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

WINNIPEG, MARCH 6, 1888.

L. ALEXANDER, it is said will purchase the Lethbridge hotel, Lethbridge, Alberta.

A. CARSS, late of the department of agriculture, Winnipeg, will practice law at Rapid City, Man.

HUMBER & BOYDE, hardware merchants, Minnedosa, Man., contemplate opening a branch store at Rapid City.

BROWN, of Gretna, Man., is the purchaser of W. Saults Revere hotel, at Deloraine. Williams, son-in-law of Brown, will manage the house.

THE Avenue hotel property at Fort William was sold lately by auction and brought \$2,375, the purchaser being Mrs. Mary Scott, of Port Arthur.

JAMES HERALD, general merchant, Balmoral, Man., is reported to have left for the United States, and an execution has been taken out against his estate.

TWO columns of a late issue of the Montreal daily Herald is devoted to a description of the extensive cigar manufactory of Tasso, Wood & Co., of that place.

SEVERAL letters have been received at THE COMMERCIAL office from parties at a distance, making inquiries regarding Winnipeg and Manitoba lands. The wide circulation given our special issue of the 13th ult., has been the means of bringing in the letters.

MANITOBA Northwestern Railway invites subscription in the London market for £150,000 first mortgage bonds, identical with the £300,000 already on the market, the whole secured on the first 180 miles of railway. The issue price is 43s.

G. D. NORTHGRAVES, jeweller, Prince Albert, Sask., contemplates giving up business.

ALFORD & Co. will re-build their hotel at Oak Lake, Man., recently destroyed by fire.

GEO. GALLINGER, blacksmith, Dominion City, Man., has admitted E. B. Collins into partnership.

ROBERTSON & ROBERTSON, tailors, Prince Albert, Sask., have admitted Chas. Dickinson into partnership.

THE stock of E. Tobias, general dealer, Morden, Man., amounting to \$2,350 was to be offered at sheriff's sale on Saturday last.

SHANNON & McLEOD, dealers in boots and shoes, Prince Albert, Sask., have dissolved partnership; each continuing business, under the style of Shannon & Co., and McLeod & Co.

RAPID CITY, Man. has been endeavoring to obtain a branch of the Commercial Bank, but the manager writes that the board have decided to wait until spring before considering the establishing of branches. He hopes, however, to be in a position to extend banking facilities before long.

THE stock of J. G. Mills, the absconding Winnipeg tea dealer, was sold by the sheriff on Wednesday last, under an execution secured by Thompson, Codville & Co., wholesale grocers, Winnipeg. The estate was found to amount to \$4,623, and it was knocked down to Thompson, Codville & Co., at 63 cents in the dollar. Thus realizing \$2,912.50, less expenses. As Thompson & Codville's judgment was for \$3,500, it will be seen that nothing remains for the other creditors. Total liabilities were about \$9,000, as previously stated, distributed between Winnipeg and eastern houses.

D. D. DOYLE, butcher, Winnipeg, has become tired of being dunned by his creditors and departed suddenly for the United States on Sunday last. On Saturday afternoon he made over to a city bank, which had a claim against him, receipts for goods in his warehouse. That same evening an investigation of the warehouse was made when the contents were found utterly worthless. Early the previous week a Manitou firm shipped him a car load of beef valued at \$550. On Friday a member of the firm arrived in Winnipeg and called on Doyle for a settlement. Doyle replied that he had sent a marked cheque to Manitou that day, which, however, failed to connect. It is said that several country shippers will be out for meats shipped Doyle. Doyle sold out his stall in the city market a few weeks before his departure.

A LONDON, England, cablegram says: The Canadian Gazette states that the Manitoba Mortgage company has issued a circular announcing that in consequence of a number of foreclosures in Manitoba arising from defaulted loans made at the time of the boom, a certain amount of the company's money is locked up in land. The directors recommend the shareholders to form a new company and take over the property, otherwise calls will be made to meet the debentures.

IN the Dominion Senate a petition was presented to incorporate the Port Arthur & Western Railway company, which is proposed to run from Port Arthur to Winnipeg, and from thence to Turtle Mountain.

HAWTHORN will open a harness shop at Rapid City, Man.

W. H. HOLMES, representing Wyld, Grassott & Darling, wholesale dry goods, Toronto is doing the West.

GINSON & JOHNSTON have bought the stock of Bagshaw Bros., general merchants, at Birtle, Man. The price paid for was 68 cents in the \$.

