalogue is issued which gives a complete list of the stock, prices, etc., and directions for planting and handling seeds. This year Mr. Perkins is making a specialty of onion sets and a very large stock of these is now in store. Podder corn is another big line. In the way of field seeds he has speltz, barley, oats, peas, broom grass, etc. Some of these seeds are brought in by Mr. Perkins in carload lots. His garden seeds are of the best quality, some of them coming from Germany, France, Holland and Great Britain. A traveler is now on the road for orders for this house and will cover before spring the main line west to Moose Jaw and all the branches in Manitoba.

A Fine New Business Block.

The illustration shown herewith is a cut of the new block erected last year by The Stovel Company, printers and publishers, Winnipeg, part of which is now being occupied by them with their printing, engraving and lithographing plants, and the remainder is rented to tenants or offered to rent. This building is perhaps the most important business block erected in Winnipeg last year. It covers all the space on McDermott avenue, from Arthur street to King, a distance of 100 feet, and is 60 feet deep. It contains in all about 3,500 square yards of floor

Speltz.
In reply to an inquiry from The Commercial, Supt. Bedford, of the experimental farm at Brandon, writes as follows regarding the grain called speltz, which has been introduced into Manitoba during the last year or two and about which considerable inquiries have been made:

This species of wheat is said to be more hardy than common wheat. The spike is fine but almost solid, the spikes and chaff adhere firmly to the grain and cannot be separated by the ordinary threshing machines.

This wheat was grown by the aboriginal Swiss and by the ancient Egyptians and is still cultivated in the colder mountainous districts in Europe. The kernel is somewhat larger than the ordinary wheat of commerce and the flour from it is said to be especially suitable for pastry, but owing to the difficulty of removing the chaff from the grain they are generally ground together, and the product fed to the stock. The grain with the chaff adhering usually weighs 40 pounds to the measured bushel.

Two plots of this grain was grown on the experimental farm during the past season. The grain on one of them was left uncut for weeks after it was ripe but the straw did not lodge or break, the grain did not shell but towards the last a few heads broke off. The yield from the 1.20 acre plot was at the rate of 5 1/2 measured bushels



The New Stovel Block, Winnipeg.

space, is four storeys high with basement, and fitted throughout with modern conveniences. In addition to their own extensive printing outfit the Stovel Co. have reserved commodious offices on the first floor for the Northwest Farmer, and among the tenants already in the building the Macdonald technical school is perhaps the most important.

Growing Flax Seed.

The Commercial has received a letter from Northern Alberta, asking for information about flax seed, and stating that there is a movement on foot to grow flax seed in that section. The rich land of Northern Alberta should be particularly well adapted to the production of flax seed. The crop is one which is believed to be particularly well adapted to bread in northern land, and as a large area of new land will annually be prepared for crop in Northern Alberta for some years to come, no doubt considerable flax seed could be produced to advantage there. Flax can be grown to advantage where wheat, oats and barley flourish. There is always a good market for flax seed. In fact there is less liability of a depressed market for this commodity than for almost any other farm product. This being the case, it will undoubtedly be found a profitable crop in Northern Alberta, as well as in other grain sections of our western prairie country.

per acre, weighing 40 pounds per bushel. Red Fie sown at the same time yielded 23 bushels of 60 pounds, per acre.

A test is now being made on this farm with speltz as cattle feed compared with barley and other grains, and next year we hope to test the straw for fodder.

Boundary District, B.C.

(From The Commercial Correspondent.)
Greenwood, B. C. Jan. 7.
The Boundary Hotel, Midway, with practically all its contents, was destroyed by fire early on the morning of December 28. The hotel was owned by Thomas McAuley, who had been in the hotel business at Midway for about seven years, and whose financial standing was generally understood to be good. The insurance on building and contents was \$5,250, divided between three companies, as follows: Phoenix, of London, England, \$1,000; Scottish Union and National, of Edinburgh, Scotland, \$1,000; British American, of Toronto, \$3,250. The total loss was between \$9,000 and \$10,000, so that Mr. McAuley is a loser to almost the same extent as the insurance companies. It is stated that a quantity of liquors were stored in a cellar away from the building, and that these were not destroyed. The front of the large livery stable across the street, 80 feet distant, was charred, but the efforts of a number of men, who formed a "bucket brigade, and pass-

ed water along from the river, 500 feet away, were successful in preventing its destruction as well. Mr. McAuley may rebuild in the spring, but this is doubtful, the hotel business being out done at Midway, as is the case at present in all other Boundary district towns.

W. T. Hunter, of Fargo, North Dakota, who recently bought Mr. A. T. Kendrick's interest in the Hunter-Kendrick Co. Ltd., general merchants, having stores at Greenwood, Phoenix, and Grand Forks, in the Boundary district, arrived in Greenwood about the first of the year to take charge of the local business of the company. Hunter-Bromans, who are associated with this company, who are associated with this company, have besides, extensive business connections as merchants trading in Rossland, Sandon, and other West Kootenay towns. Mr. C. S. Slawson, of North Port, Washington, a member of the Hunter-Kendrick Co. recently paid a brief business visit to Greenwood.

The proposed amalgamation of the business of Messrs. W. M. Law & Co., Russell Hardware Co., and Campbell & Lamont, all of Greenwood, has not yet been carried out, but the principals anticipate being in a position to effect this combination in February. There are stated to be a number of persons desirous of putting money into the stock company proposed to acquire these several business concerns, but just now their capital is otherwise employed. Particulars of this project were published in The Commercial several weeks ago.

Mr. F. W. Peters, of Nelson, the popular assistant district freight agent for the Canadian Pacific Railway Company in the Kootenay and Boundary districts, having been promoted to the position of assistant general freight agent of the Pacific division, with headquarters at Vancouver, in place of Mr. Allen Cameron, who has accepted a position at Hong Kong with another company, his place has been filled by the promotion of Mr. H. E. Macdonell. The freight business of the Boundary district will still be in fully capable hands. Mr. Macdonell having an intimate knowledge of the whole district and a personal acquaintance with most of the freight consignees. Messrs. Cunningham & Anderson, electricians of Greenwood, lately installed an electric light plant at the Standard Pyritic Smelter Co. smelter, now approaching completion and situated near Greenwood. Motive power for 180-light Siemens & Halske dynamos will be obtained from the engine that will drive the blower for the blast furnace. A small plant, consisting of a 3-horse power Comstock upright engine and a 25-light Warner dynamo has just been put in by the same firm at one of the Yale-Columbia Lumber Company's sawmills near Greenwood. The British Columbia Copper Company has received a comparatively large dynamo for its smelter at Greenwood and the work of installing by the above named firm. Several of the district mines already have their own electric light plants in regular operation and there is a prospect of this being more generally used as the district develops.

Live Stock Trade Notes.

Stewart & Burton, ranchers, etc., of Fort Macleod, Alberta, sold 42 head of heavy draught colts from their ranch at Guelph, Ontario last week. The prices ranged from \$40 to \$120 each.

It is proposed to establish an Imperial ranch in the territory of Alberta for breeding horses for the British army service. It is claimed that the Canadian ranch horses proved their superiority over all others in the South African Campaign, through which a lot of them have recently gone and that they are in every way splendid cavalry animals.

John McWilliams, the signal service officer at Water Point, whose experience of the lower river covers a period of some twenty-four years, considers that winter navigation on the St. Lawrence is practicable as far as Quebec at least. Under ordinary conditions, the river channel, he says, is as clear in winter as in summer. The shore ice maintains its hold and does not drift into the middle river, and, when moved by the winds at all, remains on the shore. Snowstorms would be the drawback causes of detention, but as the river in winter is free from fog, the drawback would be no greater than that caused by fogs in the summer season.

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Reserve Fund 7,000,000
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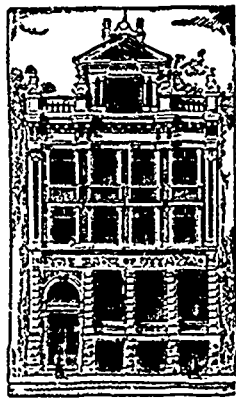
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BANK OF OTTAWA.

Head Office, Ottawa.

Capital paid up, \$1,993,940
Res., \$1,980,485



Capital authorized, \$2,000,000
Capital subscribed, \$1,984,900

This Bank offers to clients every facility which then Balance, Business and responsibility warrant.
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THE CANADIAN BANK OF COMMERCE

HEAD OFFICE, TORONTO

CAPITAL PAID-UP \$8,000,000
RESERVE FUND \$2,000,000

Hon. Geo. A. Cox, President.

H. E. Walker, General Manager.
J. H. Plummer Asst. General Manager.
Winnipeg Branch: JOHN AIRD, Manager

GENERAL BANKING BUSINESS TRANSACTED.

INTEREST ALLOWED ON DEPOSITS IN SAVINGS BANK DEPARTMENT.

BANK OF BRITISH NORTH AMERICA

ESTABLISHED 1838. INCORPORATED BY ROYAL CHARTER IN 1840.

Paid-up Capital \$1,000,000
Reserve Fund \$325,000

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Head Office in Canada-St. James St., Montreal.
H. Sukeam, General Manager.
J. Elmsly, Inspector.

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PROVINCE OF QUEBEC: Montreal, Quebec.
PROVINCE OF MANITOBA: Winnipeg, Brandon.
PROVINCE OF ALBERTA: Edmonton, Calgary, Banff, Peace River, Red Deer, Lacombe, Grande Prairie, Vermilion.
PROVINCE OF NEW BRUNSWICK: Saint John, Fredericton, Miramichi, Moncton, Sackville, Dalhousie, Caraquet, Grand Bay, Caraquet, Grand Bay, Caraquet.
PROVINCE OF SASKATCHEWAN: Regina, Moose Jaw, Yorkton, Prince Albert, Battleford, Humboldt, Swift Current, Weyburn, Estevan, North Battleford, Yorkton, Prince Albert, Battleford, Humboldt, Swift Current, Weyburn, Estevan, North Battleford.
PROVINCE OF BRITISH COLUMBIA: Vancouver, Victoria, Nanaimo, Port Moody, Port Mellon, Fort St. John, Hazelton, Terrace, Whitehorse, Yukon.

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Drafts on South Africa may be obtained at the Bank's Branches.

E. JACOBS

ACCOUNTANT, AUDITOR, ETC.

Accounts examined and reported on.
Assigned estates wound up. Information supplied relative to the Boundary District of British Columbia.

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A. H. Lee (Toronto) Wm. Gibson, M. P.
J. Turuball, Cashier. H. B. Steven, Asst. Cash.

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E. C. MCLEOD, GENERAL MANAGER.

CAPITAL PAID UP, \$1,860,000.00.

RESERVE, \$2,281,942.00.

COMPARATIVE STATEMENT, 1890-1900.

Table with columns for ASSETS and LIABILITIES, comparing values for Jan. 1st, 1890 and Jan. 1st, 1900.

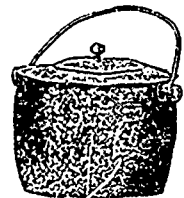
Nominal value.

Winnipeg Branch C. A. KENNEDY, Manager.

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J. K. MACDONALD, Man. Director

Man., N.W.T. and B.C.-Winnipeg Office, 467 Main St.

O. E. KERR, Cashier

D. MC DONALD, Inspector.

THE RECORD FOR 1900.

Annual Review of Railway Work in Western Canada.

The record for 1900 in the matter of railway construction is not a particularly brilliant one. Compared with the previous year there was less work done. Some important work, however, was carried on during the year. The completion of the Southeastern section of the Canadian Northern system to Rainy river may fairly be considered the event of the year. Other more important works were: The extension of the Canadian Northern into new and unsettled territory in Northern Manitoba, and thence striking into the vast territory of Saskatchewan; the extension of the Ontario system of the Canadian Northern westerly toward the Rainy

year was not on as extensive a scale as in many past years. No new lines were constructed or commenced, unless we could consider the extension of the Selkirk branch to Lake Winnipeg as a new line. It certainly partakes something of the nature of a new line, as it is not an extension of an old line for colonization purposes. The object of the extension of the Selkirk line to Lake Winnipeg is to open a summer resort at the lake, within easy distance of the city of Winnipeg. The other resorts are too far from the city to render them readily accessible to the great majority of the people. The west shore of Lake Winnipeg presents many attractive features for a sum-

made for establishing an attractive summer resort. The old part of the line has been re-ballasted and re-laid with heavier rails, and this line to the lake will be made one of the very best sections of railway in the West, so as to permit the running of fast trains between the city and the lake. The line will be completed in time to be available during the season of 1901. The lake could have been reached by a shorter line, but the location selected a little distance down the west shore, affords a much more attractive spot than any point closer by.

PIPESTONE EXTENSION.

In point of importance the extension of the Pipestone branch may be considered to lead in the work done by the Canadian Pacific Railway last year. This extension affords railway facilities to an excellent agricultural section, which has been settled for

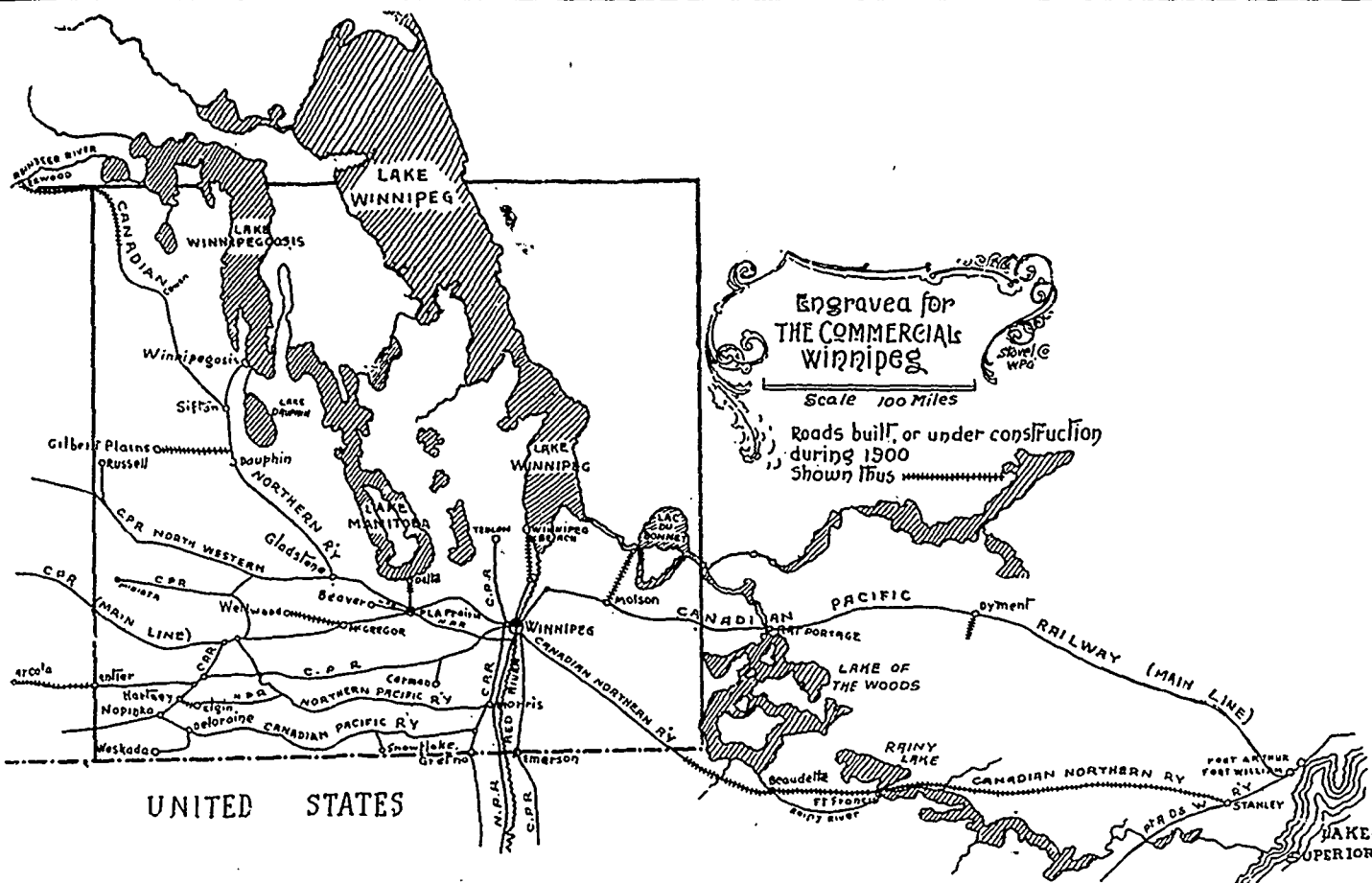
MACGREGOR BRANCH.

Track was laid on this branch last year from MacGregor, on the main line, to Wellwood, a distance of 26 miles. The line, however, is only in operation to Edras, 18 miles from MacGregor. The MacGregor branch was started in 1889, when some twenty odd miles were graded, but no steel was put down until last year.

LAC DU BONNET BRANCH.

Late in the season of 1899 work was started on a new branch, from Molson station, Manitoba, on the main line east of Winnipeg, to Lac du Bonnet. This line was completed and put in operation during the past year. The length of the branch is 21½ miles.

Another short branch from the main line east of Winnipeg, built last year, starts from Dymont station in the Wabigoon district, Northwestern Ontario. This is little more than a spur track to the New Klondike mining



RAILWAY MAP OF MANITOBA AND NORTHWESTERN ONTARIO

Following is a summary of new railway work in Western Canada during 1900:

Canadian Pacific—
 Pipestone branch extension, Antler to Arcola, 47.3 miles; Selkirk branch extension, Selkirk to Winnipeg Beach, under construction, 26.50 miles; Mac-

Gregor branch, MacGregor to Wellwood 26 miles; Lac Du Bonnet branch, Molson to Lac du Bonnet, 21½ miles; Dymont branch, 7 miles. Total, 125.3 miles.

Northern Pacific—
 Souris branch extension to Hartney 4.3 miles; Lake branch extension to

Lake Manitoba, 5.8 miles. Total, 10 miles.

Canadian Northern—
 Extension of northern line to Reindeer River, 62 miles; Gilbert Plains branch, 27 miles; extension of Southeastern section to Rainy River, 35 miles; Ontario section, completed por-

tion, 100 miles. Total, 224 miles.

In British Columbia—
 Crow's Nest line (C. P. R.), Five Mile Point to Balfour, 15.3 miles; Lulu Island railway, 7 miles. Total, 22.3 miles.

Total new road for Western Canada, 331.6 miles.

river; and the extension of the Pipestone branch of the Canadian Pacific Railway from the Manitoba boundary westward into Assinibola territory, thus giving railway facilities to the comparatively well settled Moose Mountain district. These are all very important undertakings, and with the several shorter extensions of other lines, indicate that fairly good progress was made during the year in developing the vast resources of our great western country.

CANADIAN PACIFIC LINES.
 New work undertaken by the Canadian Pacific Railway during the past

mer resort, and it can be reached from the city in about an hour's time, so that it will undoubtedly become a place of general resort for the citizens of Winnipeg. The extension of the Selkirk branch to Lake Winnipeg was commenced during the past year and the line was graded for about half the distance. The length of the new line will be 26½ miles. The distance from Winnipeg to Selkirk is 23 miles, making the total distance from Winnipeg to the lake slightly less than 50 miles. The point where the railway reaches the lake will be known as Winnipeg Beach, and here provision will be

made for establishing an attractive summer resort. As early as 1882 a large number of settlers went into this section. The advent of the railway is a great source of satisfaction to these settlers, and with the shipping facilities now enjoyed the production of the district will be largely increased. During the year the Pipestone branch was completed and put in operation from Antler to Arcola, a distance of 48 miles. The track was laid the previous year a short distance beyond Antler, the actual mileage of iron laid last year being 47.3 miles. A portion of this had been graded the previous year.

camp, south of the main line. The length of the line is seven miles.

IN THE KOOTENAY.
 The Canadian Pacific Railway Co. has been prosecuting work during the year on a link of the Crow's Nest system, between Nelson and Balfour. Connection is now made on this part of the route by steamer on Kootenay lake. A section of 15.3 miles is now in course of construction and is now well on toward completion, which will materially shorten the lake section in the part most difficult to navigate. In this connection it may be stated that the Canadian Pacific Railway Co. has

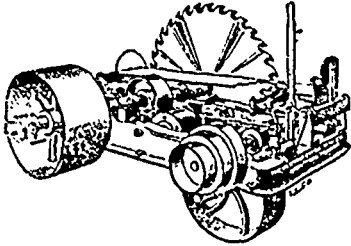
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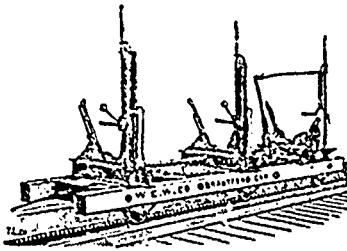
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**Boot and Shoe
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"The builder up of the weak,"

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The Golden Key Brand of Aerated Waters—our Indian Chutney—the Imperial Sauce, and a full line of fine flavorings for household use, formed a portion of the Exhibit.

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HIDE CO.**

Herman Telke, Mgr.

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WINNIPEG, MAN.

FUR TALLOW

purchased about five miles of the Nelson and Fort Sheppard line, between Nelson and Five Mile Point, which becomes a portion of the Crow's Nest line. It would have been very difficult to have constructed another line over this section of the road. This purchase, with the new road, makes an addition of 20.3 miles to the Crow's Nest line, thus shortening the lake section to that extent.

OTHER BRITISH COLUMBIA LINES.

The branch from Cranbrook on the Crow's Nest line, to Kimberly, under construction in 1899, was completed early in the year. The length of this branch is 19 miles. It gives shipping facilities to the mines about Kimberly.

VANCOUVER AND LULU ISLAND RAILWAY.

This is a line of railway intended to afford better communication to and from the delta farming lands at the mouth of the Fraser river in British Columbia. The line will connect with the Canadian Pacific Railway at Vancouver. It was originally projected as an electric line, but will be operated by steam. About seven miles of this line is under construction. It will probably be operated by the Canadian Pacific Railway.

C. P. R. BETTERMENT.

In addition to the new construction done by the Canadian Pacific Railway, a great deal of improvement has been done by this company, during the past year, on its lines in the West. An important item of this nature is the re-laying of the line between Palliser and Donald, about 25 miles, on the Pacific division, with heavier rails. A bridge across the Columbia river at Houston has also been put under construction, to connect the Crow's Nest line with the Columbia and Western section to Rossland and Boundary Creek points. At present a ferry is in use at this point. Other improvements include new sidings, new station buildings, yard extensions and improvements at various points. On a vast system like the Canadian Pacific Railway, such minor improvements are continually being made.

The Trout Lake branch in British Columbia, reported as under construction a year ago, has been left as it then was, work having been discontinued on this branch in the meantime.

NORTHERN PACIFIC LINES.

The Northern Pacific did very little new work last year in extending its system in Western Canada. Two short extensions only were made. The Souris branch, in southwestern Manitoba, was extended a distance of 4.3 miles into the town of Hartney. The Lake branch, running northward from Portage la Prairie, was extended a distance of 5.8 miles to Lake Manitoba. The point where the railway reaches the lake has been named Delta. It is intended to establish a summer resort here. A pier has been built at the lake by the company, at Delta, and it is expected there will be many visitors to that place during the summer season.

THE CANADIAN NORTHERN.

Undoubtedly the most important work done in Western Canada in railway building during the past year has been by the Canadian Northern Company. The operations of this company have been rapidly taking shape and a great railway system is being built up. The lines controlled by the company are familiarly known as the Mackenzie-Mann roads. When work was first commenced on the Mackenzie-Mann road, the belief was quite widespread that it was simply the

Canadian Pacific Railway under another name. The manner in which the Canadian Northern has been reaching out, however, has somewhat altered these opinions, and now people are even talking of the Canadian Northern as likely to become a great trans-continental rival of the Canadian Pacific.

NORTHERN EXTENSION.

The northern line of the Canadian Northern, known as the Dauphin road, was extended last year a distance of 62 miles, to the crossing of the Red Deer or Reindeer river. This takes the road 23 1/2 miles beyond the northwestern boundary of Manitoba, and the same distance into Saskatchewan territory. Construction was discontinued for the winter of 1899 at a point called Noiva, where it was resumed last spring and carried to the present terminus. A force of men are clearing right-of-way and getting out timber in the woods beyond the end of the track, for use in continuing construction on westward in the spring. Prince Albert, the objective point of the line, is distant about 175 miles from the present end of the track at Reindeer river. From Prince Albert, rumor says, the road will be extended through the rich Saskatchewan valley

distance from Winnipeg to Rainy river is 155 miles. The railway reaches the river at a point called Beaudette, on the United States side of the river. A bridge is being built across the river at this point, where the railway will cross back into Canadian territory and run through the Rainy river country on the Canadian side of the river, connecting ultimately with the Ontario section, thus forming a through line from Winnipeg to Lake Superior. The new road built the past year on the Southeastern section amounts to 35 miles, all of which is in the state of Minnesota, the road having been completed to a point a little beyond the Manitoba boundary in 1899.

ONTARIO SECTION.

Work has been carried on continuously during the past year on the Ontario section of the Canadian Northern, between Lake Superior and the Rainy river. We may say that practically the whole of this section is under construction. In fact the whole of the line is now actually under contract. Work on the Ontario section, formerly known as the Ontario and Rainy River road, began at Stanley station, a point on the Port Arthur, Duluth and Western railway, 19

originally started under separate charters, but they have been consolidated as the Canadian Northern. With the exception of the break between Winnipeg and Portage la Prairie, the Canadian Northern now has a line of railway clear across the province of Manitoba from the extreme southeast to the extreme northwestern corner of the province. It is not likely that the company will remain long without connection between Winnipeg and Portage la Prairie or Gladstone. The country is open, level prairie, and the short gap could be filled in quickly and at a moderate cost. Undoubtedly this connection will be made before or by the time the Ontario section is completed, so as to give the company a through route for its northern traffic to Lake Superior all under its own control.

A Flourishing Shoe Factory.

H. G. Middleton & Bro. are turning out a very nice line of goods in the boot and shoe factory which they are operating at Winnipeg and intend to make a big push for trade in the particular lines of business to which they cater. The capacity of this factory has been increased to 200 pairs of shoes per week, the classes of goods made being heavy miners' laced



Manitoba Farm Homes—Buildings of Geo. Motherall, near Manitou.

and thence to the Pacific coast. The station at the river crossing has been named Erwood. The total length of the northern section of the Canadian Northern system is now 279 miles. The company has a running arrangement over the Manitoba Northwestern to Portage la Prairie, making an additional 36 miles of line or a total of 315 miles on this section in operation. The new road built this year runs through a country largely timbered, and beyond the end of the track for some 30 or 40 miles the country is timbered, mostly with spruce. After that there is a fine open country through to Prince Albert. There is practically no settlement in the country through which the road was built this year.

GILBERT PLAINS BRANCH.

This branch, under construction a year ago, has been completed a distance of 27 miles from the main line, and is now operated as a part of the northern system. It runs through a fine agricultural section extending westward from the town of Dauphin.

SOUTHEASTERN SECTION.

This section of the Canadian Northern was completed to the Rainy river during the past year and a regular train service between Winnipeg and Rainy river is now in effect. The dis-

miles from Port Arthur. A year ago we reported 40 miles of the Ontario section under construction. About 100 miles have now been completed and this portion was recently put in operation, making, say, 120 miles in operation from Port Arthur westward, including the portion of the P. A. D. & W. utilized to reach the Lake Superior port. An army of about 1,000 men is now at work on this line and this force is being largely increased, to possibly 2,000 men. Work will be continued all winter. As the country is timbered and rocky, the work can be carried on in the winter, to advantage, which can not be done where only earth cuttings have to be made. Roughly about 145 miles of railway remain to be built to complete the connection through to Rainy river, where junction will be made with the Southeastern section, thus forming a new through line to Lake Superior. It is believed there is fair prospects of the completion of this line during the present year.

The Canadian Northern system is made up of the northern section in Manitoba, the Southeastern section, from Winnipeg to Rainy river, the Ontario section, from Rainy river to Stanley, and the Port Arthur, Duluth and Western. All these roads were

boots, lumbermen's boots, and farmers' harvest and general purpose boots. The special features of these lines are the quality of the leather, both sole and upper and hand work in all departments of the making. The products of the factory are meritorious in every way and commend themselves immediately to the trade wherever shown. About 20 men are now employed and the business is growing. Travellers are now showing the goods regularly wherever there is a demand for such lines. The stock is kept in the general warerooms of the firm on Albert street.

Railway Notes.

It was reported from New York last Saturday that the Canadian Pacific is organizing a remarkably fast train service from New York to the Pacific coast to be inaugurated next spring. The time mentioned is 80 hours for the 3,512 miles from New York to Puget Sound points.

The Canadian Pacific Railway Company has absorbed the Canadian Pacific Navigation Company, according to a dispatch from Victoria. The latter company has, for many years, been operating the principal steamship service between Victoria and Vancouver and British Columbia coast points. It is understood that the Canadian Pacific Railway Company intends adding to the present fleet of thirteen vessels and largely improving the service.

The Canadian government has awarded a coal contract in Pennsylvania for 100,000 tons of hard coal to be delivered by April 1.

LUMBERING IN CANADA.

Something About One of Our Leading Industries.

Statistical reports, trade bulletins and the statements of lumbermen, millhands and shantymen, agree in the opinion that the lumbering industry, for many years one of the main activities of the Dominion, is, whether regarded from the point of view of the capitalist or that of the wage earner, at the present time passing through one of the most successful periods, if not the most successful, in its history. For upwards of a quarter of a century Canada has been largely engaged in the export lumber trade. As far back as 1869, when the total export of Canadian produce, including manufactures amounted to only \$56,618,980, the produce of Canadian forests exported was valued at \$20,423,882. The amount of the exports of Canadian forest produce has fluctuated considerably since then. The lowest point was reached in 1879, when the total dropped to \$13,261,459 and the highest point \$31,258,729, was reached in 1897, when certain special circumstances, as for example the anticipation of the import tax proposed by the United States, led to a larger exportation than would have normally taken place in a single year. In 1899 the exports of Canadian forest produce reached \$28,021,559. These figures do not include wood pulp and other manufactures of wood. During 1899 the total value of the exports of Canadian produce, including manufactured goods was \$108,462,067 so that the forest produce amounted to more than one fifth of the entire export trade.

In 1891, when the last Dominion census was taken, the amount of capital invested in wood working industries in Canada was declared to be \$99,637,522, the amount paid in wages \$39,680,281, and the value of the product \$120,115,516. The total working capital in saw-mills alone was placed at \$27,149,847, the average number employed, 51,378, the aggregate yearly wages, \$12,625,895, and the value of the product, \$51,262,435. In the same year the value of the exports of forest produce amounted to \$11,282,015 or nearly four millions less than last year. Thus if the amount of the exports may be taken as evidence of the condition of the industry each of the above items would have to be increased somewhat to represent the conditions existing in 1900.

REGULATIONS GOVERNING LUMBERING.

The regulations governing lumbering vary somewhat in the several provinces, both in the matter of the tenure under which the lands are held and the limitations under which cutting may take place. Increasing attention is being directed to forestry protection and reforestation and there is a general disposition to increase the proportion of the timber worked up in the Dominion. In Ontario the export of pine and spruce in the log is prohibited where the timber is cut on crown lands. In Quebec a rebate of \$1.50 per cord on stumpage dues is allowed on wood from which pulp is manufactured in the province. Similar legislation is being urged in other provinces. Before the change in Ontario the export of unsawn pine logs cut on crown lands, was in the neighborhood of 225,000,000 feet, board measure, annually. An estimate submitted by a well-known lumber firm in the Georgian Bay district, places the cost of sawing, piling and shipping pine lumber at \$2.41 per M., which amount is expended on the saw-logs, previously exported unsawn but now cut in the province.

Detained information regarding the crown dues charged in the several provinces is set forth in the annual reports of the crown lands departments and in the timber regulations. In New Brunswick the total revenue from timber lands in 1899 was \$160,657.67, of which the receipts from licenses amounted to \$62,361.15 and stumpage \$98,296.52.

In Quebec, the revenue collected for timber dues, ground rents, bonus, etc., during the year ending June 30, 1899, was \$894,289.48. To this amount timber dues contributed \$569,710.18, and ground rents \$129,023.34.

In Ontario, the total revenue of the woods and forests branch for the year 1899 was \$1,002,848.04; of which

\$296,752.79 was on account of bonus, \$69,713.44 ground rent, and \$20 transfer fees, leaving the net revenue from timber dues \$726,382.41.

From Dominion lands, the total receipts under the heading "Timber dues" for the year ended June 30, 1899, was \$165,360.63. Of the total amount the receipts on account of timber dues, bonuses and ground rent on timber berths within the railway belt in the province of British Columbia amounted to \$1,224.32.

DISTRIBUTION OF TIMBER LANDS.

In Nova Scotia the best of the timber lands in the province have been granted by the crown to individuals or corporations, and from these lands most of the lumber for export continues to be taken. Of the million and a half acres of ungranted crown lands about one-half is covered with forest, mostly small spruce and other woods suitable for the manufacture of pulp.

In New Brunswick a very considerable part of the timber land is in the

in 1899 was 491,619, and under special lease, 13,500. The average amount which can be cut has been estimated at 75,000 feet per acre.

TIMBER CUT ANNUALLY.

The want of any uniform plan of keeping returns and the absence in some cases of any statement applying to timber lands other than those owned by the crown make an accurate statement of the annual cut of the Dominion impossible. In the following estimate the provincial returns have been supplemented with the best information available.

In Nova Scotia there is little to indicate the amount of timber cut beyond the shipping returns. The total shipments of lumber from the port of Halifax during the past season were 4,860 carloads, or about 63,000,000 feet. The shipments to transatlantic ports for the last three years have been on an average of 15,000,000 feet.

In New Brunswick the approximate amount of timber cut on crown lands ranges from 80,000,000 to 110,000,000 feet per annum, made mostly up of spruce and cedar.

In Quebec the cut on crown lands during the year ended June 30, 1899, was nearly 570,000,000 feet. The chief items were:

- Pine, at dues of \$1.30 per M., 195,722,426 feet.
- Pine at dues of 80c per M., 48,002,230 feet.

below the amount which might normally be expected from the Georgian Bay district.

An estimate made early in the present year placed the probable cut in 1900 by the leading companies of the lake district at about 513,000,000. A press report sent out from Ottawa November 26, compiled from interviews with lumbermen placed the views in Ottawa and immediate vicinity upwards of 400,000,000 feet, with the cut within a radius of 100 miles would likely bring the total of the district to nearly 800,000,000, 900,000,000 feet.

In Manitoba and the Territories timber cut is almost entirely used for home consumption. Saw mill returns received at the department of the Interior show the quantities of built material manufactured during the several years 1898-99, within the five agencies under the federal government have been:

Sawn lumber	52,357,000
Shingles	1,439,000
Laths	383,000

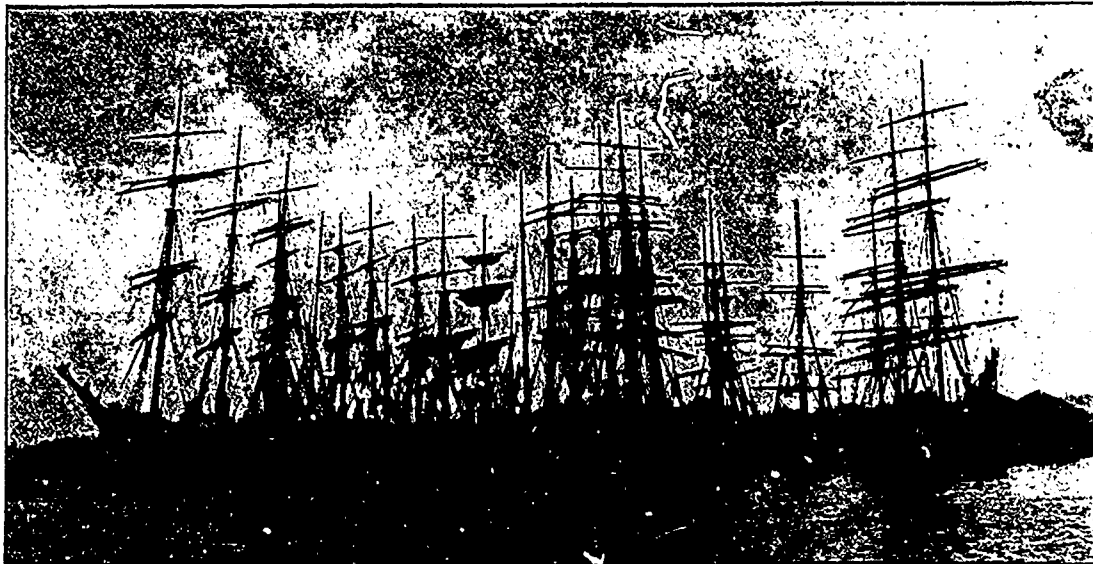
In British Columbia the total amount of timber cut for the year ending June 30, 1900, is placed at 254,000,000 feet, of which 162,000,000 feet was exported over sea, 34,000,000 feet by rail eastward, and 58,000,000 used locally in railway construction. The timber sawn in the province in 1899 was 219,027,971 feet, B. M., of which 166,109,483 feet was cut on crown lands and leaseholds, 23,115,400 feet on private property, 24,880,504 feet on railway belts (Vancouver Island), and 4,532,684 was imported to be sawn in British Columbia.

THE EXPORT TRADE.

A valuable means of determining the tendency of the lumber trade is furnished by the export returns. While the export by no means represents the total amount of the lumber cut from Canada's timber lands, the prices paid in the outside market and the demand there largely determine the conditions in the industry, and, as the value of the exports are duly recorded by the federal government year by year it furnishes a valuable index to the movement in the trade.

The last year in which the details of the exports from the several provinces was published in the Dominion trade and commerce returns was 1897. In that year the total exports wood and manufactures of wood amounted to \$33,066,329, of which \$32,809,461 was home produce. To the total export of the Dominion contributed \$10,692,364, Quebec \$12,276,082, Nova Scotia, \$2,781, New Brunswick, \$6,599,697, Manitoba \$10,719, British Columbia, \$769, Prince Edward Island, \$5,693, and Northwest Territories, \$4,216.—London Labor Gazette.

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Nine Ships Loading Lumber for Export at The British Columbia Mills, Timber and Trading Co.'s Hastings Mill, Vancouver, B.C.

hands of private individuals. Of the total area of between 11,000 and 12,000 square miles still in possession of the crown, over 9,000 square miles are under license to lumbermen, leaving rather more than 2,000 square miles still vacant and unlicensed.

In Quebec, in 1889, there were 45,889 1/2 square miles under license for the cutting of timber, but vast tracts remain unlicensed.

Apart from the crown lands of the province there are some 10,000,000 acres of seigniorial grants and fully as much territory has been conceded at various times by sales, grants, etc.

In Ontario, of the total area of 110,000,000 acres within the provincial boundaries, 120,000,000 acres are still owned by the crown. At the present time the area under timber leases is about 22,000 square miles of 14,000,000 acres.

In Manitoba and the Northwest Territories the timber lands are extensive, but have as yet been little exploited commercially. The area of Keewatin alone is 498,000 square miles, much of which is covered with spruce, poplar, and other woods suitable for the manufacture of pulp.

The annual report of the department of the Interior for the year ended June 30, 1899, shows that the timber areas licensed in the province of Manitoba, the four provisional territorial districts, on Dominion lands in British Columbia and in the Yukon territory, amount to 1,551,30 square miles.

In British Columbia the surveys have given no exact data regarding the area of the timber lands. An estimate by the provincial timber inspector places it at 24,000 square miles. The number of acres held under lease

Spruce, at dues of 65c per M., 303,290 feet.

White pine timber, \$40,199 cubic feet.

Red pine timber, 51,627 cubic feet.

Birch timber, 369,338 cubic feet.

Cedar, 293,766 lineal feet.

Railway ties, 466,363 pieces.

Shingles, 11,864,000 feet.

In Ontario the approximate amount of the cut on the crown lands of the province for the year 1899, was 545 1/2 million feet, B. M. The main items were:

Pine saw logs, 498,607,068 feet B. M.

Other saw logs 15,396,393 feet B. M.

Pine dimension timber, 29,361,695 feet B. M.

Other dimension timber, 2,198,998 feet B. M.

Square white pine timber, 1,723,274 cubic feet.

Railway ties, 453,855 pieces.

Whilst it is difficult to obtain even an approximation to the exact amount of the timber cut in the province, the statement published in trade journals made at meetings of lumbermen and set forth in various reports, would seem to show that the total cut of the province annually ranges from 800,000,000 to 1,200,000,000 feet, to which the Ottawa valley output contributes rather more than one-half. The Ottawa valley production, according to one statement amounted to 663,000,000 feet in 1898, and \$22,000,000 feet in 1899. The same writer placed the production of 21 mills in the lake district at 126,200,000 feet in 1898, and 175,500,000 in 1899. Statements made at a meeting of the Ontario lumbermen held in Toronto last summer went to show that 470,000,000 feet (the amount estimated for 1900) was considerably

THE LUMBER TRADE.

THE DUTY ON LUMBER.