THE Brandon Sun will shortly issue a special edition, [enlarged and] illustrated, for general distribution as a means of directing immigrants to that district.

MAYOR BAIN, ex-Mayor Macarthur and William Craig, of Prince Albert, Sask., have been elected by the citizens to interview the Ottawa government regarding railway communication for that district.

WE were vainly of the opinion that there was but one only and original Winnipeg. In this it seems we are doomed to disappointment, for in the last issue of an exchange an article from The Commercial, of Winnipeg, Massachusetts, appears. Thus one by one our fondest hopes, etc.

GEO. H. ROGERS & Co. have sold out the balance of their stock of dry goods, at their store on the corner of Main and McWilliam Streets, Winnipeg, to J. E. McCrossan & Co. It is understood the price paid was 50 cents in the dollar. Rogers & Co. will give more attention in the future to their boot and shoe business.

AT a meeting of the council of the Brandon board of trade, the council recommended the appointment of Jas. A. Johnston as immigrant agent, and passed a resolution giving \$100 as a portion of his salary. The council also undertook to raise \$100 towards paying for literature.

THE following statement shows the amount of inland revenue collected at Winnipeg during February:

Tobacco.....	\$ 4,735 30
Cigars.....	121 50
Spirits.....	9,324 23
Malt.....	1,165 39
Petroleum.....	108 00
Seizures.....	237 90

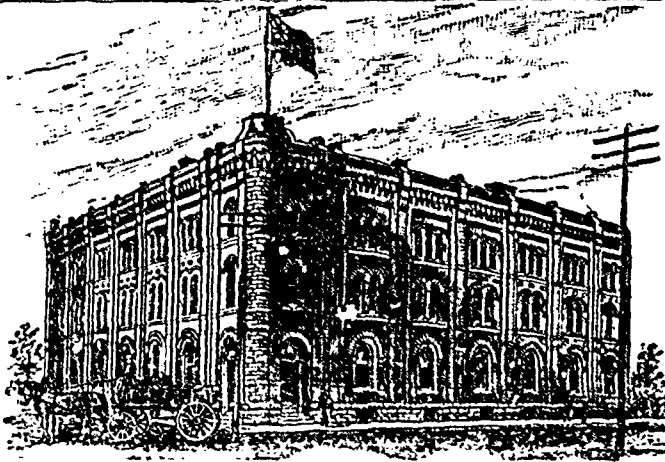
Total.....\$ 15,692 32

The appended statement shows the value of goods exported, imported and entered for consumption at Winnipeg, together with the amount of duty collected thereon during February, 1888, and also a comparative statement for the same month of 1887:

Description.	Value 1887.	Value 1888.
Exported.....	\$ 26,913 00	\$ 61,450 00
Imported, dutiable..	123,537 00	122,943 00
Imported, free.....	0,325 00	7,368 00
Total imported.	\$129,862 00	\$130,311 00
Goods entered for consumption—		
Dutiable.....	\$124,939 00	\$125,992 00
Free.....	6,325 00	7,368 00
Total entered for consumption..	\$131,264 00	\$133,360 00

Duty collected \$35,311 62 \$37,476 97

THE transactions at the Dominion Government savings bank, Winnipeg, during February were: Deposits, \$22,507; withdrawals, \$25,039 96; withdrawals exceed deposits by \$2,532 96.

GOODS SOLD TO THE
TRADE ONLY.GOODS SOLD TO THE
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DIRECT IMPORTERS

TEAS, SUGARS, WINES, LIQUORS and GENERAL GROCERIES

CORNER PRINCESS AND BANNATYNE STREETS, WINNIPEG, MANITOBA.