The situation regarding the lumber trade between Canada and the United States is very unsatisfactory to western lumber manufacturers. Canadian Lumber is subject to a heavy duty on importation into the United States, while we admit a large variety of lumber, shingles, laths, timbers, rough sawn spoles, felloes, etc., free of duty. Section 611 of the Canadian tariff provides for the admission of the following classes of lumber and wood free of duty:

"Timber or lumber of wood, viz.: lumber and timber planks and boards of amaranth, cocoboro, boxwood, cherry, chestnut, walnut, gumwood, mahogany, pitch pine, rosewood, sandalwood, sycamore, Spanish cedar, oak, hickory, whitewood, African teak, black-berry, red-wood, lignum vitae, red cedar, red-wood, spruce, and white oak, when not otherwise manufactured than rough-sawn or split or crosscut, vulcanized or treated by any other preserving process; sawed or split boards, planks, timbers and other lumber when not further manufactured than dressed on one side only or crosscut, vulcanized or treated by any preserving process; pine and spruce clapboards; timber or lumber hewn or sawed, squared or sided or crosscut; laths, pickets and palings; staves not listed or jointed of woods of all kinds; fire wood, handle, heading, stave and shingle bolts, hub poles, fence posts, rail ties; hups for wheels, ports, lat blocks, saws, oar, gun, heading and all like blocks or sticks rough hewn or sawed only; felloes of hickory wood, rough sawn to shape only or rough sawn and bent to shape, not planed, smoothed or otherwise manufactured; hickory, billets and hickory lumber, sawn to shape for spoles of wheels, but not further manufactured; hickory spoles rough turned, not tenoned, mitred, throated, faced, staid, cut to length, round, tenoned or polished; shingles of wood; the wood of the persimmon and dogwood trees; and logs and round unmanufactured timber, ship timber or ship plank, not specially enumerated or provided for in this act."

On highly manufactured grades of lumber we charge a duty of 20 per cent ad valorem, but the great bulk of the lumber and timber comes under the free list. The United States meets our free lumber tariff by imposing a duty of \$2 per 1,000 feet on rough lumber, and 50 cents additional for planed on one side, or \$1.00 for planed on two sides, and \$1.50 extra for planed on two sides and tongued and grooved.

This is the kind of reciprocity that is killing the lumber trade of the west and keeping half of the cutting capacity of our mills closed down. This unfair discrimination is not felt severely by the lumbermen of eastern Canada, as they do not have to meet competition in their own territory from United States mills. But in the west it is different. Western manufacturers are completely shut out of United States markets, while they have to meet competition from United States mills at almost every point. In Manitoba a considerable quantity of imported lumber is used, and cedar shingles are brought in here from Washington state, in competition with the British Columbia shingles.

The lumbering industry in British Columbia probably suffers the most from this one-sided tariff situation. Lumbering is one of the important interests in that province, consequently it is worthy of special attention. The only home market the British Columbia manufacturers have is in the country between Winnipeg and the coast, and in this territory, owing to sparse population, they have to fight for the trade with the mills of Puget Sound. While they cannot ship a shingle or a board to the States, they have to share the limited home market with the lumbermen of Wash-

ington state. This is very aggravating to the British Columbia lumbermen. Under such conditions it is no wonder that some of the big mills of the Pacific province have been closed down for years, with small prospect that they will be operated in the future.

Besides this disadvantage in securing trade in the home market, the British Columbia lumber manufacturers are obliged to meet discriminating freight rates in their foreign shipments. All the vessels on the Pacific coast suitable for export lumber trade, are owned in the United States, and the association there charges a discriminating rate of 60 cents against British Columbia mills, on lumber loaded for export. A movement is now on foot in British Columbia to secure the building of vessels in the province suitable for the export lumber trade. It will be understood that the British freight boats which visit the Pacific coast are not constructed for carrying deck loads, and are not suitable for the lumber trade.

It is to be hoped our government will be able to do something in the direction of arranging with the United States for a more equitable lumber tariff. Our largest western manufacturer say that they are willing to give a pledge that lumber prices will not be advanced in the home market even should a duty be placed on lumber coming in from the south. If they cannot secure an open field on both sides of the line, they think that they should be entitled to the home market, on the understanding that prices will not be advanced to the consumer beyond a parity with prices in the United States.

THE NEW WINNIPEG YARD.

The 11st Portage Lumber Co. now have their new yard in Winnipeg in full running order. The office building at the yard has been very nicely fitted up and is cosy and neat inside, giving Manager Chisholm and his staff very comfortable quarters. The building is finished in white pine ceiling, varnished, and presents a bright and attractive appearance. A stable has been built to accommodate twelve horses, with harness and feed rooms, and steamer for cooking feed. This building is lighted by electricity. The stable has been constructed so as to admit of enlargement. A large lumber shed is about completed. It is a double shed, 200 feet long, or equal to a single shed of 500 feet. A spur track will run to the yard and along one side of the shed. Everything about the yard is new and first-class in point of quality. It is the intention to carry a large stock of pine lumber at the Winnipeg yard, so that dealers can be supplied on short notice from here, in cases where a small order is wanted at once, on shorter notice than it could be shipped from the mill. Other lines as well as pine will be stocked, such as B. C. fir, spruce and cedar, red and white oak, basswood, maple flooring, and general hardwood lines.

LUMBERING METHODS.

There are, so far as least as central and eastern Canada are concerned, virtually three distinct stages in the lumbering process; first, in the woods; second, on the drives; and third, in the mills. From fall until spring, gangs of men are at work clearing roads, selecting and felling trees, trimming off the trunks, drawing the logs to the stream and preparing them for the opening of navigation in the spring. Then comes the second stage, the rafting or towing, or otherwise conducting the logs to the mill. And lastly there is the manufacturing of the logs into lumber. It is the second of these stages, that of transporting the logs, that the greatest local variations in methods exist. In British Columbia a different set of conditions prevail. The great bulk

of the logging is done during the summer season. Until the last few years the rainy weather of the winter season interfered with work in the woods. Latterly, however, the larger firms have been getting their logs out by donkey engines and run into the timber to the distance of from a quarter of a mile to a mile, the logs being hauled rapidly over skid roads, in the localities the logging locomotive is used. Mills with these modern facilities are able to keep supplied with logs the year round.

In eastern and central Canada it is usually possible for a reliable man to secure employment for the year in one or other of the three occupations now above outlined. Roughly speaking, the mills run for about seven or eight months in the year during open water usually from four to six months, and during the time the mills are closed down it is usually possible for the men to find employment there. The "drive" period ranges from a month to one-half to three months and not unusually men who have been employed in the woods and retained for this work. In many cases, especially in partially settled districts, the camp gangs contain a considerable number of agricultural laborers, settlers and others who seek employment there to supplement their income or to tide them over the dull season in British Columbia it is quite usual for throughout the year in the camps and in the mills.

The increase in the wages paid in the lumbering industry in the past three or four years has been very marked. One of the marked changes in the lumbering industry in recent years has been the improvement in the standard of living provided for the men in the camps. The reports received from employers in this regard appear to be borne out fully by the men themselves. A wholesome diet and plenty of it, is the general verdict.

There is no general rule regarding hours of labor, the duration of day-work being the chief determining factor regulating the working day. In the mills, the usual day's work covers from 10 to 11 hour. In the woods and on the drives the working day lasts from daylight until dark. In some instances where the field of operation is some distance from the camps, the men start from the camp before daybreak and return after nightfall.—Dominion Labor Gazette.

INCREASED COST OF LUMBER.

When considering the sharp advance in the price of lumber recently it will not be forgotten that there has also been a marked advance in most of the products of that lumber. In a recent article a prominent lumberman states that the cost of logs in the Canadian mills is constantly increasing. The cost of the Ottawa mills laying down their logs at a cost of \$9 per M. exclusive of crew and dues and stumpage. Dividing the cost of transportation under four headings, stumpage, supplies and woodmen's wages, transportation of logs to the mills and manufacture of lumber, it is stated by another writer that the amount of the advance is almost, if not quite, equal to the increase in the price of the lumber which it places at about \$4 per 1,000 feet.

The cost of production is by no means the same in the case of all of the lumbermen. A report received at the department states that while the saw bill is about the same at all of the mills (the sawing of the logs and manufacture of the lumber in the piles being about \$2 per M.), the conditions vary greatly in the woods and in the river driving, so that the cost will vary from \$3 per M. to \$7 per M. according to the location of the timber and the nature of the country to be operated.

In addition to the increase in the wages paid, lumbermen report higher prices for camp supplies all around. One employer states that the cost for food supply for a camp which two years ago was \$300 per month, is this year about \$400. It was also published in September last that the Canadian Lumberman stated that the advance in the cost of camp supplies had until this year been more than from 15 to 20 per cent. The supplies for the coming season, however, promise to cost considerably more than last year, there having been an all around advance within the 12 months of about 12 per cent. Sugar

and raisins, according to this statement are nearly 30 per cent higher; currants, 60 per cent higher; Japan tea, 25 per cent higher; and molasses, 12 per cent higher. The principal advance in hardware has been in axes which were quoted 20 per cent above the prices ruling last year.—Dominion Labor Gazette.

MARKETS FOR CANADIAN LUMBER.

The two chief purchasers of that portion of the produce of the Canadian forest which is exported are Great Britain and the United States. In the fiscal year 1899, of \$30,880,030, the total export of wood and manufactures of wood from Canada, the value of the export to Great Britain was \$17,942,917 and of that to the United States \$10,574,447. The relative proportions taken by these two countries varied at different periods. From 1868 until 1887, Great Britain took the larger share; in 1888 and 1889, the United States; in 1890, Great Britain; from 1891 until 1896, the United States; and in 1896 and 1899, Great Britain. In 1885, Great Britain took \$10,850,457 worth, and the United States, \$14,149,717; in 1897, Great Britain \$16,161,815, and the United States, \$16,107,220; in 1898, Great Britain \$17,812,001 and the United States \$9,894,928; and in 1899, Great Britain, \$17,942,917 and the United States, \$10,574,447.

The disposal of the exports of Canadian wood and manufactures of wood in 1890 was as follows:—

Great Britain	\$17,942,917
United States	10,574,447
Argentina Republic	634,734
Australasia	270,682
Belgium	77,824
Brazil	49,375
B. E. India	115,023
B. Guiana	30,021
B. W. India	5,503
Chile	268,040
China	92,701
Denmark	1,137
Danish W. Indies	2,284
Egypt	49
France	890,348
F. W. India	6,801
F. Possessions, other	42,285
Germany	38,024
Haiti	200
Holland	31,813
Japan	30,815
Maderia	10,143
Mexico	17,904
Newfoundland	51,242
Norway and Sweden	139
Peru	44,314
Portugal	16,818
Portugal possessions	15,025
St. Pierre	28,232
Spain	57,096
S. Possessions, all other	88,370
Uruguay	35,596
U. S. of Colombia	27,345
Other countries	36,841

\$30,880,630

LUMBER TRADE NOTES.

Ritchie Bros. of Ochs River, have a large force in the Riding Mountains this winter getting out logs. They expect this season's cut to exceed that of last.

It is reported that prominent British Columbia lumbermen are at Ottawa urging the government to do something in the interest of the western lumbering industry, toward equalizing the Canadian tariff with that of the United States.

The British Columbia legislature has decided to cancel the order in council putting a tax on lumber and shingles exported from the province. This tax placed the British Columbia lumbermen in an unfair position as regards Puget Sound competition and its repeal was asked for by the provincial lumbermen.

Buyers are already picking up stocker cattle in the vicinity of Dundee, Man.

Smart & Fringle, of the Pioneer hotel, White Horse, Yukon, have dissolved partnership Fringle opening a feed and boarding place.

The Sarnia Ranching Co. Moose Jaw, has purchased the ranch of McLean, which includes about 200 head of cattle and 120 horses.

The annual January fur sales of the Hudson's Bay company and of C. M. Lamson & Co., at London, England, open on Monday at 11 a.m., and continue until Thursday.

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Manitoba.

Wm. Grexton, merchant, at Howard, has sold out.
 Argue & Tate have opened an hotel at Grand View.
 J. C. Lockhart is opening a general store at Minitonas.
 A. E. Walkley, grocer, etc., Newdale, has sold out to T. Crossley.
 Last year buildings to the value of 1,750 were erected at Carman.
 Jas. Charters, implement dealer, Melita, has sold out to Jas. McCallum.
 It is reported locally that a hardware store will shortly be opened at N. Sibley.
 Fred. Peck, of Winnipeg, has taken over the meat business of Jas. Conroy, Morris.

Gladstone storekeepers report a better cash business this season than usual, and farmers are also meeting their accounts more readily.

At the annual meeting of the Manitoba Creamery Co. held on the 17th inst., it was decided to lease the factory, if possible, for a few years.

The stock from the Portage La Prairie branch of the Bankrupt Stock Buying Company, the proprietor of which recently skipped out, was sold at auction in Winnipeg on Wednesday. The stock was valued at \$2,300.

J. E. Bryan has opened in business at Winnipeg as agent for the Wheeler & Wilson sewing machines. His office is at 191 Thistle Street. Bryan has been known here in connection with the trade for some time.

D. A. Reesor, Jeweller, Brandon, who was burned out in the fire of last week has opened again in the Fleming block. S. H. Scott, insurance agent, has also secured new premises and the other trades people are making arrangements to open up again.

The session of the board of directors of the Manitoba Dental Association closed on Saturday evening. Four candidates succeeded in passing the final examination, namely: C. A. Fitzpatrick, E. Fitzpatrick, G. C. Walker and C. H. Walsh.

At the Winnipeg city council meeting on Monday evening J. H. Harris, on behalf of the City Retail Clerks' Union, asked the council to appoint a lawyer to prosecute cases wherein the early closing by-law has been broken. Referred to finance committee.

Application will be made to parliament for an act to incorporate a company to construct a line of railway to be operated by steam or electricity or other motive power from a point at or near McLean station, or Indian Head, on the Canadian Pacific railway, to Port Qu'Appelle.

The Oak Lake board of trade held its annual meeting last week. A satisfactory financial and general report was made. A. Cameron was re-elected president, T. J. Parsons, vice-president and Henry Stevens, secretary-treasurer. R. L. Hood and J. M. Bender were put on the council.

The board of trade of Emerson has been re-organized with a good membership. John Whitman has been appointed president, John W. Macdonald, vice-president, and A. Bagley, secretary and treasurer. A committee was appointed to try and secure better railway communication between the town and outside points.

The Commercial Club of Winnipeg is applying for a charter for the purpose of carrying on a social and friendly club. All the regular powers are asked for. The capital stock will be \$25,000. The applicants are, John Arbuthnot, E. F. Hutchings, C. H. Cordingley, Jas. Porter, Ed. Nicholson, D. R. Ringwall, H. W. Hutchinson, F. G. Walsh and Arthur Stewart.

Contracts have been awarded by the Canadian Pacific Railway for the construction of a steel bridge over the Red river between Winnipeg and St. Boniface. This is to cost about \$150,000 and the dimensions are to be: Total length, 772 feet, four spans, 120 feet clear; swing span, two clear openings of 114 feet; two abutments and five piers going to rock bottom; 70 feet from base of rail.

Notice is given in this week's issue of the Manitoba Gazette that application is being made for a charter by "The Telegram Printing and Publishing Company, Limited," of Winnipeg, for the purpose of carrying on business as printers, publishers, etc. The capital stock of the company is to be \$100,000. The names of the applicants are as follows: W. S. Evans and W. F. Addison, of Toronto; D. E.

Sprague, Harold Sprague and C. W. Graham, of Winnipeg.

J. Rosenthal is in possession of the stock of the Bankrupt Stock Buying Company at Winnipeg, the proprietor of which skipped out recently after selling the business to the party now in possession of it, at a very low figure. The statement made in a daily paper that Johnston, the late proprietor, left a number of mourning creditors in Winnipeg is hardly correct so far as the wholesale trade is concerned as the majority of the jobbing houses here were suspicious of him and refused to sell to him on any other than cash terms. He has, however, left two or three Winnipeg concerns a considerable amount behind, and some eastern houses are out to quite an extent.

Assinibola.

The general merchandise, lately the property of Levin & Co., of Mooseomin is offered for sale by tender at a rate on the dollar. Bids are to be sent to John McGulrl, Mooseomin, on or before the first of February.

The little town of Arcola, at the end of the Pipestone branch, has been booming since the middle of October. A number of new buildings have been erected since then, among them two dry goods stores, two blacksmith shops, a hardware store, harness shop, jewelry store, butcher shop, carriage shop, two flour and feed stores, furniture store, three boarding houses, three implement houses and a livery and feed stable.

At 1 o'clock Friday morning, a fire broke out on the premises of the German newspaper Rundschau at Regina and the Regina felt factory. Both establishments are owned by Rudolf Bocz & Co. The former building was gutted, the latter completely destroyed. The felt factory was insured for one thousand dollars and the Rundschau newspaper was insured a few days ago for eight hundred. The owner of the building and site is the Scottish Ontario and Manitoba Loan company.

Alberta.

Mrs. Ida Silverthorn has opened a general store at Olds.

The Gallagher-Hull Co. are opening a butcher shop at Wetaskiwin.

P. W. Carscadden, undertaker, Strathcona, has sold out to Jno. C. Wainwright.

W. A. Brewster, Edmonton, has started a foundry in connection with his machine shop.

C. D. T. Beecher, late manager of the Hudson's Bay Company's store at Yorkton, Assa., has been transferred to the management of the store at Macleod.

The first meeting of the new city council of Calgary was held on the 7th inst., when the usual business was attended to. The statement of the city clerk showed that the total taxes levied for 1901 amounted to \$41,000.

The adjourned annual meeting of the Hudson's Bay Company's store at Yorkton, Assa., has been transferred to the management of the store at Macleod.
 The first meeting of the new city council of Calgary was held on the 7th inst., when the usual business was attended to. The statement of the city clerk showed that the total taxes levied for 1901 amounted to \$41,000.
 The adjourned annual meeting of the Hudson's Bay Company's store at Yorkton, Assa., has been transferred to the management of the store at Macleod.
 The aggregated coal sales made by the company during the year amounted to 100,610 tons, against a total of 181,764 tons sold during the previous year, or a decrease of 24,114 tons, attributable to smaller sales in Montana. On the other hand, the earnings of the railway apart from the carriage of the company's coal, increased \$12,337, the gross returns having been \$113,130 against \$70,746 for the preceding year. After payment of the interest on the prior lien debenture stock there remained a balance of profit of \$4,628, which added to the balance of \$42 from last year's accounts, amounted in all to \$4,670. The auditors have certified this amount as payable to the "A" debenture stockholders, a distribution of \$1 1/2 per cent, requiring \$4,625, has been made amongst them.

Not in Combine.

London, Jan. 17.—It is reported that the McClary Manufacturing Co. has declined to renew their agreement with the syndicate that has on hand the consolidation of the leading stove manufacturing concerns of Ontario.

The directors of the British Columbia Loan and Savings Company have declared a dividend of four per cent upon the class "A" permanent stock of the company for the half year ending 31st December last.

Statistical Wheat Report.

WHEAT IN CANADA.

Stocks of wheat in Canada at principal points of accumulation are reported as follows:

Montreal	91,000
Toronto	92,000
Coteau, Que.	13,000
Depot Harbor, Ont.	305,000
Kingston	40,000
Fort William, Port Arthur and Keweenaw	1,778,000
Winnipeg	325,000
Manitoba elevators	3,250,000

Total Jan. 5 5,897,000
 Total previous week 5,965,000
 Total a year ago 9,400,000

BRADSTREET'S REPORT OF STOCKS.

Total stocks in the United States and Canada, east of the Rocky Mountains, as reported by Bradstreet's, Jan. 5, were \$8,456,000 bushels, being a gain of 415,000 bushels, compared with the previous week.

Total stocks in the United States and Canada a year ago were 8,731,000 bushels, according to Bradstreet's report.

Stocks of wheat at Pacific coast ports on Jan. 1 were 8,686,000 bushels.

THE VISIBLE SUPPLY.

The Chicago visible supply statement of stocks in the United States and Canada, east of the Rocky Mountains, for the week ended Jan. 12 was 61,845,000 bushels, being an increase of 600,000 bushels for the week. A year ago the visible supply was 56,533,000 bushels, two years ago 27,852,000 bushels, three years ago 37,885,000 bushels, four years ago 52,459,000 bushels, five years ago 67,989,000 bushels.

STOCKS OF OATS AND CORN.

The visible supply of oats in the United States and Canada, east of the Rocky Mountains is 9,212,000 bushels, compared with 9,067,000 bushels a year ago. The visible supply of corn is 10,632,000 bushels, compared with 12,884,000 bushels a year ago, according to the Chicago statement.

WORLD'S WHEAT STOCKS.

Stocks of wheat in America and Europe and about for Europe Jan. 1 in each year, for a series of years, were as follows—Bradstreet's report:

1901	169,000,000
1900	167,000,000
1899	117,000,000
1898	132,000,000
1897	156,000,000
1896	104,000,000
1895	205,000,000

CROP MOVEMENT.

The following table gives the receipts of wheat at the four principal United States spring wheat markets, from the beginning of the crop movement, Aug. 1, 1900, to date, compared with the same period of last year:

	This Crop.	Last Crop
Minneapolis	34,119,490	47,148,480
Milwaukee	4,832,750	6,257,222
Duluth	12,764,501	21,065,563
Chicago	20,521,755	17,036,570

Total 91,638,296 103,507,831

The following table gives the receipts of wheat at the four principal United States winter wheat markets, from the beginning of the crop movement, July 1, 1900, to date, compared with the same period of last year:

	This Crop.	Last crop.
Toledo	7,145,662	10,051,203
St. Louis	15,740,015	7,114,889
Detroit	2,261,357	2,664,225
Kansas City	27,322,517	10,555,340

Total 52,470,551 30,716,657

Grain and Milling Notes.

Duluth claims to have received a car of wheat containing 1,483 bushels.

The January 1st advance in flour freight rates east is said to be the chief cause of so many mills closing down in Minneapolis.

Plans have been completed for a 1,300,000 bushel elevator at Port Arthur for Mackenzie & Mann, to cost \$350,000. It will be completed by September.

The Canadian Pacific Railway Company has made a demand for payment of charges on tough wheat stored in elevator B, at Fort William, held there since the close of navigation. It is not usual to receive tough or damp wheat in public elevators, but by arrangement with the grain trade, the Canadian Pacific Railway Company agreed to receive tough wheat for storage in elevator B until the close of navigation. Payment of charges is now asked on grain held since the close of navigation.

Bridging the Red.

Manager Whyte states that Contractor Thos. Kelly was the successful tenderer for the mason work on the new bridge to be constructed by the Canadian Pacific Railway over the Red river at Winnipeg. Work will be commenced at once.
 Wm. Mackenzie, of the Canadian



WINNIPEG GRAIN AND PRODUCE EXCHANGE

President W.M. MARTIN
 Vice-President, Secy-Treas.
 C. A. YOUNG. CHAS. N. BELL.

CORN
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 Room 18, Grain Exchange, Winnipeg.

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KIRKPATRICK & COOKSON
 MONTREAL.

Consignments of Grain and Manitoba Produce solicited.
 Butter in good demand for all grades. F.O.B. offers of Wheat, Barley, etc. requested.
 Established 1860. Manitoba Grain Company used.

Northern states that the company have purchased property extending from Main street, near the postoffice, to the Red river, with the object of bridging the river and having their station facing on Main street.

Montreal wholesale grocers are cutting the prices for canned goods. The market for currants has taken an upward turn again.

The Blue Ribbon and Monsoon package tea companies, Toronto, have amalgamated. The Blue Ribbon Tea company will hereafter put up both brands retaining the original characteristics and names.

"Isn't it strange that most, if not all, of the Egyptian mummies are male?"
 "Not at all strange. I suppose it was as hard then as now to make women dry up."—Philadelphia Record.

"Don't you admire determination in a man's character?"
 "It all depends on the result," answered Mr. Sirius Barker. "If it brings success, I praise it as splendid perseverance. If it brings failure, I denounce it as confounded obstinacy."
 —Washington Star.

Hewitt—That girl in the print dress is a poem.
 Jewett—She differs from most poems.
 Hewitt—How is that?
 Jewett—Most poems don't get into print.—Brooklyn Life.

THE BUSINESS SITUATION

Saturday, Jan. 19, 1901.

Business continues quiet. In several lines of wholesale business stock taking and the annual balance of accounts is in progress to the exclusion of actual trading. Travellers are out for spring and summer orders and are securing a fair share of these. Values have fluctuated but very little during the week and there have not been more than half a dozen changes in the entire wholesale list. Confidence in the future both as regards volume of business and stability of values seems to be general and in some lines considerable expansion is looked for. The importance of Winnipeg as a jobbing centre is becoming so generally recognized that trade now comes to this market naturally where before it had to be sought. In the retail trade bargain sales of all kinds are in progress or being planned and the stores are busy with these. Railway traffic throughout the west is light compared with the summer season, but there is still a fair volume of business being done by the various roads. Farmers deliveries of wheat, coarse grains and produce at country points are light. Some buyers are out after stocker cattle. Hogs are moving freely. In the city outside work is at a standstill so far as trades are concerned. Winnipeg bank clearings are more nearly on a level with last year than they have been for some months, but are still slightly behind. As compared with two years ago they are about \$350,000 larger.

WINNIPEG MARKETS

Saturday, Jan. 19.

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

CURED MEATS.

The market for cured meats is holding steady and there is practically nothing new to note. There was some talk of changing prices this week, but that seems to have been dropped. Pure, steam-rendered lard is now being sold at \$2.10, instead of \$2.20, which is the only recent change to note. Packers are all busy putting up stock for the summer trade. Demand for present consumption is not heavy. For prices see page 478.

DRUGS.

Drug trade is fairly good in a wholesale way and prices for the most part steady. Collections continue slow. In the way of price changes the only thing to note is a decline of 50c per ounce in cocaine, the market for which is weaker at primary points. Quinine has also become weaker owing to the decline in bark prices at the Amsterdam sales of last week, but there is no noticeable reduction in prices here. At London the market is about 1s lower. Opium is weaker in the large markets. Buchu leaves are 2c lower at New York and thymol is 2c higher. Wholesale quotations for staple lines of drugs at Winnipeg are given on our "prices current" page.

DRY GOODS ETC.

Among the dry goods houses attention is mainly directed to shipments of spring goods. These are going out in increasing volume, especially to the more distant parts of the west. Travellers are picking up a good deal of business and find it much easier to obtain orders than was anticipated some weeks ago. Local houses are showing a very fine range of dress goods, cotton prints, underwear, hostery, etc. Values are steady. Latest advices from manufacturing centres regarding men goods are to the effect that prices are to be high this year owing to short flax crop.

FISH

The market for domestic fish is steady and unchanged. Pacific coast fish are also plentiful and prices unchanged. Atlantic salt fish are still scarce and carlot prices high. In the jobbing trade it can hardly be said that this latter fact holds good in regard to haddock as there has been a price war on among some of the dealers and quotations for haddock have

been cut down to as low as 7 1/2c per pound to the retail trade. The responsibility for this cutting is hard to fix as each one seems prepared to prove that the other fellow is to blame. Haddock is worth very nearly that much money by the carload on track here. Digby chicks and mackeral are scarce and prices unchanged. Oysters are lower in a jobbing way, being quoted at \$1.30 and \$2.15 per gallon under last week's figures. White fish, 4c to 6c per pound, pickerel, 4c, pike, 3c, trout, 10c, salmon, 12 1/2c, halibut, 12 1/2c, Lake Superior herring, 20c per dozen, salt cod, G's, Labrador herring, per barrel, \$1.25, salt mackeral, \$2.25 per klt, shad, 4bbles \$7.50, Digby chicks, 18c box, boneless cod, 7 1/2c lb, boneless fish, 5 1/2c lb, flann haddles, 7 1/2c to 8c per lb, tommy cod, 5 1/2c, founders, 5 1/2c, smelts, 7 1/2c, mackerel, 13c, shad, 10c, bass, 13c, eels, 10c; oysters, selects, \$2.15 per gallon, standards, \$1.90.

FUEL.

There are no new features to note in the market here. Coal prices hold steady at the figures named when the season opened and apparently there is no likelihood of any changes in the near future. The most interesting development in connection with the coal trade is the news of the consolidation of the companies controlling the Pennsylvania hard coal fields, which means that the mines are now in the hands of a very powerful combine. Their purpose is to control output, prices, etc., and to eliminate competition. In the local wood market competition is very keen and retail prices are even lower this week than last. Large stocks and overcrowding of the trade is the cause. Carlot prices on track here remain at our quotations of last week. It may be explained that in some cases the lower retail prices now prevailing are for inferior grades of wood, some of it being blackened by fire or mixed with inferior kinds. Some of the tamarac now being sold in the city contains as much as 20 per cent. of spruce. For Winnipeg prices of both wood and coal see "prices current" page.

GREEN FRUITS.

This week has been a very quiet one in this line and there is nothing new to report. California oranges are plentiful. Prices are: Apples, Spies, \$1; Baldwins, Ben Davis and Pippins, \$3.75; Greenings, \$3.50; Russets, \$3.50; California naval oranges, per box, \$4.75 to \$5.00; Florida oranges, \$4 to \$5 per box; California lemons, per box, \$1.75 to \$2.25, as to size; bananas per bunch, \$3.50, cranberries per barrel, \$12.00; cranberries, 40 one-lb boxes, \$5.00; Mulaga grapes, per keg, \$8.50; Catawba grapes, per pony basket, 35c; figs, \$1.40 to \$1.60 per box, onions, per lb, 3 1/2c, or in 5-sack lots, 3c; mince meat in 2 1/2 lb. pails, 10c per pound, cartoon dates, per package of 1 lb., 10c, new dates, 7c; cider in kegs or barrels, 35c, per gal., honey, 1 lb. jars, \$2.50 a doz., maple sugar, 12c.

GROCERIES.

The week's business has been only fairly active, with but few changes to note in prices. Rice and Palma are each 1/2c lower. Currants are 1/2c lower for all grades due to easier feeling here, but this decline has nothing to justify it so far as the markets east are concerned, as all the leading centres show firmer prices at the date of last mail advices. London values went up 1s last week. Evaporated and dried apples continue very strong and reports indicate that they are pretty well out of first hands in the east which means that the high prices now ruling will prevail and perhaps be increased by further advances. Sugars continue steady at last week's advance. All other lines are unchanged. Winnipeg jobbing prices are given on page 478.

HARDWARE.

Wholesale prices at Winnipeg will be found on another page of this issue. There are no changes to note. Stock-taking is engrossing the attention of jobbing houses. Demand in all lines is light.

IMPLEMENTS.

Stock-taking has been going on in some warehouses this week and a general straightening up of affairs. Last season's business seems to have been satisfactory in every way excepting collections. These have turned out badly so far as Manitoba is concerned. Shipments of spring goods are now being taken into stock and carlot or-

ders are also going forward direct from factories to country dealers. This business is practically done in Winnipeg but for convenience the cars are sent right through from the factory without unloading, which also makes a saving in freight charges. The freight on the implements annually shipped into this country must be a very large item.

LUMBER.

Business is quiet and prices unchanged. Preparations are being made for an active season's trade as soon as spring opens.

OLD MATERIAL.

We quote buyers prices here as follows: No. 1 cast iron, free from wrought and malleable, \$12 to \$13 per ton. No. 2, \$10.00 to \$5 per ton. Wrought iron scrap, \$5 to \$6 per ton. Heavy copper 10 to 12c per pound, red brass, 10c per pound, yellow brass, heavy, 7 to 8c per pound, light brass, 5c to 6c per pound; lead pipe or tea lead, 2 to 2 1/2c per pound. Rags, country mixed, 50c per 100 pounds; rubbers, free from rivets, buckles and articles, 6c per pound, zinc scrap 1c per pound, bones, clean, dry and bleached, \$5 to \$6 ton; bottles, quarts, 20c per dozen; pints, 12 1/2c per dozen.

PAINTS, OILS AND GLASS.

Business in this market continues very quiet, being characterized by the usual midwinter dullness. Travellers on the road for spring orders are meeting with considerable success. Prices remain unchanged, but are very firm in tone. Eastern manufacturers of mixed paints have put their prices up to about the level of Winnipeg quotations, which advance seems to be fully justified by the present price of linseed oil and other raw materials which enter into the manufacture of mixed paints. This advance may be expected to reflect itself in prices here very shortly.

PAPER AND STATIONERY.

Business is quiet and prices on staple lines steady. No immediate changes are looked for. Collections seem to have been better in this department of trade than in most others as some local houses have their accounts cleaned up much more closely than at this time last year. Probably this is due to the fact that the accounts are mostly small and country merchants pay them first, leaving their larger bills unpaid.

RAW FURS.

Furs have been coming in more freely this week from the trapping regions and buying has been brisker. Buyers are looking forward to the London sales of next week as being likely to establish a new range of values. The expectation seem to be that prices will be lower.

GRAIN AND PRODUCE.

WHEAT—The wheat markets have been active during the week, but there has only been one side to them, namely an uninterrupted decline to a lower level, showing a loss in value on the week of 1/2 to 3c per bushel. The support which last week was supposed to be given to Chicago by strong parties in New York seems to have kept off the buying side of the market this week and in consequence of there being nothing in the actual wheat situation at the present time to advance prices they naturally declined for want of support. It is stated that with the decline in prices, a good deal of wheat has been worked for export from American markets. European markets have declined in proportion to those on this side, and the general situation at the end of the week is one of weakness with the prospect for further decline in price. The movement of wheat in the States continues large compared to last year, the receipts at primary markets running about 200,000 bushels per day over the same dates a year ago, and the visible supply showed quite a large increase for this time of year. All reports regarding crops continue to be favorable. Reports as to the yield of the Argentine crop continue to be contradictory, the estimates of the exportable surplus running from 40,000,000 bushels to 72,000,000 bushels. Argentine's new crop is now beginning to be shipped. Australian new crop is also being shipped to Europe. The American visible supply increased 600,000 bushels compared to a decrease the previous week of 200,000 bushels and a decrease of 1,250,000 bushels for the same week last year. The world's shipments were large, \$8,369,000 bushels, compared to 6,778,000 bushels the previous

week and 6,067,000 bushels the same week last year. The world's visible supply, according to Bradstreet's, increased 378,000 bushels, compared to a decrease the previous week of 27,000 bushels, and an increase of 4,040,000 bushels for the same week a year.

Trade in the local market has been very light. The decline in outside markets has not influenced the price of Manitoba wheat to the same extent and although demand is slow here are unwilling to sell at the decline. The movement of wheat from this country is on a very small scale. The price of 1 and 2 hard are unchanged on the week, but 3 hard and under are 1c less. We quote as follows: 1 hard \$0c, 2 hard 76c, 3 hard 66 1/2c, 3 northern 63 1/2c in store Fort William, Dr. 3 hard 65 1/2c, dried 3 northern 62 1/2c, store King's elevator, Port Arthur. There has this week been a revival of the demand for tough wheat and the close tough 3 hard is wanted at 61c and tough 3 northern at 60 1/2c at store King's elevator.

FLOUR—Prices hold steady at last week's figures. Business is moderately active. We quote: Lake of Woods, Five Roses, \$2.10, 1st Patent, \$1.95, Medora, \$1.60, XXX, \$1.35 per sack of 48 pounds. Ogilvie Milling Co., Hungertan, \$2.10; Glenora Patent, \$1.95; Manitoba, \$1.60; and Imperial XXX \$1.20 per sack of 48 pounds.

MILLFEED—There is a good demand for feed and stocks are light. Bran is quoted at \$11 per ton in bags, and shorts at \$16.

GROUND FEED—Quoted at \$25 per ton for pure oat chaff, \$23.00 for mixed barley and oats, and \$20 for corn. These prices are for pure ground feed of good quality in broken lots, delivered in the city.

WHEAT—The country market has been very quiet and deliveries by farmers light. Prices to farmers vary according to freight rate and quality of grain. As high as 65c per bushel is being paid for No. 1 hard wheat and the range is from about 55 to 65c.

OATS—Demand has been lighter this week. Offerings have also been smaller and quotations have hardened particularly for lower grades. There is a good enquiry for seed oats and these are now ruling at about 38c per bushel. We quote: Northern Alberta oats 36-38c; Manitoba grades, 35-36c for best and 30-35c for inferior, all in carlots here.

BARLEY—The market has reached a nominal condition. Offerings are quoted at 31 to 36c for best grades and making at 38 to 40c, carlots on track.

CORN—Trading is limited as the demand is light. Carlots on track are worth 46c per bushel, a decline of 1c since a week ago.

FLAX—There is no movement and the market is only nominal.

HAY—Offerings of hay are large, but the price remains steady at \$7 to \$8 per ton for fresh baled in carlots on track. Farmers' loads on the street are worth about the same price as baled hay.

POULTRY—There is a better demand for home grown stock and prices hold firm. In some cases slightly better figures than we quote are being paid for extra choice birds. Turkey keys are worth in round lots 11c per pound net laid down here. Geese are bringing 1 1/2c per pound net, ducks 5 1/2c, and chickens 5 to 5 1/2c.

GAME—There is a good demand for wild pigeons and all offerings are being freely taken by dealers at 18c per pair. Common rabbits are worth 10c per pair and jack rabbits 25c each.

DRESSED MEATS—Farmers' offerings of beef are light and there is not much doing. Hogs are coming in freely. We quote: Beef, butchers dressed, 5 to 6c per pound, delivered in the country dressed, 4 1/2 to 5 1/2c, veal 7c, mutton, 5 1/2c, lamb, 5 to 10c, pigs 6 to 6 1/2c.

BUTTER Creamery—The market is in a nominal condition as there is no creamery butter offering from the hands.

BUTTER—Dairy—Receipts are largely liberal, but the quality of offerings is not finest. Really choice butter is very scarce and would command almost its own price if offered. We quote: Finest dairy in tubs on commission basis, 16 to 18c, and grades, 15 to 16c.

CHEESE—There is no cheese in the market and the market is consequent.

quiet. Commission men are selling best Manitoba cheese at 10c per pound to no city retail trade

EGGS—There are practically no eggs on the market. Commission houses could pay 25c per dozen for fresh and eggs delivered here.

VEGETABLES—Following are the prices which dealers are paying farmers: Potatoes, 40c bushel; parsnips, 30c; carrots and beets, 35c per bushel; turnips, 20c per bushel; parsnips, 2c lb; onions, 2 1/2 to 3c lb; cabbage, 30 to 60c per dozen; celery, 20c to 40c per dozen; lettuce, 10c.

HIDES—Receipts are light and less steady. City dealers are selling 4 1/2 to 5 1/2c per pound of frozen hides, less 5 pounds tare; they are worth the same price as fresh. Sheep and lambskins bring from 70c to 75c each, the higher price being for sheepskins. Deerskin skins will be bought only as stunks at 25 to 35c each.

WOOL—Market is nominal. Dealings quote S to 8 1/2c per pound for washed fleece and 12 1/2c per pound for washed.

TALLOW—Dealers are paying for No. 1 tallow at 4c per pound. No. 2 is worth 3c per pound. A good deal of tallow is being sold by country shippers in the rough, in which state it is worth 2c per pound.

SENECA—The market is nominal at 25 to 35c per pound.

LIVE STOCK.

CATTLE—There has been some little show of revival noticeable in the cattle market this week and buyers manifest a disposition to trade where ever opportunity offers. The feeling as regards prices is firm. Choice beef cattle would bring 3 1/2c per pound and even as high as 4c is mentioned by some buyers. The general range of prices is from 2 1/2 to 3 1/2c, according to quality. Buyers are now operating at several country points in stocks and are paying about the usual prices for these, namely, from \$14 to \$18 for yearlings and \$18 to \$22 for two year olds.

SHEEP—There is nothing doing in either sheep or lambs at present as there is no demand for them. Butchers are well supplied with frozen mutton.

HOGS—The market for dressed loins are stronger in sympathy with the higher prices now being paid in eastern markets. The advance here amounts to 1/4c per pound, best hogs being worth now \$5.25 per 100 pounds. Inferior lots are ruling at 4 1/2 to 5c.

MILCH COWS—There is not much demand for cows and the market is almost nominal. From \$30 to \$15 about represents the value.

HORSES—There is very little demand for horses at present and the market is quiet. The demand from the lumber and the camps and for other kinds of winter work is now fully supplied. Halter broken bronchos are worth from \$65 to \$125 each, according to weight and quality.

BRITISH COLUMBIA OFFICE OF THE COMMERCIAL

Business at Vancouver.

Vancouver, Jan. 14—The bank clearings last week show an increase of over \$100,000 over the corresponding week in 1900. They were \$1,333,612. In spite of this fact business was demoralized over the unusually heavy fall of snow, which almost suspended vehicle traffic and made ordinary modes of locomotion very difficult. Lumber mills were forced to shut down, all building was stopped and work was stopped at the logging camps. In fact all work carried on out of doors had to be suspended.

The two cities that suffered most, however, were Vancouver and New Westminster. Of course only absolute necessities were purchased and wholesale and retail merchants felt the sudden stoppage of business keenly. Vancouver was unprepared for the snow and many buildings collapsed from its weight. The B. C. Electric Railway were the heaviest losers. Cars were damaged and an army of men had to be employed to keep the tracks clear and owing to the difficulty in running the trams over the snow blocked lines, only \$1 in cash was taken in New Year's day. The snow however rapidly melted and as a sign of mild weather is anticipated it is only dairy produce prices will fall. The ordinary Manitoba creamery is now said to be coming in just about

as good condition as the so-called government creamery and prices rule the same. Manitoba eggs are practically out of the market. Last year the produce merchants were caught with an over supply which has lead them to be cautious and to rely more on the eggs coming from the east by way of Seattle, which it is believed can be readily bought should the demand arise, as cheaply as the eastern Canadian eggs imported direct. In the Westminster market on Friday dressed meats were offered freely. Pork sold at 7 1/2 cents. A few carcasses of veal brought fair prices and there was an abundance of mutton and dressed poultry. Butter was scarce and sold at 35 cents. There were few potatoes in the market, the demand being far in excess of the supply. Hay and grain were not brought in, owing to the bad condition of the roads.

British Columbia Markets.

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

PRICES AT VANCOUVER.

(By wire to The Commercial.) Vancouver, Jan. 14

The return of colder weather again has stiffened prices on some lines. Local fresh eggs are 5c higher. Potatoes are higher, the inside price being up \$1 per ton. Dairy butter is higher, choicest being held at an advance of 1c. Bacon is 1/2c lower. Fresh Oregon eggs are offering.

GRAIN—Oats, \$25 per ton; wheat, \$23. FLOUR—Delivered B. C. points—Manitoba patent, per barrel, \$5.00; strong bakers, \$1.40; Oregon, \$1.50 per barrel; Eastern, B. C. patents, \$5.00.