A SHORT time ago a by-law was passed at Westminster, B.C., providing for the closing of bar-rooms on Sundays. Considerable difficulty was experienced in enforcing this by-law, and it has now been modified by an amendment providing that all saloons, bar-rooms, billiard-rooms, etc., will be compelled to close from 10 a.m. to 12:30 p.m., and from 6 to 8 p.m. on Sundays. The Westminster council might as well have repealed the by-law at once, and have been done with it, so far as it applies to the closing of bars on Sundays. If bars could be effectually closed on Sundays, it would certainly be in the interest of society at large; but it is a well-known fact, that throughout a great portion of Canada, Sunday closing laws are very indifferently observed. So far as the practical result of such laws are concerned, a great many towns might as well be like Westminster—without such regulations. In discussing the Sunday closing by-law, one of the Westminster city councillors, who was opposed to the movement, gave vent to the following strange views: "It was all very well to be moral, but when the town got too moral the effect was bad on business, as business men could vouch for. If this sort of moral business went on some of the best men of the town would be driven out of it." This new doctrine seems to have been received favorably by a majority of the council, as the result of the discussion was the practical repeal of the Sunday closing by-law. This man can at least be given credit for one thing, and that is the shameless courage to speak out his convictions, if the utterances were his honest convictions, though perhaps some personal interest lies at the foundation. It will be a difficult matter, however, to convince a civilized people that immorality, drunkenness, debauchery and vice are in the interest of commercial expansion and for the good of trade. Westminster should be ashamed of the member or members of her city council who propound such a doctrine.

GOVERNOR DEWDNEY, of the Territories, who is down at Ottawa looking for a Senatorship or some other official appointment on the expiration of his present term of office, is reported to

have said that "they hear very little anti-railway monopoly talk in the Territories, the agitation being confined to Manitoba." The idea which will most likely first occur to a person on reading these utterances of the Governor will be: Is the Governor wilfully lying in order to toady to the powers that be at Ottawa, or is he really ignorant of the state of public opinion in the Territories? It can hardly be that the protest which has been sent forth from every part of the Territories against railway monopoly, has not reached the Governor's ears. The opinion must prevail that in order to secure himself in a lucrative office, the Governor is willing to assert anything or assume any position to attain the desired end. It has been asserted that Governor Dewdney will be taken into the Cabinet to represent the country west of Lake Superior. As a monopolist, what a fine misrepresentative of this region the Governor would make. Even admitting that the opponents of monopoly are confined to Manitoba, and that the people of the Territories take no interest in the question, there would still be nearly four-fifths of the people which the Governor would "represent" opposed to monopoly. But the people of the Territories are opposed to monopoly, Governor Dewdney to the contrary notwithstanding. Monopoly has been condemned at public meetings in all parts of the Territories, and the Territorial press, with one single exception, is outspoken in its denunciation of monopoly. The exception is the Regina Leader, edited by Nicholas F. Davin, who of course would not be susceptible to Ottawa influences. Here are a few opinions of monopoly from the Territorial press, which happen to be at hand at the moment: Calgary Herald: "If the C. P. R. monopoly were abolished to-morrow the country would be a great gainer, and however feeble our efforts may be they shall be exerted with no uncertain voice until this abolishment becomes an unknown quantity, and we may go farther and say every Canadian worthy of the name will not have done his duty until he contribute his mite to the abolishment of any railroad monopoly in the Territories," Macleod Gazette; "The people

of the Northwest have steadily, and with no uncertain sound both at public meetings and through the medium of the press, placed on record their hostility to the existing railway monopoly. The many meetings held at different parts of the Territories to discuss the subject, the railway monopoly has been universally condemned excepting at one which is generally believed to have been convened for the sole purpose of whitewashing a member who had broken his ante-election pledges in supporting disallowance." Lothbridge News: "Manitoba has shown plainly her determination to secure the abolition of disallowance and the construction of the Red River Valley railroad. In her struggle she deserves the sympathy and good wishes of every man in the Northwest, as the discontinuance of disallowance in that Province will greatly depreciate the value of the monopoly given to the C. P. R. by their charter, and render it an easy matter to effect its repurchase." These utterances are from the three leading Conservative papers of the Territories, but the good Governor, whose desire is to continue to feed at the public bin, is oblivious to such statements, in his efforts to toady to the monopoly Government.