MEAL—National mills chops, \$21 per ton; bran, \$20; shorts, \$22; oil cake meal, \$35 ton; local, Vancouver, including duty paid on imported stuff.

HAY—Per ton, \$12. MEAL—Rolled oats, 90lb sack, \$2.00; two 45lb sacks, \$2.70; four 22 1/2lb sacks, \$2.90; ten 7lb sacks, \$2.50; oatmeal in 10lb sacks, per 100lb, \$3.25; in 50lb sacks, \$3.00 per 100lb.

HIDES AND WOOL—Sound heavy steers, 7 1/2c per lb; medium, 6 1/2c; light cows, 5 1/2c; sheep pelts, November killed, 20c each; deer skins, green, 8c lb; deer skins, dry, 20c lb; wool, 60/10c lb.

LIVE STOCK—Steers, \$4.00 per 100 lb; butchers' cows, \$5 per 100 lb; sheep, \$3.00 per 100lb; lambs, \$4.00 each; hogs, \$5.00 per 100lb.

POULTRY—Chickens, \$2.85 doz.; ducks, \$3.00; geese, \$5.00 doz.; turkeys, 15c lb. DRESSED MEATS—Beef, 7 1/2c; mutton, 10 1/2c; Australian frozen mutton, 8c; pork, 10 1/2c; veal, \$2.10c.

GAMES—Mallard ducks, 50c per pair. OYSTERS—Cans, 6c dozen; shells, 3c dozen.

CURED MEATS—Hams, 14 1/2c; breakfast bacon, 12c; bakers' 14 1/2c; long clear, 12c; rolls, 12 1/2c; smoked sides, 12c. LARD—Tins, 12 1/2c per lb; pails, 12 1/2c; tubs, 12c.

BUTTER—Local creamery, fresh, 35c; Manitoba creamery, 24 1/2c; cow creamery, 24 1/2c; fresh dairy, 24 1/2c.

EGGS—Fresh local, 5c; eastern eggs, 2 1/2c; Oregon eggs, 2 1/2c.

CHEESE—Eastern, 12 1/2c.

VEGETABLES—Acheroff potatoes, \$2.75 per ton; silver skin onions, 30c; local onions, 25c.

FISH—Flounders, 3c; smelts, 5c; sea bass, 4c; whiting, 5c; soles, 5c; halibut, 6c; salmon, 7c; cod, 6c per lb; crabs, 6c per dozen; smoked salmon, 5c; smoked halibut, 10c; smoked herring, 10c.

GREEN FRUITS—California navel oranges, \$1.00; Japanese oranges, 40c; box; Oregon apples, \$1.50 box; lemons, \$2.50 box.

DRIED FRUITS—Apricots, 11c; peaches, 10c; pitted plums, 11c; prunes, French, 5 1/2c; London layer raisins, \$2.25 per box; Muscatel raisins, 2 crown, 8 1/2c; 3 crown, 9c; 4 crown, 9 1/2c; dates, 9c; black figs, 6c; white figs, 9 1/2c; layer figs, 10lb box, \$1.25; silver prunes, 9 1/2c; quartered pears, 10 1/2c; half pears, 11 1/2c; nectarines, 11c; saltanas 11 1/2c; blackberry figs, 15c; raspberries, 25c; seeded raisins, 12 1/2c.

NUTS—Almonds, 17c; filberts, 12 1/2c; peanuts, \$4.10c; Brazil, 16c; walnuts, 15c per lb; peanuts, 5c per lb; coconuts, 30c per lb.

SUGARS—Powdered, icing and bar, 24c; Paris lump, 24c; granulated, 4 1/2c; extra C, 4 1/2c; fancy yellows, 4c; yellow, 3 1/2c per lb.

SYRUPS—30 gal. barrel, 2 1/2c lb; 10 gal. keg, 2 1/2c; 5 gal. tin, 2 1/2c each; 1 gal. tin, \$1.50 case of 10; 1/2 gal. tin, \$1.25 case of 20.

TEAS—Congo, fair, 11 1/2c; good, 15c; choice, 20c; Ceylon and India, fair, 20c. RICE—Chinese rice, \$7.00 ton; Japan rice, \$8.00 ton; tapioca, 5c, 8c, 10c.

CANNED GOODS—Corn, \$1.05 per 10 lb. peas, \$1.05 per 10 lb; tomatoes, \$1.25, beans, \$1.10.

HARDWARE—Bar iron—Base, \$2.00. Horse shoe nails, discount, 40 per cent. Horse shoes, \$2.00. Wire nails—Base price, \$2.50, cut \$2.25. Rope, Manila, 1 1/2 in. hollow, \$1. White lead \$5.50. Putty, \$3.50. Barbed wire, \$4.75 per 100 lb. Glass, flat break, \$1.75.

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Canadian Mercantile Wrecks in 1900. Bradstreet's report of business embarrassments in Canada for the last two years: Table with columns for No. of Failures, Assets, and Liabilities for 1900 and 1901 across various provinces including Ontario, Quebec, N.B., N.S., P.E.I., Manitoba, N.W.T., B.C., and Total Canada.

PRICES IN THE KOOTENAY. Special to The Commercial: Nelson, Jan. 14. Business is reviving again after the holiday slackness. Eggs are scarce and are quoted 2c higher. Dairy butter is practically out of stock here. Butter—Creamery, 24 1/2 to 25c. Eggs—Choice fresh, 35c. Cheese—New cheese, 13c. Oats—Per ton, \$28. Millfeed—Bran, \$20; shorts, \$22 per ton. Flour—Manitoba patent, \$3.40. Hay—Per ton, \$23. Potatoes—Per ton, \$20.

British Columbia Notes. A. N. Raby, dry goods merchant, Victoria, has assigned. Jos. A. Barrett, proprietor of the Eagle Palace meat market, Rossland, has assigned. The Imperial Maple Syrup Co., Limited, of Vancouver, have established a branch at Montreal. An effort will be made in British Columbia to secure the building of a branch of the government telegraph line from Telegraph Creek down to the south of the Skeena river, a distance of 180 miles. The Lake Shore hotel, Union restaurant, a barber shop and real estate office at Moyle City were destroyed by fire on Saturday morning last, the fire starting in the hotel. The total loss is \$25,000. The hotel proprietors carried \$1,000 insurance in the Phoenix Insurance Co. Some of the boarders lost sums of money, as they were not able to save any belongings. The contract has been let for the construction of a telegraph line from Golden to Windermere. The following companies have been incorporated. The Electric Dispatch Messenger Co., Imperial Lumber Co., Karamos Copper mines, Skidegate Oil & Trading Co., and True Blue Copper mines. The Trill board of trade has elected the following officers for the ensuing year: President, E. S. Topping, vice-president, D. M. Stevens, secretary, E. N. Lewis; council, Bluns, Welch, Byers, Anderson, Weaver, Richard Coleman Steele, McAnally, McKenzie and Schofield. It is suggested that a test case may be submitted to the courts to decide the question of whether the Dominion or British Columbia government is to have control of the Chinese and Japanese immigration at the Pacific coast. At present the province has an act covering the matter, but this may be declared ultra vires. For some years it has been known that there were large deposits of coal in the Pincher Creek district. Different companies have sent experts to examine these deposits, and their reports show that the coal is bituminous, giving 75 per cent. fast coke and 80 per cent. slow coke of the quality known as the silver coke. It is reported that a company of United States capitalists will at once develop a claim situated near the Middle Fork of the Old Man's river.

TORONTO WHOLESALE TRADE. Special to The Commercial.

Toronto, Jan. 10. Dry Goods—Were active. Spring and summer goods are selling more freely. Woollens are firmer in sympathy with wool. Cotton business are lower to meet the London cotton competition. Other cotton staples are firm. Hardware—Not very active. Prices are steady and generally unchanged. Good demand for fence wire for future delivery. Good many orders for hardware tools being booked. Paris crop opening prices have been announced. Oil is slightly lower than last year. Metals are quiet, pig tin weak, scrap rubber 1/2c lower. Stove cast scrap and No. 1 wrought scrap 5c lower. Wire netting—Trade is improving. All grades of refined sugars were reduced 10c to-day. This came as a surprise, as jobbers expected an advance. Sugars decline in New York to-day. Dried fruit are considerably stronger. Especially currants. A private cable from Colombo reports tea prices as having an upward tendency.

TORONTO GRAIN AND PRODUCE. Special to The Commercial.

Toronto, Jan. 10. Grain markets dull. No hard Manitoba wheat in. Higher than last week ago. Ontario spring wheat is 1/2c lower. Flour is in fair demand and steady. Coarse grains hold firm with oats 1/2c higher than a week ago. Receipts of dairy butter are large and the demand good. Trade in a good position and steady. Creamery butter is 1c dearer for both packages and prints. Eggs have dropped sharply from last Saturday's prices, the decline amounting to about 4c per dozen. Receipts of eggs are fair and the demand good. Demand is steady priced. Wool is unchanged.

Flour—Manitoba Patent, \$4.20; Manitoba baker's, \$3.85, for carlots at Toronto. Ontario patent, \$2.90 per barrel for 100 per cent. patents middle grades.

Wheat—Ontario winter wheat, 5 to 10c for red and white wheat; Ontario spring, 48c; No. 1 hard, 56c; No. 2, 54c; and No. 3, 52c, grinding in transit; Toronto and west, 54c for No. 1 hard.

Oats—No. 1 white, 26 1/2c, middle, 24c; No. 2 white, 24c; No. 3 extra at country points west.

Milfeed—Shorts, \$12.50 to \$13 per ton for cars west; bran, \$13. Oatmeal—\$2.20 in bags per barrel, and \$2.20 in wood for carlots, Toronto.

Hay—Carlots on track, \$9 to \$10.00 per ton.

Eggs—16 to 17c for fresh held; and 19 to 20c for new laid per dozen, as to quality; 15c for 15c.

Bacon—Canadian fresh dairy in tubs and barrels, 18c to 19c, as to quality; medium, 13 to 14c; large rills, fresh, 18 to 19c; pound rolls, 18 to 20c; creamery packages, 21 to 22c; prints, 22 to 24c.

Cheese—11 to 11 1/2c for job lots. Hides—7 1/2c for No. 1 cows; No. 1 heavy steers, 5 1/2c; country hides 3/4c under these prices; calskins, 8c for No. 1, and 7c for No. 2; and calskins, 50 to \$1.00 each; steer, 15 to 16c; un-washed, 10c.

Hemp—\$1.00 to \$1.30 per bushel for hand-packed, job lots.

Trifed Apples—3 1/2 to 4 1/2c for round lots; evaporated, 2 1/2 to 3c.

Apples—16 to 16 1/2c per pound. Potatoes—Cheekers, 30 to 45c per pair; turkey, 20 to 10c per pair; ducks, 45 to 70c per pair; geese, 6 to 7c per pound.

Potatoes—35 to 36c for bushel for carlots.

Washed Hops—Car lots offering at \$6.00 to \$7.10 per 100 pounds.

TORONTO LIVE STOCK MARKET. Special to The Commercial.

Toronto, Jan. 18. Receipts at the stock yards yesterday were 60 carloads, including 750 cattle, 1,584 hogs and 861 sheep and lambs. Export Cattle—The demand was lighter and prices fell off a trifle. The old country market was lower and a couple of months' business had been taken care of recently. The offerings were large, and a good many sales were made. The quality of the cattle was fair to choice. The best lots are worth \$4.25 to \$4.35 and light are worth \$4 to \$4.25.

Butchers' Cattle—Trade was inclined to be slow, probably for the ordinary sorts. Good stock sold well en-

ough, but the influence of the medium and low grade cattle was felt over the whole butcher market. Prices held steady, but the portion of the offerings were sold at comparatively low figures. There is little demand for the medium and poor classes of cattle, and they are only taken when occasionally. Butchers' picked sold at \$4.75 to \$4.80, choice at \$4 to \$4.25, good \$3.50 to \$4.00, and \$2.50 to \$4.25 and common \$2.00 to \$2.50.

Import Bulls—Offerings were small and demand was also light. Prices are now at \$3.25 to \$3.75 for light and \$1.75 to \$4.25 for heavy.

Prefers—Light are quoted lower at \$3.00 to \$3.35. The demand has diminished and offerings lately have been large. Outside markets are dull.

Stockers—Choice weights of 500 to 550 lbs. are lower at \$2.50 to \$3.15. Inquiry on the basis and the supply held been very plentiful. Trade is dull at Buffalo. Off-culls and sellers are unchanged at \$1.75 to \$2.25.

Sheep and Lambs—Sheep are steady at \$3 to \$3.50 per cwt. for export wares; \$2.00 to \$3.00 for bucks, and \$2.50 to \$3.50 each for butchers. There is an eager feeling in the market for lambs, which are quoted 15c per cwt. lower at \$1.75 to \$4.05. One bunch of fancy sold at \$4.76, but the market closed 10c lower. The demand is lighter and markets have fallen off.

Hogs—Prices steady and unchanged at \$4.00 for selected and \$4.20 for lights and \$4.25 for heavy. The receipts were large, but the prospects are for a steady market. If any change comes in the near future, it will be a slight drop, as the trade is convinced that prices have gone high enough already.

FRIDAY'S MARKETS.

Toronto, Jan. 19. Receipts at the semi-weekly markets yesterday were 63 cars, including 600 sheep and lambs, and 1,200 hogs.

Good for the ruled firm on light receipts and the conditions of trade are good. Larger offerings are expected next week. Tuesday's quotations as given above prevailed. Butchers' cattle were dull and there was a big accumulation of poor stock. Much of this will be shipped to Montreal. The demand was only for choice. Prices same as on Tuesday. Stockers ruled easier on large offerings. Sheep and lambs slow. Hogs unchanged, but likely to decline a little next week.

MONTEAL GRAIN & PRODUCE. Special to The Commercial.

Montreal, Jan. 19. The grain markets are quiet. Oats are strong and 1/4 to 1/2c higher. Flour is fairly active and firm. Rotted oats of this will be shipped to Montreal. For both bags and barrels. Foreign cargo is firm. Hay is stronger owing to active demand and about 30c per ton higher. Cheese is in fair demand. Butter is firmer at 1/4c per pound advance on creamery. Eggs fairly active on the whole, but syrup and honey are dull. Potatoes are 2 1/2c per bushel higher. Foultry and meats are in good demand and steady. Dressed hogs are in good demand but scarce.

Wheat—No. 1 spring wheat, 76 to 77c. Barley—45c.

Oats—3 1/2c. Flour—In fair demand. Manitoba patent, \$4.15; Manitoba strong baker's, \$4.10 to \$4.30; straight rollers, \$3.20 to \$3.4c.

Rolled oatmeal—\$3.20 per barrel, and \$1.50 to \$1.75 for bags.

Feed—Market firm good demand. Manitoba flour, bags, 51c, shorts, 51c. Baked Hay—Cheek, \$10.90 to \$11.00; No. 2, \$9.20 to \$10.00.

Cheese—Finest, 11 to 11 1/2c; ordinary 10 1/2 to 10 3/4c per pound.

Butter—Finest, 22c; western dairy, 20 to 20 1/2c.

Eggs—Prices firm. New laid, 27 to 28c; choice cold storage, 28 to 18 to 28c; cold storage, 12 to 14c; Montreal, 16 to 17 1/2c; western, 15 1/2 to 16 1/2c.

Maple Syrup—67 1/2c in wood; thin, 30 to 78c; sugar, 7 to 8c.

Honey—White clover, comb, 13 1/2 to 14 1/2c; buckwheat, comb, 10 to 12c; white, 10 to 12c.

Hides—No. 1, 7 1/2c; No. 2, 6 1/2c; No. 3, 5 1/2c; calskins, 5c and 6c; lambskins, 5c for good fresh skins.

Potatoes—Carlots, 35 to 47 1/2c; broken lots, 20 to 35c; 5 to 6c; chickens, 6 to 6c; turkeys, 4 to 6c; ducks, 7 to 8c; geese, 7 1/2 to 6 1/2c.

Game—Partridge, 30c a pair;

seconda, 45c to 50c; deer, carcases, 4 1/2 to 6c per pound. Meats—Beef hinds, 4 1/2 to 7c; fore, 3 to 6c; lamb, 5 to 7c; mutton, 5 to 6c; hogs, 47.75 to 48.50 per 100 lbs.

MONTRAL LIVE STOCK MARKET. Special to The Commercial.

Montreal, Jan. 15. As the East End abattoir yesterday receipts were 900 cattle and 50 sheep. The supply of good to choice cattle was just about equal to the requirements of the trade, but that of common and inferior stock was in excess, and some were left unsold. On the whole, the tone of the market was steady and prices show little change. The demand was good and a fairly active trade was done. Choice sold at 4 1/2 to 5c; good at 4c to 4 1/2c, fair at 3 1/2 to 3c to 3c per lb., live weight. Owing to the small supply of sheep the tone of the market was firmer and sales were made at 3 1/2c per lb. The feature of the market was the decidedly steady feeling for live hogs, and they advanced fully 75c per 100 lbs. over this day week. This was due principally to the fact that receipts have been exceedingly light of late on account of the scarcity at western points, and largely in sympathy with the Montreal market. Offerings were very small, for which the competition was keen, and sales of choice lots were made at 7c per lb., and the range of the market for all grades is from 6c to 7c per lb.

THURSDAY'S MARKETS. Receipts of live stock at the East End abattoir on Thursday were 900 head of cattle and 175 sheep and lambs. Butchers were out in force and competition for choice lots of cattle was keen and there was a good demand for choice lots. The offerings of inferior stock were not wanted. There was an over-supply of these. Best cattle sold at 4 1/2c per pound, good at 4 1/2 to 4 1/4c, common at 3 1/2 to 3 1/4c and bulls at 2c. Fat hogs were plentiful and sold from 4 1/2 to 4 3/4c per 100 pounds, weighed off cars. Sheep sold at 3 to 3 1/2c and lambs at from 4 to 4 1/2c per pound.

GLASGOW CATTLE MARKET. Special to The Commercial.

Glasgow, Jan. 18, 1901. Trade in Canadian and United States cattle is very good, but dealers say that prices realized for latter stock are considerably higher than expected when quality of same is taken into consideration, as they were extra choice animals for which high prices were paid by shippers in consequence profits were not altogether satisfactory.

Big Elevator for Fort Arthur. The Canadian Northern Railway Company will build a large elevator at Fort Arthur the coming summer. The contract has been let to J. A. Jamieson, of Montreal, who has completed plans for a 1,500,000 bushel house for Mackenzie St. as high as expected in connection with the Canadian Northern railway. The structure when completed will cost \$350,000 and will be completed next September so as to be in readiness for the 1901 grain crop. This looks as though it will be operated that the Canadian Northern system will be completed through to Lake Superior in time to handle the next crop, it is likely to be realized.

Western Business Items. W. C. Sutherland, of Miami, Man., has disposed of his legal business there to A. C. Kerr.

The Dominion government will build a telegraph line from Hazelton to Fort Simpson, British Columbia, in the spring.

The Hotel Edmonton, at Strathcona, Alta., W. H. Sheppard, proprietor, has been changed in name to the Strathcona House.

Taylor, Breen and Fraser's general store at Beulah, was totally destroyed by fire on Jan. 18. Nothing was saved except the safe.

The partnership of Cheney and Edward B. Dawson of Whitesmouth, Man., hotelkeepers, has been dissolved. The business to be continued by Edward B. Dawson.

Robt. Miller, of the hardware firm of Miller & Co., Mooseman, Assn., is dead. Mr. Miller was one of the best known and most highly esteemed residents of Mooseman.

The estate of J. Crawford, gentleman, of Sevier, Man., will be offered for sale by Newton & Davidson, Winnipeg, on Jan. 20. Stock amounts to \$15,000, and book accounts \$1,000.

A forestry association was organized in Winnipeg last evening, membership to be open for one year in any part of the west. The object is to encourage tree planting and the preservation of our natural forests.

The contract for the iron superstructure of the new Canadian Pacific Railway bridge over the Red river at Winnipeg has been awarded to the Dominion Bridge Co. of Montreal. The amount of the contract is \$600,000. The total cost of the structure, when completed, will be in the neighborhood of \$1,200,000.

John S. Drury, of Toronto, representing the Goodwin-Black stock syndicate, has been awarded the contract to supply the trade. Dressed hogs are firmly held at 40 per 100 pounds for cars of choice weights. Local butchers are offering \$7.25.

LIVERPOOL CHINESE MARKET. Special to The Commercial.

Liverpool, Jan. 18. Cheese quoted 6d lower at 6 1/2 to 6 3/4 to 6 1/2.

LIVERPOOL CATTLE MARKET. Special to The Commercial.

Liverpool, Jan. 17. The cattle market is steady. Quotations range from 1 1/2 to 1 2 1/2c per pound, dressed weight; sheep, 12 1/2 to 14c.

LONDON SUGAR MARKET. Special to The Commercial.

London, Jan. 18. Beet sugar is 1 1/2d higher at 16 3/4.

BRITISH LIVE STOCK MARKET. London, Jan. 14.—There was a market held to-day, but sales of choice American cattle on Saturday were made at 12 1/2c, which figure shows a decline of 1c since last Monday.