BRANDON has always been pointed to as the stronghold of those who opposed the anti-monopoly movement in Manitoba, and who sought to perpetuate the existing order of things. There is no doubt, however, but that the very great majority of the people of that city and district have been grossly misrepresented. Owing to the work of a little clique of political schemers, who made up for their lack of numbers in the loudness and boldness of their utterances, it has been proclaimed abroad that Brandon was quite satisfied with monopoly. These schemers were unable to influence public opinion at home, but they have undoubtedly done the provincial cause great harm abroad, by giving a semblance of truth to the statements that the people of Manitoba were by no means unanimous in their desire to get rid of railway monopoly. The untruthful statements of these Brandon wire-pullers, however, have at last been effectually squelched, by the utterances of the Brandon board of trade. In a series of resolutions which will be found in another column of this issue, unanimously passed at a recent meeting of the board of trade, the business men of Brandon have severely sat upon these political schemers who have heretofore misrepresented the true sentiment of that city and district. The Brandon board in these resolutions has thoroughly and unanimously endorsed the context contained in the resolutions of the Winnipeg board, regarding the grain blockade, the effects of monopoly, etc. The Brandon board re-affirms the statement that the business interests of the Province have suffered seriously from the grain blockade; that the C. P. R. has entirely failed to move the crop within reasonable time, on which account farmers have suffered serious loss, and a large quantity of wheat is threatened with destruction from exposure to weather; that freight rates are excessive, and are made to discriminate against Manitoba; that freedom in railway construction is essential to the development of the Province. The Brandon board is further of the

belief that one railway is entirely unable to supply the growing requirements of the Province, and by way of illustration points out that the county of Brandon alone, with but one quarter of the land under cultivation, would produce at a very low estimate over 4,000,000 bushels of grain. The board shows its thorough earnestness in the matter by pledging its support to the present Manitoba Government in all efforts put forth to secure railway competition. The action of the Brandon board of trade completely knocks the last prop from under the monopoly so far as Manitoba is concerned, and gives the direct lie to the little clique of schemers who for personal interests have been shouting for monopoly. The action of the Brandon board of trade is especially welcome, as it supplies the last link in the chain of evidence necessary to show the unhearable nature of railway monopoly in Manitoba, and proves that the people are practically a unit in demanding its removal.

Cleaning Wheat.

Wheat cleaning is in the same state of neglect in most of the mills that it was a good many years ago; nothing more is thought about it than at that time. The miller will buy rolls and reels and purifiers, to "clear up his flour," as he says, while as a matter of fact the trouble may be with the wheat cleaning machinery and the methods pursued in handling the wheat. It must be known that the impurities that go into the flour from the imperfections of this first work will do irreparable injury. Very little can be done in the way of wheat cleaning after the wheat has been reduced. Impurities which are foreign to the grain are pulverized in the flour product, and the fuzz which will attach to the grain itself is very difficult to remove after the grain has been reduced. In fact any removals of this kind that are made are merely incidental or accidental. The greatest evil in regard to wheat cleaning is in a case where the capacity of the mill has been increased. Not in one case in ten will it be found that the cleaning machinery has been augmented, where other changes have been made leading to the general improvement and increase of the capacity. In most instances it is the last place that the miller looks for the source of trouble with his flour. In many instances, it should be the first place. Take a case where the head miller comes into the mill in the morning. It is true that the wheat cleaning machinery is the last that he looks at, if he pays any attention to it at all. These machines occupy the place through which the wheat has to pass on its way from the stock bins to the first break hopper. The wheat does not receive the same attention in the course of milling at this end that it does at the other end. It is habitual to look at the breaks and to examine the bolting, and to watch the purifiers, as to the middlings themselves and as to the tails, but it is not habitual to watch the various products of the wheat cleaning machinery. It is habitual to neglect them. There are millers who do pay as much attention to the wheat cleaning methods as to any other department. These millers may think I am exaggerating this evil. As far as they are concerned, I do, but as far as most millers are concerned, I do not.—*Northwestern Miller.*

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The Effect of a Bonus.

The congressman who has introduced a bill authorizing the payment from the national treasury of a bonus of seven cents for every bushel of wheat and fifty cents for every barrel of flour exported, undoubtedly expects to benefit the farmers and millers of this country, but his bill, if it become a law, would result only in reducing the cost of our wheat and flour abroad. Foreign buyers would insist on getting the full benefit of the bonus, and the people of this country would be taxed to that extent, while the cost of wheat to the foreign consumer would be reduced seven cents per bushel and of flour fifty cents per barrel. Such a law would increase our exports materially, as it would greatly hamper competition from other wheat and flour exporting nations. It may be true, also, that we can better afford to pay such a bonus than any of our competitors in this trade, but as there is very little probability of Mr. Turner's bill becoming a law, it is hardly worth while to further discuss the matter.—*Northwestern Miller.*

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The Commercial

WINNIPEG, MARCH 6, 1888.

THE DOMINION PARLIAMENT.

The people of Western Canada have looked forward with more than usual interest to the assembling of the Parliament of Canada, owing to the belief that during the present meeting, some measure would be brought forth to relieve the West from railway monopoly. For several months past it has been frequently asserted, and sometimes on good authority, that the C. P. Ry. Company's monopoly rights would be purchased back by the Government, and that a measure to accomplish this end would be considered at the coming meeting of Parliament. This was apparently the popular belief in financial circles in England, and the manner in which the reports came about, together with their frequent reiteration, made them appear very probable to many in this country. It has been urged here in connection with this belief, that the Government is now fully aware of the state of public feeling here regarding monopoly, and the dangers which threaten in the event of further dallying with the rights of Manitoba. In order that the Government might extricate itself from its position on the disallowance question without a seeming surrender to the province, it was believed that resort would be had to the purchase of the monopoly rights of the company in the Territories. It has further been urged, that the railway company, seeing that Manitoba must soon triumph in the struggle to obtain railway competition, would be glad to sell out its monopoly rights whilst yet they appear to have a considerable value, for it is evident that with railway competition in Manitoba, monopoly in the Territories beyond would be robbed of its terrors.

Parliament has now met, and so far no reference has been made to the matter of the removal of railway monopoly. Those who wished for some such announcement, however, have no reason to feel disappointed. It is more than probable that if the Government contemplate the purchase of the C. P. Ry. company's monopoly rights, no reference would be made in the opening speech. Such a measure would likely provide a pretty liberal allowance to the company, and it would no doubt be brought before the House and

hurried through with as little discussion as possible. There would necessarily be a good deal of wire-pulling and lobbying in connection with such a measure, and this could be accomplished more effectively after the meeting of Parliament, and previous to a public reference to the matter. At any rate it is to be hoped the Government will endeavor to fulfill the frequent pledges made to Manitoba, by the different ministers, without further delay. A continuation of the policy of disallowance and obstruction cannot long be persisted in, without bringing about more direful results than have yet been apparent.

THE TORONTO RESOLUTION.

The resolution of the council of the Toronto board of trade re the grain blockade in Manitoba, which was published in THE COMMERCIAL last week, came up for discussion at a full meeting of the Toronto board. It was generally considered that the resolution of the council was not strong enough, and the following was added:

"But that in the opinion of this board free railway development is essential to the commercial success of the Northwest, and to the prosperity of the Dominion, as connected therewith, and will welcome any measures tending in that direction that may be consistent with the public faith."

This is the most important declaration yet made in connection with the anti-disallowance, anti-monopoly movement in the West. Its significance can hardly be underrated. This most powerful trade organization has now unanimously declared itself in full sympathy with the principle of freedom in railway construction in the West. The Toronto board has re-affirmed what long ago was declared here, *that free railways are essential to the development of the West*. The agitation against monopoly can no longer be said to be confined to the West, nor to Manitoba. The business men of the commercial metropolis of the populous province of Ontario have declared against monopoly. The Dominion Government may have fancied that it can ride over the rights of the few thousands of settlers in Manitoba with impunity, but dare it do so now, that it has been shown that Manitoba has such a powerful support in the East? The battle may now be considered as fairly won. With this support Manitoba can go on and free herself from bondage to the C. P. Ry. Co., and defy the Dominion Government to interfere. Surely the Government would not be so

rash as to offer forcible resistance to the opening of railway communication with other roads, in the face of the support now tendered Manitoba. The question is no longer a provincial, but a national one. Free railways in the West are essential not only to the West, but as the Toronto board says, to the Dominion. In fighting for freedom from monopoly, Manitoba is fighting for what will ultimately benefit the trade of Toronto and Montreal as well, and this principle has been recognized by the Toronto board.

The Montreal board has not yet dealt with the Winnipeg resolutions, the consideration of the question having been postponed. The Montreal people, though knowing the justice of Manitoba's case, are evidently afraid of offending the C. P. Ry. Co.

ANOTHER LAND GRAB.

A good deal was heard last summer about some great scheme to carry on stock-raising, farming, etc., on a large scale in the territories. Reference is made to Sir John Lester Kaye's scheme. Large tracts of land were to be procured at several points in the territories, where operations would be carried on extensively, and which it was claimed would result in very greatly aiding the settlement of the country. THE COMMERCIAL condemned this scheme at the time, pointing out that what was wanted in the West was farmers to take up lands in their own right, and not large landed corporations. Too much land has already fallen into the hands of corporations, who hold it, as in the case of the C.P.R. free from taxation, until it is made valuable by settlement, when they can sell at a handsome profit. Moreover, as a paying investment, it was stated that little faith could be placed in this big farming scheme, and that like some other similar enterprises, it would probably result unsatisfactorily to those connected with it, as well as to the country at large.