Liverpool, Jan. 31.—77th market was firm with sales of choice Canadian cattle at 12c and sheep at 12 1/2c.

MINING MATTERS.

BRITISH COLUMBIA MINING

The Le Roi Mining Company has decided to sink 600 feet beyond the 900-foot level.

The new machinery being installed at the Winnipeg mine, Boundary district, cost about \$2,000.

It is rumored at Montreal that the Canadian Pacific Railway Company has sold the Trail smelter to Gooderham and Blackstock.

The North Star, East Kootenay, commenced shipping in February, 1900, and to the middle of December had shipped 10,000 tons of ore.

The Fourth of July group, near Ainsworth, has been bonded and work will be carried on extensively this winter and during the summer.

The War Eagle dropped to 40 at Toronto on Wednesday on the strength of an interview with Gooderham, representing a quarrel with the Canadian Pacific.

Shipments from Rossland for the week ending the 12th inst were: Le Roi, 3,840 tons; Centre Star, 1,980; War Eagle, 450; Iron Mask, 157; Le Roi No. 2, 90; Spitzee, 22.

The special committee of the Victoria board of trade appointed to inquire into the advisability of establishing provincial smelters has reported against such a thing.

About 1,500 feet of tunnels, shafts and drifts have been run on the Estelle property on Tracey Creek, South East Kootenay, and about \$10,000 worth of ore is on the dump.

Report generally credited has been circulated that the Athabasca will not declare the shilling 10c, as in the last case, to cover the assessment of that amount, but will call the assessment.

The total shipments of ore that went through the port of Kaslo for the year 1900 was 15,767 tons against 10,741 tons shipped during the eight months in which the mines were shipping the previous year.

The No. 7 Mining Company are placing on their property in the Boundary district a 30-horse power reversing lever hoisting engine, one 100-horse power horizontal steam boiler, 4-foot above wheel, one skidder boiler, 4-foot heater, boiler pump, tank pump, Cameron sinking pump and a large quantity of pipe and fittings.

A meeting of the shareholders of the Crown Nest Coal Company has been called for Feb. 4 Toronto. The object of the meeting is to discuss the proposal to increase the capitalization of the company. The idea is to issue 60,000 shares of stock at a value of \$5 per share, which would bring the capital up to \$3,500,000.

The Rossland Miner anticipates that within two or three days the mines of that district will together be producing 9,000 and 10,000 tons of ore per week, conditionally that the Centre Star, War Eagle and Rossland will ship ore to the extent anticipated. It will continue to be the principal shipper from Rossland.

On the Toronto mining exchange last Monday morning War Eagle stock sold down to 60c owing to adverse reports regarding the results at the mines. In the afternoon it went up again to 84, but even at this figure it shows a tremendous drop from the high prices which ruled in 1899. In that year as high as 375 was obtained for these shares.

The only properties yet affected by the dissatisfied state of the lead ore market are the Payne and the Westwater and Last Chance. The last named company is the result of the smelter company's refusal to purchase lead ore.

A company entitled the Kettle River Power Co., Limited, has been incorporated in London, England, with a capital of £200,000 (\$1,000,000) in 41 shares, with the object of acquiring "all or part of the property, rights, shares, stock and securities of the Cascade Water Power and Light Company, Limited, and to adopt an agreement with the London and British Gold Fields, Limited. The last named company has for some time past been doing important preliminary construction work to develop the water power at Kettle River at the falls, Cascade City, Boundary district, and it is the

intention to supply power and light to towns, mines, smelters and manufacturing throughout the Boundary country.

An English syndicate have secured an option on a large number of claims in the vicinity of the Sullivan mine, East Kootenay.

The Silver Hill mineral claim on Shuswap Creek, East Kootenay, has a six-foot lead of copper glance and carbonates which can be traced 200 feet, and runs north and south, and another lead of copper and galena running away and traceable for about 100 feet. The formation lies in a line quartzite.

The British Columbia Copper Company has let contract for a converting plant, costing \$40,000 at the factory. This will consist of a forty ton electric crane crushing plant, blowing engine and one stand of converters will produce forty tons of matte that passing through the converter means twenty tons of blister copper daily, averaging ninety-eight and a half per cent pure metal.

At the annual meeting of Le Roi in London recently the chairman stated: At the present time, after deducting all costs of mining, transportation, smelting, etc., you are earning profits at the rate of 33.1-3 per cent, and the future profits will be available for dividend in about three months' time.

Work has been commenced on the Iron Creek arrangement, situated at Slocan Junction and arranged to have been made with the Hall mines smelter at Nelson to use this iron ore for fusing purposes.

The Nelson Miner publishes the following estimates of the value of the ore shipped during the year 1900 from several districts named, as follows:—\$100,000; Trail Creek, (Rossland), \$2,750,000; East Kootenay, \$1,700,000; Nelson, \$1,000,000; Boundary, \$1,000,000; Ainsworth, \$500,000; Lardeau, \$300,000; total, \$9,000,000. These values are only approximate and in some instances appear to have been calculated at market prices of the several minerals of commercial value contained in the ores, not at the smelter values.

A sleigh road is being put in to allow of ore being brought down from the Carmi mine on the West Fork of Kettle river, a distance of about fifty miles, midway, whence it will be sent by rail about six miles to the now approaching completion and situate about three miles from Greenwood. There are three or four very promising mining properties on the West Fork of the river, which carries high gold and silver values, although these have been comparatively inaccessible owing to there being no wagon road into the district over which to haul mining machinery and supplies.

The No. 7 Mining company, of New York, the largest shareholders in which are leading stockholders in the British Columbia Copper company, which has already expended about \$450,000 on its Mother Lode and smelter, near Greenwood, is putting a small power plant on its No. 7 mine, in the Boundary district. This plant includes an air compressor, machine drills, steam hoisting engine and pumps, boiler and other mine equipment. The mine was developed in 1867 down to the 140 foot level at which depth between 400 and 500 feet of cross-cutting and drifting was done, opening up a quartz lode carrying values in the form of lead and silver ore is to be located at Greenwood smelter for treatment with the copper ore from the Mother Lode.

The outlook for the Similkameen country, situated between the Boundary district and the Fraser river is considered to be more encouraging now that it is believed that New York capitalists have been induced to provide money for the further development of this area, near Princeton, which has a good showing of copper ore already exposed in its limited workings. Coal lands have been extensively taken up in the Similkameen country and very large numbers of prospectors, both gold and copper, have been located during the past year or two. It is expected that the construction of a rail-rod from the C. P. main line at Hope or Spence's towards the Fraser, eastwards to the Similkameen, to connect with the C. P. R. at Midway, in the Boundary district, will be commenced during the current year.

Chicago Board of Trade Prices.

Chicago, Jan. 14.—Wheat, Jan. open 75 1/2, high 75 3/4, low 75 1/4, close 75 1/2. Corn, Jan. open 37 1/2, high 37 3/4, low 37 1/4, close 37 1/2. Pork, Jan. open 14 1/2, high 14 3/4, low 14 1/4, close 14 1/2. Lard, Jan. open 11 1/2, high 11 3/4, low 11 1/4, close 11 1/2. Flax, Jan. open 11 1/2, high 11 3/4, low 11 1/4, close 11 1/2.

Chicago, Jan. 15.—Wheat, Jan. open 74 1/2, high 74 3/4, low 74 1/4, close 74 1/2. Corn, Jan. open 37 1/2, high 37 3/4, low 37 1/4, close 37 1/2. Pork, Jan. open 14 1/2, high 14 3/4, low 14 1/4, close 14 1/2. Lard, Jan. open 11 1/2, high 11 3/4, low 11 1/4, close 11 1/2.

Chicago, January 16.—Wheat, Jan. open 73 1/2, high 73 3/4, low 73 1/4, close 73 1/2. Corn, Jan. open 37 1/2, high 37 3/4, low 37 1/4, close 37 1/2. Pork, Jan. open 14 1/2, high 14 3/4, low 14 1/4, close 14 1/2. Lard, Jan. open 11 1/2, high 11 3/4, low 11 1/4, close 11 1/2.

Chicago, Jan. 17.—Wheat, Jan. open 72 1/2, high 72 3/4, low 72 1/4, close 72 1/2. Corn, Jan. open 37 1/2, high 37 3/4, low 37 1/4, close 37 1/2. Pork, Jan. open 14 1/2, high 14 3/4, low 14 1/4, close 14 1/2. Lard, Jan. open 11 1/2, high 11 3/4, low 11 1/4, close 11 1/2.

Chicago, Jan. 18.—Wheat, Jan. open 72 1/2, high 72 3/4, low 72 1/4, close 72 1/2. Corn, Jan. open 37 1/2, high 37 3/4, low 37 1/4, close 37 1/2. Pork, Jan. open 14 1/2, high 14 3/4, low 14 1/4, close 14 1/2. Lard, Jan. open 11 1/2, high 11 3/4, low 11 1/4, close 11 1/2.

Chicago, May 10.—May wheat opened at 74 1/2 and ranged from 74 to 74 1/2. Closing prices were: Wheat—Jan. 71 1/2, May 74 1/2 to 74 3/4. Corn—Jan. 35 1/2, May 38 1/2 to 38 3/4. Pork—Jan. 13 1/2, May 14 1/2 to 14 3/4. Lard—Jan. 11 1/2, May 11 1/2 to 11 3/4. Tills—Jan. 8 1/2, May 8 1/2 to 8 3/4.

A week ago May option closed at 77 1/2. A year ago May wheat closed at 65c; two years ago 70 1/2c; three years ago at 92c; four years ago at 80 1/2c; five years ago at 65 1/2c; six years ago at 53c.

New York, Jan. 14.—Wheat, Jan. open 82 1/2, high 82 3/4, low 82 1/4, close 82 1/2. Corn, Jan. open 31 1/2, high 31 3/4, low 31 1/4, close 31 1/2. Pork, Jan. open 13 1/2, high 13 3/4, low 13 1/4, close 13 1/2. Lard, Jan. open 11 1/2, high 11 3/4, low 11 1/4, close 11 1/2.

New York, Jan. 15.—Wheat, Jan. open 81 1/2, high 81 3/4, low 81 1/4, close 81 1/2. Corn, Jan. open 31 1/2, high 31 3/4, low 31 1/4, close 31 1/2. Pork, Jan. open 13 1/2, high 13 3/4, low 13 1/4, close 13 1/2. Lard, Jan. open 11 1/2, high 11 3/4, low 11 1/4, close 11 1/2.

New York, Jan. 16.—Wheat, Jan. open 80 1/2, high 80 3/4, low 80 1/4, close 80 1/2. Corn, Jan. open 31 1/2, high 31 3/4, low 31 1/4, close 31 1/2. Pork, Jan. open 13 1/2, high 13 3/4, low 13 1/4, close 13 1/2. Lard, Jan. open 11 1/2, high 11 3/4, low 11 1/4, close 11 1/2.

New York, Jan. 17.—Wheat, Jan. open 79 1/2, high 79 3/4, low 79 1/4, close 79 1/2. Corn, Jan. open 31 1/2, high 31 3/4, low 31 1/4, close 31 1/2. Pork, Jan. open 13 1/2, high 13 3/4, low 13 1/4, close 13 1/2. Lard, Jan. open 11 1/2, high 11 3/4, low 11 1/4, close 11 1/2.

New York, Jan. 18.—Wheat, Jan. open 78 1/2, high 78 3/4, low 78 1/4, close 78 1/2. Corn, Jan. open 31 1/2, high 31 3/4, low 31 1/4, close 31 1/2. Pork, Jan. open 13 1/2, high 13 3/4, low 13 1/4, close 13 1/2. Lard, Jan. open 11 1/2, high 11 3/4, low 11 1/4, close 11 1/2.

New York, Jan. 19.—Wheat, Jan. open 77 1/2, high 77 3/4, low 77 1/4, close 77 1/2. Corn, Jan. open 31 1/2, high 31 3/4, low 31 1/4, close 31 1/2. Pork, Jan. open 13 1/2, high 13 3/4, low 13 1/4, close 13 1/2. Lard, Jan. open 11 1/2, high 11 3/4, low 11 1/4, close 11 1/2.

New York, Jan. 20.—Wheat, Jan. open 76 1/2, high 76 3/4, low 76 1/4, close 76 1/2. Corn, Jan. open 31 1/2, high 31 3/4, low 31 1/4, close 31 1/2. Pork, Jan. open 13 1/2, high 13 3/4, low 13 1/4, close 13 1/2. Lard, Jan. open 11 1/2, high 11 3/4, low 11 1/4, close 11 1/2.

WINNIPEG CLOSING WHEAT.

The wheat market closed weak on Saturday at 61c for No. 3 hard in store, Fort William.

CHICAGO FLAX SEED MARKET.

Chicago, Jan. 10.—Flax seed closed to-day at \$1.05 to \$1.08 for May option.

DULUTH FLAX SEED MARKET.

Duluth, Jan. 10.—Flax seed closed to-day at \$1.71 for May.

LIVERPOOL WHEAT.

Liverpool, Jan. 10.—Wheat was unchanged, at 4s 4d for No. 2 red, March, per cental.

THE ANGLO-AMERICAN FIRE.

Regarding this company, the Bulletin, an insurance journal published at Toronto, has this company is getting along all right. This company was organized in March, 1890, and began writing business in June of that year. For the first year its operations were confined to Ontario, but at the annual meeting the directors recommended with a view to extending operations, that a Dominion license be procured, and the company now has agencies established at the main points throughout the Dominion. The following experienced underwriters represent the company: At Winnipeg, J. H. Hall; at Vancouver, W. S. Holland; at St. John, N. B., J. F. Sullivan; at Halifax, J. T. Twining & Son. About \$15,000 covered the company's loss in the Hull-Ottawa fire and district to date. All losses so far reported and adjusted, have been paid. One loss, in which the company was not interested, was interested, is still under adjustment. The Bulletin also gives the names of the directors, most of whom are wholesale merchants or manufacturers of Ontario, several being members of firms which do a large trade in the west.

WESTERN BUSINESS ITEMS.

The Winnipeg school board is calling for tenders for the supply of 800 cords of wood to be in by Monday, Jan. 21.

Moore, Bradshaw, Clinch & Co., general merchants, Prince Albert, Sask., have sold out to E. H. Moore and J. Y. Davis.

J. & E. Brown, general merchants, Portage la Prairie, Man., have purchased the stock of A. G. Cunningham, at Poplar Point, and later sold it again to G. M. Jackson, a well known merchant at that point.

R. F. Taylor, manager of the branch of the Merchants' bank at Westport, has been appointed manager for the same bank at Medicine Hat, Assn. Before leaving Mr. Taylor was presented by the business men of Westport with an address accompanied by a handsome case and merschaum pipe.

F. Watson, R. M. Simpson, physician; W. R. Wilson, druggist; James W. Good, physician of Winnipeg; Percy W. Ireland, of Toronto, are applying for incorporation as the Klondike Lumber and Fuel Company, with a proposed capital of \$100,000, and have offices at Winnipeg.

The Brandon, Man., board of trade held its annual meeting on Wednesday evening. F. Nation was elected president for the ensuing year, John Hansen, vice-president. Kenneth Campbell secretary and the following members of the council: M. T. Taglia, Machaffie, Zink, Lindsay, J. Brown, Harcourt, Fraser, Rankin, McMillan, McDiarmid, F. W. Smith and Colwell. Finances were shown to be in good shape and the board is in a prosperous condition generally. About 30 members were present at the meeting. The reported sale of the Crown's Nest Pass Coal Company's mines to J. J. Hall, the Grand Northern railway company, has been contradicted from Toronto. The mine owned by the Boundary depend largely on the Crown's Nest Pass for supplies of coal and the smelters for coke, so that these districts are much interested in any transaction that would affect the output of these mines. The Crown's Nest Pass Coal company does not appear to be able to keep pace with the rapidly increasing demand, so that any change in ownership that would sufficiently enlarge the producing capabilities of the mines and give over to provide a more abundant and less uncertain supply for mines and smelters would be generally welcomed.

London wool sales which were held this week showed a 7 to 7 per cent. higher prices than last auction.

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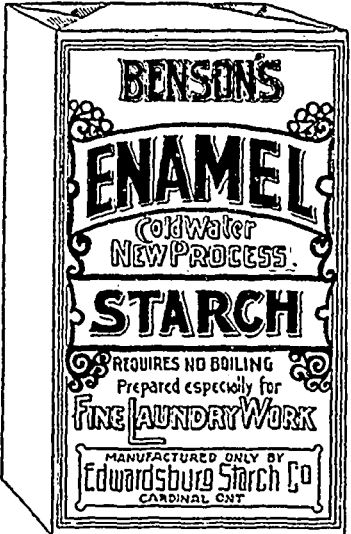
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WHOLESALE MEN'S FURNISHINGS



The season for heavy goods is not over yet and where stocks are broken sorting up will have to be done.

This demand can be supplied here in a large number of lines.

We have a traveller on the road and his orders are reducing stock rapidly.

Whatever you want should be bought as soon as possible

Consider the discounts from 15% to 33 1/2% below regular wholesale prices

Furnishings for Spring and Summer in abundance.

MYRON McBRIDE & Co.

IN LIQUIDATION
Princess St., Winnipeg

A test carload of ore from the Copper King mine, Yukon, gave returns of \$731.03, being an average of \$96.88 per ton, showing copper 46 per cent., silver 11 oz., and gold 10 oz.

The total amount of dividends paid by 210 companies allied with the mineral industry of the United States in 1900 is \$130,441,483. This large disbursement places mining among the most profitable of the country's industries. The metal mines paid \$71,502,000, or 54.3 per cent. of the total, and the industrial companies \$58,939,000, or 45.7 per cent. Among the leading payers were the copper mines, with \$23,423,000 to their credit, the gold and silver mines \$13,307,000 and the petroleum companies with \$48,816,000

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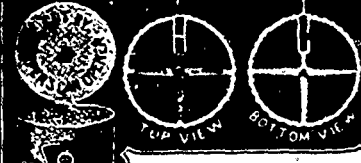
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Great Chicago Strike.

Special correspondence New York Post. Chicago, Dec. 30.—Chicago is just ending one of the most disastrous conflicts between labor and capital known to any community in the United States. Statistics at hand, gathered from twenty-one leading contractors of the city, and ten executives of large building corporations, show that in the fifteen months of this conflict labor lost more than \$80,000,000 in wages, building contractors lost \$70,000,000 in profits, and material prices rose \$15,000,000 through stock speculation. The retail business of this city has been practically stagnant for fifteen months.

On October 1, 1899, the Building Trades Council of Chicago, representing a part of the union labor of this city, engaged in building work, ordered a strike, on account of differences existing between it and the Building Contractors' Council. These differences related, not to the scale of wages paid, as they were very high, but to the right of the Building Trades Council to order a sympathetic strike at any time on the rights of walking delegates, the rights of apprentices in the plumbing trade, and similar questions. The Building Trades Council was controlled at the outset of the strike by a set of politicians. The Building Contractors' Council was regulated by some well meaning men, and by some who meant well, but were exceedingly stiff-necked. The two bodies could not get together, and the strike followed. Politics was rapidly introduced in the progress. When the strike was declared the highest rate of wage paid to any laborer in the building trades was \$5 per day of eight hours. The lowest rate of wages paid to any laborer in the building trades was \$2.25 per day. The average was about \$3 per day of eight hours.

The total number of members of the Building Trades Council on Oct. 1, 1899, was 25,453. The total number of union men of the building trades in the city at that time and not affiliated with the Building Trades Council was 22,220. There were also employed besides these two classes 3,112 non-union men. The total number of building trades workmen and non-union building trades workmen in the city was 50,785. The value of the building in progress in this city, on Oct. 1, 1899, was \$10,000,000. By Jan. 1, 1900, the value of the building in progress had shrunk to \$3,500,000, and the amount of building work planned, but stopped on account of the strike, was \$30,000,000.

During the fifteen months of the strike five persons were killed and 22 assaulted and more or less seriously injured. The assaults were usually made by union men upon non-union men. For a time the police force of the city appeared to act in harmony with the strikers, but this merely aggravated the situation, as the general public was not only paying the salaries of the police force, but was also paying in another way for the suspended building operations. Finally the political officers of the Building Trades Council were ousted and a large number of unions affiliated with it withdrew, and are now making their peace with the contractors and resuming work.

The membership of the Building Trades Council was diminished from 25,453 to 9,335. There are now in this city 35,500 union men engaged in the building trades, but not affiliated with the council. There have left the city to seek work in other places 17,950 men. As most of these departures have an average of three persons dependent upon them and their labor, it is estimated that in all nearly 51,000 persons have left this city on account of the strike.

As to the cost to labor and capital of the strike the following table gives approximate figures:

Fifty-eight thousand working men at an average wage of \$3 per day, twenty days' work per month for fifteen months	\$52,200,000
Loss to contractors in profits	75,000,000
Loss to real estate, merchants, etc.	50,000,000
The value of the amount of building operations suspended during the year 1900 is placed at	127,000,000
The amount of building in progress at the present time is valued at	3,200,000

The individual unions engaged in the building trades are now making their own agreements with the contractors and are resuming work. The withdrawal this week from the Building Trades Council of the United Carriers' Union, numbering about 4,600 men, marks the end of the strike. Not one of the questions for which the strike was precipitated has been settled by the council.