The prospectus of the Kaye scheme has now been issued, and it turns out to be a stock-jobbing concern, under the high-sounding title of the "Canadian Agricultural, Coal and Colonization Co.," capital £210,000, divided into 20,000 seven per cent. preference shares of £10 each. These are now offered to the public. Kaye appears to be the lucky man in connection with the scheme. He gets £10,000 worth of shares, in part payment for lands which he has obtained from the Dominion Government and the C.P.R.

Co., and also £105,000 in cash to float the scheme. He will also act as manager, no doubt on a lucrative allowance. Not so bad for Kaye. The lands acquired consist of 100,000 acres lying along the O.P.R. at Balgonic, Rush Lake and westward. It is understood the company has also the option of purchasing another 100,000 acres on similar terms, at any time within six years. It is understood the company intend paying special attention to the development of their coal lands, and if they succeed in reducing the cost of fuel, it will be some consolation. The scheme, however, has a great appearance of another land-grabbing affair by outside capitalists, and if such be the case it cannot be regarded with favor in the West.

A NORTHERN RAILROAD.

Very little has been heard lately of the Hudson's Bay Railway scheme. This is not because the people of Central and Western Canada have lost faith in the necessity, opportunities, and ultimate successful establishment and operation of a railway and steamship route between the West and Liverpool, via Hudson's Bay. The belief is as firm as ever that in time the opening of the route will be a *fait accompli*. The trouble at present seems to be a lack of faith in the attempts or alleged moves which have been made to prosecute the work. At any rate something far more pressing than the Hudson's Bay railway is drawing the attention of the people of the most populous part of Western Canada. If the Hudson's Bay railway were undertaken at once and pressed forward vigorously with the aid of unlimited capital, it would require the lapse of several years (at least three or four) before it could afford relief to Manitoba, in providing an additional outlet for our rapidly increasing surplus of commodities. What is imperative is an immediate outlet, and when there is a means of obtaining such an outlet within a couple of months and at a comparatively trifling cost as against the Hudson's Bay route, it is no wonder that the latter route should for the time receive little thought. When relief from monopoly and oppression has been obtained by the speedy way open, then the people will be ready to turn their attention to the Hudson's Bay route, and when an honest effort is made to prosecute this work, the people of the West will certainly be willing to render all the assistance in their power.

In connection with this Hudson's Bay railway scheme, it is interesting to note

that an application is now before the Ontario Legislature for aid to assist in the construction of a railway through that province to James' Bay, the latter the southern extremity of Hudson's Bay. Though the Ontario press has thrown a great deal of cold water on the Manitoba and Hudson's Bay scheme, the people of that province seem to have faith enough in the undertaking to attempt a similar one. The Toronto city council has unanimously endorsed the James' Bay railway scheme, and has sent a deputation to urge the matter upon the Provincial Government. One thing worthy of note in connection with this Ontario scheme is, that every favorable feature can also be made to apply with equal force to the Manitoba scheme. In each case it can be said with equal force, that the road would open up a valuable agricultural, timber and mineral country and aid in the development of the great marine wealth of Hudson's Bay. Thus far the two projects have equal advantages, but beyond this the advantages are very greatly in favor of the western scheme. This extremity of Hudson's Bay, known as James' Bay, which extends fully three hundred miles south-easterly from Hudson's Bay proper, is known to be very shallow, and full of dangerous islands and shoals. The large ships which now navigate Hudson's Bay and reach its western coast ports of Churchill and York Factory, never go south-eastward to James' Bay. Goods for the trading posts along James' Bay are transferred to small sailing vessels at York Factory. A railway reaching James' Bay would, therefore, be about useless, so far as the navigation of Hudson's Bay is concerned, whilst the road from Manitoba would reach the great harbors of the west coast by a short and direct line. This would render the fishery wealth of the bay tributary to the western road.