Pacific Coast Shipping Deal.

Vancouver World.

The negotiations which have been in progress for some time past between the Canadian Pacific railway company and the Canadian Pacific Navigation company looking to the acquirement by the former of a controlling interest in the capital stock of the latter, culminated in the completion of the deal on Wednesday in Victoria. The final details of the big deal were arranged by C. Chipman, commissioner of the Hudson's Bay company, who has been in Victoria on this important mission for the past few days. Official information is to the effect that a greatly improved service will be in-

augurated by the acquirement of fast, up to date vessels to run between Victoria and Vancouver, and from British Columbia ports to Skagway. It is also mentioned that no bonus in consideration of such improved service will be asked for by the railway company. Full details relative to the transaction are not yet made public. The announcement of the transfer of the ownership to the C. P. R. company, it is learned from Victoria, is being well received there, it being considered to be in the best interests of the province as a whole. It is authoritatively stated that a large sum of money will be spent in improving the company's equipment.

The company's fleet of steamers comprise the *Islander*, *Charmar*, *Danube*, *Yosemite*, *Princess Louise*, *Rithet*, *Tees*, *Willapa*, *Amur*, *Queen City*, *Oter* and *Maude*. The fleet on the Fraser consists of the *Transfer* and other river boats.

As showing the enormous strides which the province has made within the last 20 years, it may be of interest to newcomers and those who are not familiar with the conditions which then prevailed, to state that the first steamship communication between Victoria and the mainland—New Westminster—was but a twice a week service, leaving Victoria on Mondays and Fridays, and arriving back on Tuesdays and Saturdays. The steamers then on the route were the *Princess Louise*, still a staunch craft, and later on the *R. P. Rithet*, the latter, however, only running in summer. The *Wilson G. Hunt* plied between Victoria and Nanaimo twice a week. Between New Westminster and Yale, then the head of navigation, the *Elizabeth Irving* covered the route for the C. P. N. Co. Capt. Wm. Moore and several Victorians placed the *Western Slope* on the route between Victoria and Yale. The cry then was "Victoria to Yale—or bust," and it was not an infrequent occurrence for the *Slope* to have her safety valve tied down in order to secure greater steam pressure to overcome the "rifles" in the *Fraser*.

For doing this, Capt. Moore, in August, 1881, was arrested and tried before a bench of magistrates in New Westminster, and a small fine was inflicted. There was a good deal of feeling in Capt. Moore's favor, as he carried freight at a much lower rate than did his competitors. Capt. John Irving was then principal owner of the line, he having succeeded his father, who was very highly esteemed by the settlers along the river for his general urbanity and courteous treatment of them at all times.

So great did the traffic become that another vessel was built, the *William Irving*, in Victoria, for the route, and was an up-to-date vessel in every respect. Upon her second up-river trip she was destroyed by fire at Hope, and became a total wreck. Since then many other smaller vessels have been placed upon the upper Fraser route, and instead of being a twice-a-week service they now have a fleet of steamers giving them a daily service. Such vessels as are owned by the company will, of course, pass into the control of the C. P. R. Co.

The twice-a-week service still continues from Victoria, the *Yosemite*, *Princess Louise* and the *R. P. Rithet* being the vessels used thereon. Between Vancouver and Victoria, as is well known, there is a daily service, and the *Islander*, as well as the *Charmar*, large and commodious steamers, are popular with the travelling public. On the northern route the old *Boscovitz* was the only vessel, and the service was a fortnightly one. Now there are the vessels of the C. P. R. Co., the *Union Steamship Co.*, as well as others, engaged in the service, which is a weekly one to others. Those who are familiar with the trade aver that there is sufficient to accommodate a twice-a-week service from Vancouver and all way ports to Skagway. There is no doubt that there is great room for improvement in the service along the west coast of the mainland and to other points north of Comox, on Vancouver Island. The belief is general that there will be a complete reconstruction of the present system, and that the mail service especially will be greatly improved.

British-Pacific Cable.

It has been officially stated by the colonial office that the Pacific cable committee have adopted, on behalf of Her Majesty's governments of Canada, New South Wales, Victoria, Queensland and New

Zealand, the tender of the Telegraph Construction and Maintenance company for the manufacture and laying of the projected Pacific cable.

The amount of the tender is £1,795,000, and the work is to be completed by the end of 1902.

The cable will run from Vancouver Island to Queensland and New Zealand, via Fanning Island, Fiji, and Norfolk Island. It is understood the Canadian end of the wire will be at Port Renfrew, which is about sixty miles west of Victoria.

The 3,500 miles stretch from Vancouver Island to Fanning Island will itself constitute a record in point to point cables. But the great depth of the Pacific ocean renders the enterprise even more remarkable. It is true that the cable will not touch the area surveyed by the *Challenger*, where soundings of five and a quarter miles were taken, but it will cross what is known as the *Tuscorora Deep*, where the United States surveyors found bottom at about 16,500 feet, and after that it will be carried through the *Belknap Deep*, where the soundings average about 17,500 feet.

Fanning Island, the first point where the cables will come to land, is near Christmas Island, and from here to Norfolk Island, in the Fiji, is another stretch of 1,700 miles. The cable will just skirt Miller's Deep, one of the deepest spots of the Pacific. Soundings of upwards of 20,000 feet have been taken by the surveyors of this part of the ocean.

From Norfolk Island to Brisbane, and thence to New Zealand, the cable will be carried between numerous islands, and laid in comparatively shallow water.

The cable will be "all British," even the little unknown Fanning Island having formed part of Her Majesty's dominions for the last ten or twelve years.

Lake Levels.

Washington, Jan. 15.—Consideration of the river and harbor bill was taken up in the House. Chairman Burton offered a substitute for section 4, which was adopted. It authorized the president to invite Great Britain to join in an international commission composed of three members from each country, to report from time to time upon the conditions and uses of waters adjacent to the boundary line between the United States and Canada, including all the waters of lakes and rivers whose waters flow by the St. Lawrence to the Atlantic ocean; also upon the maintenance and regulation of suitable levels and upon the effect upon the shores of the waters and upon the interests of navigation by reason of their diversion from their natural flow, and to report upon the measures to regulate such diversions and to enter into such agreements and make such recommendations as shall best subserve the interests of navigation. It also authorized the president to appoint the United States members of the commission and authorized them to employ experts.

Mr. Cripps, Michigan, remarked that he considered this amendment the most important provision in the bill.

Provincial Issues.

Ottawa, Jan. 12.—It is very probable that a test case will be submitted to the courts so as to decide the question of jurisdiction arising out of the Chinese and Japanese Immigration Act of the province of British Columbia, which is modelled on the Natal Act. It is generally conceded that the province cannot interfere with the Chinese since the Dominion has already legislated on this subject, and in all cases where the Dominion and provinces have concurrent powers the latter cannot override the former. But as to the jurisdiction that is another matter. Since the Dominion has not acted, the general belief, however, is that the whole question is one which the Dominion could handle best. This is one of the subjects which Premier Dunsmuir and Attorney General Eberts, of British Columbia, who are now here, and will discuss it with the premier and minister of justice.

The granting of a charter to the Northern railway to reach the coal fields of the Crow's Nest Pass; a direct line between the Kootenays and the Pacific coast, the extension of the railway to the north end of Vancouver Island and some scheme for joint action on the part of the Dominion and the province to develop the mineral resources will also come up for consideration.

Shipbuilding at Halifax.

Halifax, Jan. 15.—The establishment at Halifax of a big steel shipbuilding enterprise is being agitated. The city is asked to assist it financially. A joint meeting of the city council and a board of trade committee was held last night to discuss what help should be given. The board of trade favored giving by the city of a bounty of \$2 per ton on every steamer built and actually put into operation. This would be for a period of five years. For a further period of five years the board of trade advocated a bounty of \$1 per ton. The city council representatives on the other hand were willing to grant a subsidy of \$6,000 per year if proposed shipyards were constructed, and an additional subsidy of \$1,000 per year if the establishment included a boiler and engine works. The city's subsidy would be for a period of 20 years. The promoters say the steel shipbuilding works they propose to erect at Halifax will be as large as any in the world. They would build freight and passenger steamers. The intention is to ask the Dominion and provincial governments also for subsidies.

May Import Nursery Stock.

Ottawa, Jan. 12.—Exemption by order-in-council is authorized of any trees, shrubs, plants, vines, grafts, cuttings or buds, commonly called nursery stock, from any country or state to which "the San Jose scale act" applies, all importations thereof shall be permitted to be entered at St. John, N. B., St. John's, Que., Niagara Falls, and Windsor, Ont., and Winnipeg, Man., between the following dates in each year, 15th March to 15th May, in the spring; and 7th October to 7th December in the autumn; and at Vancouver, B. C., during the winter months only, from 15th October to 15th March, at which ports they will be thoroughly fumigated with hydrocyanic acid gas by a competent government official in accordance with the most approved methods. All shipments made in accordance with the above will be entirely at the risk of shippers or consignees, the government assuming no risk whatever.

Packages must be addressed so as to enter Canada at one of the above ports of entry, and the route by which they will be shipped must be clearly stated upon each package.

New York Cycle Show.

New York, Jan. 12.—The sixth annual show of the National Cycle Exhibition company began to-day at Madison Square Garden. It will continue all next week. Interest in the event each year increases, and the cycles, motor cycles and automobiles in the exhibition show some entirely new improvements which every rider of a wheel and every admirer of an auto desire to see. The chainless wheel was an experiment a few years ago, now it is beyond that stage. The 1901 models are a revelation. The motor cycle has come into vogue and is asserting its importance as a labor-saving machine for long distances. Expert riders on the motors show them in action at the Madison Square Garden. The automobile takes its place in the exhibition by popular demand. A hydro-car and an autoette are also novelties. The exhibition is complete in everything that appertains to cycles, motor cycles autos and accessories.

Trade Returns of Rossland and Nelson.

The customs and inland revenue returns for the year 1900 of Nelson and Rossland (including their sub-ports) are given by the "Tribune" and "Miner" respectively as under:

Nelson—	
Total value of goods imported	\$731,025.00
Duty collected	\$161,054.84
Other revenue	1,770.91
Inland revenue collected	
	\$165,825.78
	54,552.29
	\$220,378.07

Rossland—	
Duty collected	\$141,232.64
Inland revenue do	27,370.74
	\$168,603.38

The post office receipts at Nelson for the year are estimated at \$29,624.96.

The New Century



WE extend a cordial greeting to all and wish you a Happy and Prosperous New Year. Your aim and ours are identical. Your business existence depends largely upon the wisdom and judgment you display in selecting and purchasing your stock. Our business existence depends on that very same thing. We have determined that, if close margins of profit can do it, this year will mark an era in the development of our trade. Our samples are on the road and our prices are closer than they ever were since we commenced business.

MOCCASINS Such values have NEVER been offered SINCE MOCCASINS WERE FIRST SOLD, as we are offering for next season.

IN MITTS AND GLOVES, ARCTIC SOX, etc., prices are as close as they can possibly be sold.

Our New Line of Felt Shoes with GENUINE ALFRED DOLGE FELT SOLES, will interest every merchant who insists on progress.

**BOSTON RUBBERS and
ALFRED DOLGE FELT SHOES**

guarantee every pair, which speaks for itself.

Go together as THE BEST OF THEIR KIND, no matter what others may assert. We know this to be a fact, and we stake our reputation on it. We also

ARTHUR CONGDON, Winnipeg

Mr. Dixon, who has been visiting us the past two weeks, leaves for "home" this week. You will shortly hear from him.



LUCAS, STEELE & BRISTOL,

C. R. DIXON, CALGARY.

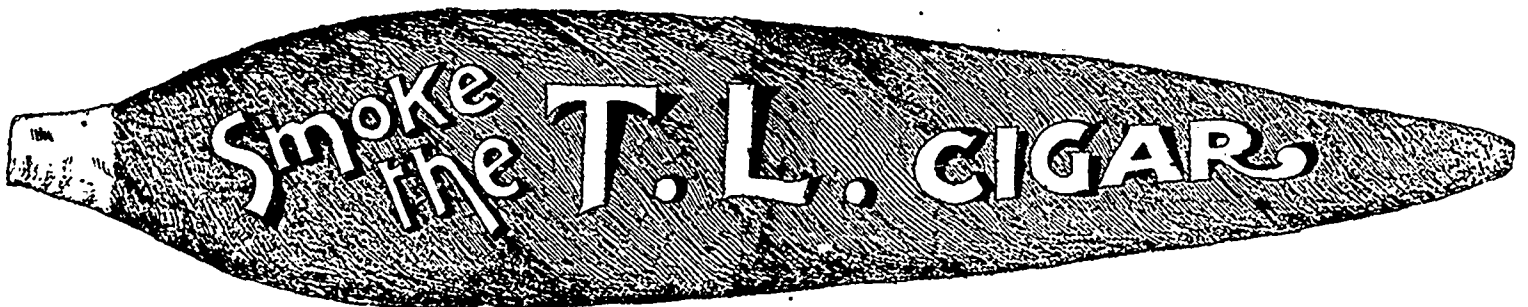
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ROSSIN HOUSE
R. FENWICK, Prop.
Good accommodation; telephone connection with the station; sample rooms; inside closet. Livery in connection.
YORKTON
BALMORAL HOUSE
MCDUGGALL BROS., Props.
Good sample rooms and every accommodation for the general public. Heated by furnace and lighted by acetylene gas.
TERRERNE
LELAND HOTEL
W. F. LEE, Prop.
First-class accommodation for Commercial Travellers, etc.
SOURIS-
CRESCENT HOTEL.
N. TAYLOR, Proprietor.
Headquarters for the travelling public. Free bus meets all trains.
NAPINKA-
HOTEL LELAND.
B. HALLONQUIST, Prop.
First-class in every department. Sample rooms. Every convenience for the travelling public. Opposite C. P. R. depot.
KILLARNEY
GRAND CENTRAL HOTEL
FRANK CURRY, Proprietor.
First-class accommodation for all travellers.
DELOHAINE-
PALACE HOTEL.
LAIRD & MCGARVEY, Props.
New building, new furnishings, furnace heating, acetylene gas. First-class. Large sample rooms.
MAGREGOR, MAN.
THE STANLEY HOUSE
E. WATSON, Prop.
First-class accommodation for travellers. Commodious sample rooms. Livery and food stable in connection. All kinds of banquets attended to.
OAK LAKE
HOTEL MANITOBA
GEO. WRIGHT, Prop.
Newly remodelled and heated by hot air. Commercial headquarters. First-class sample rooms.
SLEKHORN
HOTEL MANITOBA
W. J. DIXON, Prop.
New building. New furnishings. Furnace heating. Acetylene gas. First-class. Large sample rooms.
FLEMING
WINDSOR HOTEL
W. GEO. CLEVELLY, Prop.
New management. Rates \$1.25. Remodelled and refurbished. Commodious sample rooms. Heated by hot air. Livery and food stable in connection. Inside closet.

WAPLELLA
HOTEL MUNDELL
STUART MUNDELL, Prop.
Good sample rooms. Hot air heating.
PRINCE ALBERT
PRINCE ALBERT HOTEL
DAVID POLLOCK, Prop.
First-class accommodation. Good sample rooms for commercial men. Bus meets all trains.
BOWTHORN
QUEEN'S HOTEL
CARRS & POIRIER, Props.
Every accommodation for commercial travellers.
MOOSE JAW
THE MAPLE LEAF HOTEL
SDW. C. MATHEWS, Prop.
Heated by steam. Lighted with acetylene gas. Hot and cold baths. Barber shop in connection. Commercial trunk moved from and to station free. Rates \$2 per day, including sample room.
MEDICINE HAT
ASSINIBOIA HOTEL
H. H. ROSE, Prop.
Commercial headquarters. Commodious sample rooms. Newly furnished bathrooms. Rates \$2.50 per day.
STRATHCONA
HOTEL EDMONTON
W. H. SHEPPARD, Prop.
First-class. Opposite depot.
EDMONTON
ALBERTA HOTEL
JACKSON & CHERRISON, Proprietors.
Sample rooms. Free bus. Livery in connection.
MACLEOD
MACLEOD HOTEL
R. B. IRWIN, Prop.
Good sample rooms and every accommodation for commercial travellers and the general public. Rates \$2.00 per day. Bus to and from all trains.
PINCHER CREEK.
HOTEL ARLINGTON
MITCHELL & DOBBIE, Props.
New Building, New and Commodious Bedrooms, Parlor, Bath Rooms, and Sample Rooms. Newly Furnished, Heated Throughout with Hot Air, Lighted by Gas. Electric Bells in every room. Cuisine second to none. And the best stock of Wines, Liquors and Cigars in Alberta. Miss Michell, Matron.
CRANBROOK, B. C.
CRANBROOK HOTEL
JAE. RYAN, Prop.
Large and convenient sample rooms and good accommodation for commercial men. Rates \$2.00 a day.
FORT STEELE, B. C.
HOTEL WINDSOR
Headquarters for commercial and mining men. All modern conveniences. Large sample rooms for commercial men.
MOTIE, B. C.
THE CENTRAL HOTEL
V. DESHAULNIER, Prop.
Headquarters for commercial and mining men. Sample rooms. Rates \$2 per day.
REVELSTOCK, B. C.
HOTEL VICTORIA
JOHN V. PEREE, Prop.
Large and well lighted sample rooms. Hot air and electric bells and light in every room. Night Grill Room in connection for the convenience of guests arriving and departing by night trains.
NEW WESTMINSTER, B. C.
HOTEL COLONIAL
J. R. INSLBY, Proprietor.
Special attention given to commercial travellers. Charges moderate.
NANAIMO, B. C.
HOTEL WILSON
GEO. R. RAYMOND, Proprietor.
Headquarters for commercial travellers. Well lighted sample rooms. Seeking office Alberta Stn.

Somerville Steam Marble and Granite Works
BRANDON, MAN.
Estimates given on every description of Monument, Headstone or Fence.
This monument, 27 feet 8 inches in height, manufactured of Manitoba granite, was erected by us in Brandon cemetery during 1890.
Wholesale Millinery
Our Range
Look through our magnificent range of samples. Spring and summer season
THE D. MCGILL CO. LTD
WINNIPEG TORONTO MONTREAL

LEITCH BROS.
Oak Lake
"Anebor Brand" Flours
FROM NO. 1 HARD WHEAT.
Bran, Shorts and all kinds of Chopped Feed and Grain.
ADDRESS
OAK LAKE, MAN.

SADLER & HAWORTH
Formerly Robt. Sadler & Haworth
MANUFACTURERS OF
LEATHER BELTING
MONTREAL AND TORONTO
Regal Planing Mills AND Lumber Yard C. W. MURRAY
Market St. East, Winnipeg
A Specialty of Doors, Sash, Mouldings, Turnings, Hardwood Finish, Cabinet and Interior Finish, etc. Dry Kilns.
Telephone 715 P. O. Box 550
E. NEWELL, General Manager
PLEASE NOTIFY.
Subscribers to The Commercial are requested to notify this office of any irregularity in the receipt of their paper.

Public Accounts
Ottawa, Jan. 9.—The annual report of the finance department, better known as the public accounts for the year ending June 30 last made its appearance to-day. In regard to the financial position of the Dominion the blue book contains little that has not been made public, but the details are of interest. The receipts on account of consolidated fund for the year amounted to \$20,096, and the expenditures for the same period to \$2,197,527. The surplus of receipts over expenditures was therefore \$8,054,714.
Capital Expenditures.
The expenditures chargeable to the capital were as follows: Railways—Intercolonial railway, \$3,255,348; Prince Edward Island railway, \$53,548; Canals—Lachine, \$125,000; Ottawa works, \$25,887; St. Lawrence river, Cornwall, \$159,889; Farran's Point, \$100,584; Niagara, \$875,794; Lake St. Peter, \$131. Lake St. Johns channel, \$1,765; North Channel, \$225,000; Rapid Plat, \$14,238; River Reaches, \$72,484; Soulages, \$693,800; Rideau, \$2,750; Sault Ste. Marie, \$27,777; Trent, \$324,553; Welland, \$18,167; public works government buildings, Ottawa, \$67,185; Lewis Graving dock, \$21,441; Montreal harbor improvements, \$1,196; River St. Lawrence ship channel, \$413,139; Fort Colborne, \$185,840; Star Kaminitiquia, \$11,145; St. Andrew's Rapids, \$6,501; Yukon territory, \$590,974; Dominion lands, \$190,470; militia, \$230,850; total, \$7,498,607. There was also paid to the Canadian Pacific railway \$20,000. Subsidies to the amount of \$732,720 were paid on account of the following: Atlantic and Northwestern railway, \$198,000; Canada Eastern railway, \$8,000; Crow's Nest Pass railway, \$340,000; Grand Trunk railway, \$79,025; Pembroke Southern railway, \$54,000; Phillipsburg railway and Quarry company, \$2,112; Restigouche and Western railway, \$14,930; South Shore railway, \$30,890; Tilsonburg, Lake Erie and Pacific railway, \$7,159; total \$1,547,623.74 was paid in connection with the South Africa contingents.
P. O. Savings Banks Big Business.
At the close of the year the balance at the credit of the depositors in the Post Office and Government Savings bank amounted to \$53,149,722.40, or the balance held on June 30, 1898. Part of this increase, \$1,501,992.09, represents interest added to the various accounts and the remainder, \$1,306,014.96, the excess of receipts over withdrawals. Dominion notes to the amount of \$23,004,923 were outstanding on June 30, 1900, as against \$24,236,496 on June of the previous year, or an increase of \$1,838,457. There has been
A Continued Expansion.
In the circulation of notes of the denomination of one and two dollars. The demand for this class of currency makes itself felt especially during the month of September and October, on account of the activity caused by the movement of the harvest. On the 31st October last the issue of one and two dollar notes exceeded the ten million dollar mark for the first time. The following is the statement for 1898-1900: 1899, September, \$9,203,531; Oct., \$9,421,885; 1900, Sept., \$9,967,963; Oct., \$10,218,684. It may be of interest to refer in this connection to the increase in the circulation of notes of chartered banks, although the subject of one that does not relate directly to the accounts herewith submitted. The business conditions that demanded a largely increased issue of Dominion notes of smaller denominations influenced in the same way as the issue of chartered banks. On Oct. 31, 1898, the banks according to their returns had \$49,588,286, and at the corresponding date of this year, \$53,198,667, or an increase of \$3,610,381. In the five years from October 31, 1893, there has been an increase of over 53 per cent. in the volume of circulation of notes of chartered banks. Investments on account of sinking fund various loans were made during the year to the amount of \$495,639.54, making the total amount held on this account on June 30th, \$45,824,282.37.
Debt of Dominion.
The net debt of the Dominion at close of the year was \$264,262,906.00, or a decrease of \$779,837.71 from the previous year. The average rate of interest paid on the gross debt

for the year was 3.09 per cent as compared with 3.14 per cent for the year previous, and the net rate of interest paid fell from 2.98 per cent. to \$2.60 per cent.

The Prices of Securities

of the very highest class, such as consols, owing to special causes, have not recovered to any extent the severe decline experienced in the previous year.

Interior Report.

Ottawa, Jan. 14.—The annual report of the department of Interior was distributed to-day. It is for the fiscal year ending June 30 last.

It is gratifying to note that at a time when such a large proportion of the rural population of the grain growing countries of Europe are abandoning the fields and moving towards the already congested centres such a growing interest should be taken in the advantages offered by western Canada as a suitable field for immigration.

Too Slow in the Past.

but the growth of late has been a remarkably active and healthy one, and with the impetus given to immigration through the policy which has brought about the present results, there is every reason to believe that ere many years have elapsed Manitoba and the other provinces which will eventually spring out of the present territories, will occupy the position, both as regards population and wealth, which their inexhaustible resources justify entitle them to.

The gross revenue received from all sources for the year 1899-1900 compared with 1898-99 was as follows:

Table with 2 columns: Year (1898-99, 1899-00) and Revenue (\$). Rows include Dominion lands, School lands, Seed grain, Ordinance lands, Fines and forfeitures, Registration fees, and Casual revenue.

Total ... \$1,674,059 \$1,780,761

The total revenue of the department for 1900 amounted to \$1,780,761, being a net increase of \$105,802.66 over last year, which was the largest, with the exception of 1897-98, by nearly a million dollars over any year since 1857-58.

by \$201,768 the revenue collected during the corresponding period last year.

Settlement of Vacant Lands.

The amount derived from the sale of public lands was \$581,176, as against \$376,407 for 7,426 homestead entries and 1,188,160 acres taken up in 1900 as against 5,912 entries and 915,920 acres in 1899.

There is no doubt, according to present indications, that this current of immigration will keep on increasing and we may therefore look forward confidently in the future to a fair share of

The Best Class of Farmers

from the western states who may decide upon leaving their present holdings in order to better their social condition by settling elsewhere. The statement of land sales by the railway companies and by the Hudson's Bay company shows that during 1900, 618,379 acres were sold at \$2,145,146, compared with 462,491 acres at \$1,520,792 in 1899.

Lumber Industry.

There was an increased activity in the manufacture and sale of building material during the past year. That this industry is keeping pace with the opening up of country is evidenced by the fact that 306 licenses to cut timber over an area of 3,610 square miles were issued during the year as compared with 151 licenses and an area of 1,551 square miles in 1898-99.

Lord Strathcona recommends two additional immigration agents for England.

Victoria-Montreal Insurance Co.

The great majority of the shareholders in the Victoria-Montreal Insurance company came from outside Montreal, and many from Manitoba and the Territories. The following is a list of the various amounts underwritten and the amounts paid up by western people:

Table with 5 columns: Names, Address, Amount, Subscribed, Paid up. Lists various individuals and companies with their respective contributions.

Non-Assessable Stock.

In a recent mining case heard at Rossland, B. C., Judge Walkem gave decision in effect as follows: "If you buy shares at 10 cents each on certificates which represent them to be of par value at \$1 each 'paid up' direct from the company, you must pay the difference between the 10 cents and the par value."

well-known and popular method of raising money to develop mining properties was imported from the States and has undoubtedly helped to develop properties in this province into mines, which without it would to-day be no more than promising prospects.

However, it appears that as far as purchases direct from the company's office are concerned this fascinating form of speculation can no longer be indulged in with security. Judge Walkem has decided that the company itself cannot sell stock as fully paid up and non-assessable at less than its par value.

Portage la Prairie Board of Trade.

Portage la Prairie, Jan. 12.—There was a most representative meeting of the business men of the town in the council chamber last night, at the annual meeting of the board of trade. The president, A. H. Dickens, occupied the chair, and opened the proceedings by giving a brief summary of the work which the board had accomplished since being inaugurated last winter.

OVERALL CLOTHING

Overalls Pants



Smocks Shirts

OUR GOODS ARE WELL MADE. They will please your customers. You will be pleased yourself. Send us your orders. Satisfaction guaranteed.

The Hoover Mfg. Co. Ltd. Maw's Block WINNIPEG.

Bakery Business for Sale. One of the best bakery and confectionery businesses in the Northwest for sale. Bars operating for a number of years. Capital required, \$1,000.00 to \$2,000.00. For full particulars of selling, possession given at once. Write C. O. N., care Commercial, Winnipeg, Man.

For Sale. A general store business, thoroughly established, in good town. Good will and lease of premises to right buyer. Address X. Y., care of Commercial.

To Rent. BEST STAND IN VIRDEN. Known as Joe Merrick's corner, now occupied as general store, of a most general job stock wanted to purchase. W. F. Scarth, Virden, Man.

Storekeeper Wanted. In live new town. Extra inducements to hustle with small stock and some experience. Good store building ready. Apply to G. M. Teomasa, Dryden, Baitry River District.

For Sale. On M. & B. of the N. P. R., in Manitoba, General Store stock in new goods, amounting to \$2,500.00. Store can be handled for any length of time. Apply box 23, Swan Lake.

Agents Wanted. In every town in Canada to handle quick money-making goods used daily everywhere. Write for particulars.

KARL M. ALBERT 668 McDermott Avenue, WINNIPEG

BUSINESS FOR SALE. For sale, as a young concern, the general retail business carried on by the late Thomas McNeely. This is an opportunity to buy a thoroughly established and profitable business in the good agricultural and fishing district of the lower Fraser. Full particulars may be obtained of H. N. Rich, Ladner, B. C.

SET AND CAP SCREWS. We are the oldest, largest and best equipped company in the Dominion manufacturing milled screws. Write for catalogue. The John Morrow Machine Screw Co., Ingersoll, Ontario.

THE COMMERCIAL MEN.

A GOOD SUGGESTION. A very good suggestion in the interests of the travelling fraternity was obtained this week by a Commercial man in an interview with Secretary Cox, of the Northwest Commercial Travellers' Association. And we take the liberty of passing it along in the hope that the idea will be taken up and put to use by the parties who are concerned. It is briefly that the office of the travellers' association be made more use of by wholesale houses and in fact by all concerns, which employ travelling salesmen as a sort of a bureau through which suitable men may be obtained to fill vacancies which occur from time to time on the travelling staff of the house. It is often the case that good houses are in want of a traveller and have no one available in the other departments of their service to fill the vacancy. They do not care to advertise publicly for a man, and the result is perhaps delay in securing a suitable person. In nearly every case if the secretary of the travellers association were to be consulted the best available man could be obtained without any trouble or expense for advertising. If the travellers knew that

GROceries

Prices to retail dealers for ordinary lot, with usual discounts for cash or large lots. Canned Goods Per case...

Wheat Standards... 11 1/16 Flour... 10 1/16 Sugar... 11 1/16 Tea... 11 1/16 Coffee... 11 1/16

Imported Fresh Herring... 10 1/16 Imp. Kipper Herrings... 10 1/16 Imp. Herrings... 10 1/16

Chicken, Duck or Turkey... 12 1/2 Potatoes... 12 1/2 Canned Beans... 12 1/2

Apples, whole... 12 1/2 Apples, compound... 12 1/2 Cassia, whole... 12 1/2

Beef, per lb... 12 1/2 Pork, per lb... 12 1/2 Bacon, per lb... 12 1/2

THIS practice was followed by employers those who might happen to be out of situations would make it a point to advise the association's secretary of the fact and thus he would be in a position with the exercise of a little discrimination to put suitable men in touch with vacant situations. This hint is passed along for what it is worth. We feel sure that Mr. Cox would be willing to do his share towards carrying it out and that without charge to either parties.

WINNIPEG PRICES CURRENT

Dried Fruits... per pound... Raisins, Val. Layers, per box... 95 2/3

Brussels Sprouts... 11 1/16 Cauliflower... 11 1/16 Lettuce... 11 1/16

Extra Standard Grain... 12 1/2 Flour... 10 1/16 Sugar... 11 1/16

Wheat... 11 1/16 Flour... 10 1/16 Sugar... 11 1/16

Wheat... 11 1/16 Flour... 10 1/16 Sugar... 11 1/16

Wheat... 11 1/16 Flour... 10 1/16 Sugar... 11 1/16

TOBACCO

T. & R. B., 24, and on Cadd... 00 71

Camden... 00 64 1/2

Camden... 00 64 1/2

Camden... 00 64 1/2

Camden... 00 64 1/2

Camden... 00 64 1/2

DRUGS

Following are prices for parcel lots with usual reductions for broken packages.

Alum, lb... 24 1/4 Borax... 24 1/4

Alum, lb... 24 1/4 Borax... 24 1/4

Alum, lb... 24 1/4 Borax... 24 1/4

Alum, lb... 24 1/4 Borax... 24 1/4

Alum, lb... 24 1/4 Borax... 24 1/4

LEATHER

Harness, union... 44 3/4 Harness, union... 44 3/4

FUEL

These are retail prices, delivered to consumers in the city, or per ton less at the yard.

CURED MEATS, ETC.

Lard, 30 to 40 lbs, pure atm. ren. 8 1/2

western trip, in the interest of his company. He takes the Canadian Pacific Railway main line west and all points in British Columbia.

Fred. Foord, of Winnipeg, one of the oldest commercial travellers in the west, who has been to South Africa with the first contingent of Canadian troops, has expressed his intention to move to Montreal to live. His departure will be regretted by many friends here.

ON THE ROAD.

C. R. Dixon, western representative of Lucas, Steele & Bristol, wholesale grocers, of Hamilton, has returned from a visit to headquarters in the east.

The council of the Montreal board of trade has approved of the project of tendering navigable the French river between Georgian Bay and Lake Nipissing, and will confer on the subject with Mr. Tarle.

Geo. Craig, of the Geo. Craig Co., Ltd., dry goods merchants, Winnipeg, left on Saturday last on a purchasing tour. While away he will visit Toronto, Montreal, London, Manchester, Glasgow and Belfast, and on his return will visit New York.

Fire at Dawson City on Jan. 6, destroyed the building occupied by Cribbs & Rogers, at the west end of the Battery and Bender boyl. The firms involved are Buddy & Kallinborn, druggists; Bonanza meat market, Antle's restaurant, San Francisco oyster house, and Cribbs & Rogers. Loss, \$50,000.

CANADIAN PACIFIC RAILWAY

TO THE . . .

EAST

Daily, except Friday, at 16.00.

TO . . .

COAST AND KOOTENAY

Daily at 16.40.

St. Paul Bonspiel

(Commencing January 21)

Single Fare For the Round Trip

Tickets on sale from all points in Manitoba, January 19th, 20th and 21st. Good to return until January 28th.

For particulars apply at City Office, (Opposite Post Office), or Depot.

W. M. STITT **G. E. McPHERSON**
Asst. Gen. Pass. Agt Gen. Pass. Agt

W. R. JOHNSTON & CO.
(Late Livingston, Johnston & Co.)

Wholesale Manufacturers

READY MADE Clothing

Corner Bay and Front Streets
TORONTO

Western Representatives: A. W. LASHER
W. W. ARMSTRONG.

CHANGE OF ADDRESS

PAUL SALA

The popular wholesale Liquor Dealer, has moved into larger premises, 546 Main Street, two blocks north of old stand, on the opposite side of the street. Wines and liquors by the barrel of the bottle. Best brands kept in stock. Every customer carefully served by English, French, German attendants. Same telephone, No. 241.
Now 546 Main Street

S. A. D. BERTRAND ASSIGNEE and TRUSTEE

For the Province of Manitoba, under the recommendation of the Board of Trade of the City of Winnipeg.
Insolvent and Trust Estates Managed with Promptness and Economy.
Special attention to Confidential Business Inquiries.
King Street, Winnipeg, Man.

ATLANTIC STEAMSHIP LINES.

ALLAN LINE— From Portland.	
Corinthian	Jun. 21
Tunisian	Feb. 7
ALLAN LINE— From New York.	
Laurentian	Feb. 2
Sardinian	Feb. 16
DOMINION LINE— From Portland:	
Cambrian	Jan. 22
Vancouver	Feb. 2
DOMINION LINE— From Boston.	
Commonwealth	Feb. 13
New England	Feb. 27
BEAVER LINE— From From	
St. John, Halifax.	
Montfort	Jan. 25/Jan. 24
Lake Champlain	Feb. 1/Feb. 2
AMERICAN LINE— From New York.	
Friesland	Jan. 23
Vaderland	Jan. 30
RED STAR LINE— From New York.	
Friesland	Jan. 23
Southwark	Jan. 30
WHITE STAR LINE— From New York.	
Maestle	Jan. 23
Oceanic	Jan. 30
CUNARD LINE— From New York.	
Compania	Jan. 23
Etruria	Feb. 2
CUNARD LINE— From Boston.	
Ivernia	Feb. 2
Uttonia	Feb. 9

RATES—Cabin, \$50, \$35, \$20, \$10, \$5 and upwards. Second cabin, \$35, \$25, \$10 and upwards. Steerage, \$24.50, \$25.50, \$26 and upwards.
Passengers ticketed through to all points in Great Britain and Ireland, and at specially low rates to all ports of the European continent. Prepaid passage arranged from all points. Apply to the nearest steamship or railway ticket agent or to W. P. F. Cummings, General Agent, Winnipeg.



To all points South, East and West. Minneapolis, St. Paul, Duluth, Chicago, Etc.

Excursion rates to all California, Mexican and Southern Winter resorts. The only line running through Tourist cars to California points. Car leaves every Wednesday.
Through tickets sold to all points, also Ocean Tickets to

Great Britain, Europe, Africa, Australia, etc.

For information, call on your nearest Northern Pacific agent, or write.

Condensed Time Table from Winnipeg.

MAIN LINE.	
Morris, Emerson, St. Paul, Chicago, Toronto, Montreal, Spokane, Tacoma, Victoria, San Francisco	
Lv. Daily	1.45p.m.
Ar. Daily	1.30p.m.
PORTAGE BRANCH.	
Portage la Prairie and Intermediate points	
Lv. Daily ex. Sunday	4.00p.m.
Ar. Mon., Wed., Fri.	10.30a.m.
Ar. Tues., Thurs., Sat.	11.50a.m.
MORRIS-BRANDON BRANCH.	
Morris, Roland, Miami, Bauder, Belmont, Wawanesa, Brandon, also Souris River Branch, Belmont to Regina	
Lv. Mon., Wed., Fri.	10.45a.m.
Ar. Tues., Thurs., Sat.	4.30p.m.
H. SWINFORD, G. A., Winnipeg.	
J. T. McKENNEY, C. P. A., Winnipeg.	
CHAS. S. FEE, G. P. & T. A., St. Paul.	

69th ANNUAL REPORT OF THE Bank of Nova Scotia

Capital—\$1,620,000. Reserve Fund—\$2,418,000

Head Office, Halifax General Manager's Office, Toronto

JOHN Y. PAYZANT, Pres. H. C. McLEOD, Gen. Mgr.
Winnipeg Branch—C. A. KENNEDY, Mgr.

GENERAL STATEMENT DECEMBER 31st, 1900

LIABILITIES.	
Deposits on call	\$5,282,675.50
Deposits subject to notice	\$10,326,304.77
Interest accrued on deposits	200,651.44
	<hr/>
Deposits by other Banks in Canada	63,766.10
Deposits by other Banks in Foreign Countries	128,531.98
	<hr/>
Notes in Circulation	1,776,934.49
Drafts drawn between Branches, outstanding	302,320.45
	<hr/>
Capital paid up	1,860,000.00
Reserve Fund	2,418,000.00
Profit and Loss	30,795.82
Rebate of Interest on Time Loans	82,370.61
Dividend No. 134, payable 1st February, 1901	83,643.71
	<hr/>
	4,474,810.14
	<hr/>
	\$22,552,997.96

ASSETS.	
Specie	\$1,083,605.21
Dominion Notes—Legal Tenders	1,489,739.75
Deposits with Dominion Government for security of Note Circulation	85,210.80
Notes of and Cheques on other Banks	1,264,024.31
Due from other Banks in Canada	134.26
Due from other Banks in Foreign Countries	817,161.15
Sterling Exchange	1,102,339.13
Investments (Provincial, Municipal and other Bonds)	2,800,687.32
Call Loans, secured by Bonds, Debentures and Stocks	1,968,158.88
Call Loans, secured by Grain and Other Staple Commodities	821,875.00
	<hr/>
Loans to Provinces and Municipalities	248,349.54
Current Loans, secured by Bonds, Debentures and Stocks	1,272,774.97
Current Loans, secured by Grain and other Staple Commodities	1,021,169.17
Cash Credit Accounts and Secured Overdrafts	246,860.61
Authorized Overdrafts, not specially secured	108,112.44
Notes and Bills Discounted and current	8,180,698.11
Notes and Bills overdue	1,325.34
Real Estate and Mortgages	489.12
Bank Premises, Safes and Office Furniture	44,782.65
	<hr/>
	11,123,062.15
	<hr/>
	\$22,552,997.96

PROFIT AND LOSS.	
1899—Dec. 30.—By Balance	\$30,566.57
1900—Dec. 31.—By net profits for current year, losses by bad debts estimated and provided for	315,928.15
	<hr/>
1900—June 30.—To Dividend No. 133, payable 1st August, 1900	80,998.05
1900—Dec. 31.—To Dividend No. 134, payable 1st February, 1901	83,643.71
To Contribution to Officers' Pension Fund	10,000.00
To Contribution to Canadian Patriotic Fund	5,000.00
To Transferred to Reserve Fund	136,057.14
To balance carried forward	30,795.82
	<hr/>
	\$346,494.72

RESERVE FUND.	
1899—Dec. 30.—By Balance	\$2,162,570.00
1900—Dec. 31.—By Premium on 991 shares of New Stock	119,372.86
By Transferred from Profit and Loss	136,057.14
	<hr/>
	\$2,418,000.00
1900—Dec. 31.—To Balance carried forward,—130 per cent. of Capital	\$2,418,000.00

H. C. McLEOD, General Manager.

RAT PORTAGE LUMBER COMPANY

LIMITED

MANUFACTURERS OF . . .

**LUMBER,
LATH, SHINGLES,
SASH,
DOORS**

AND ALL KINDS
OF WOODWORK

Head Office and Mills at RAT PORTAGE, ONT.

Branch: Point Douglas Avenue, WINNIPEG

WE ARE AGENTS FOR THE CELEBRATED

Tyrian Rubber Goods



Homestead Fountain Syringes.
 " *Hot Water Bottles.*
 " *Combinations.*
Tyrian Nipples.

THESE GOODS HAVE A WORLD-WIDE REPUTATION.

THE BOLE DRUG CO.

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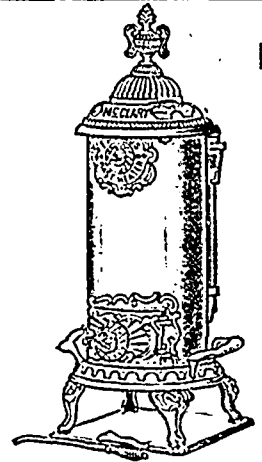
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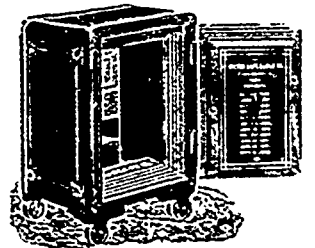


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