A railroad through Ontario to James' Bay could never be anything more than a local line, though no doubt the country through which it would pass, would afford sufficient wealth to in time render the road a paying investment. Even were James' Bay navigable for large ships, the centres of population in Ontario are so close to Atlantic ports that there would be no object in making the proposed James' Bay railway a route for through traffic to Great Britain. On the other hand the proposed western road to Hudson's Bay, besides reaching the navigable ports on the west coast, would shorten the distance by rail from Manitoba to tide water to almost one-third the present distance. Branches could also be constructed, running westward from the main line, which would still further reduce the comparative distance from Territorial points to tide water. Thus in the case of the rich Prince Albert country, distant by rail say 2,000 miles from Montreal, the distance to Hudson's Bay could be reduced to say 400 miles. This is sufficient to show of what immense value the Hudson's Bay railway would be as a through

route, as compared with the James' Bay route. The object is not to belittle the James' Bay route, but to show the great advantages of the proposed western route to Hudson's Bay. May Ontario speedily get her James' Bay railway, and the West as speedily its Hudson's Bay railway.

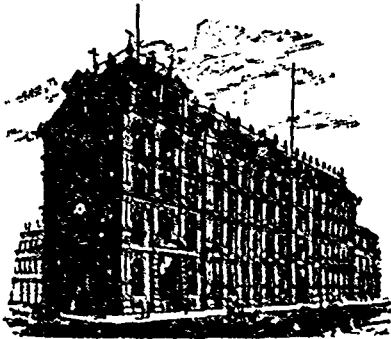
THE LOCAL SITUATION.

The result of the re-assembling of the Manitoba Legislature on Thursday was a surprise, at least to those who are not posted as to what is transpiring within inner Government circles. After certain formalities, Premier Greenway moved the adjournment of the House for two weeks, announcing at the same time that hopes were entertained that in the meantime an arrangement will be made between the Federal and Provincial Governments regarding the disallowance question.

It is understood that negotiations have been opened between the two Governments, and that a deputation from the Local Government has been invited to go to Ottawa to discuss the disallowance question. No arrangement of the question will be acceptable to Manitoba which does not include the entire removal of railway monopoly, and it is therefore assuring to those who might fear a compromise on this point, that the Local Government has declared its intention to adhere firmly to its provincial rights platform of free railways. Any other course would certainly bring immediate disaster upon the Government.

This is the most important evidence yet brought to light to show that the Dominion Government is now thoroughly alive to the necessity of an early settlement of the Manitoba question. Recent events which the Government could hardly fail to take cognizance of, have occurred to show the danger of further dallying with Manitoba's rights. The destruction of two Conservative Governments in Manitoba within a limited time; the effects of the blockade; the action of the Winnipeg Conservative Association; and last but not least, the action of the Toronto Board of Trade, have all indicated that a crisis was rapidly approaching. We have already stated that the favorable consideration of Manitoba's cause by eastern trade organizations meant victory for the Province.

The adjournment of the House is a wise action. If an amicable arrangement with the Dominion is to be concluded, it should be made known before further local legislation is attempted. If the Dominion forego its opposition to a competing railway for Manitoba, the road to the boundary should not cost the Province a cent of public money. Private enterprise should supply the road without provincial aid, were there no fear of Federal interference, and therefore if an early settlement of the question be probable, it is advisable for the Legislature to wait a while before pledging the Province to additional expenditure.



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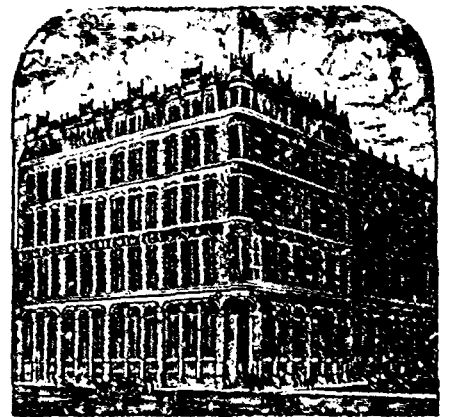
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WINNIPEG MONEY MARKET.

There has been but little change in the aspect of monetary affairs since our last report, and matters have been no worse than was then reported. The money in circulation in mercantile circles is still slender in volume, and scarcely any relief has yet been had from quicker crop movement on the C. P. R. Banks have still a load to carry, but so far have met the wants of their regular customers pretty freely, and if anything more freely during the past week than during the early part of February. The certainty that spring will soon relieve them of the strain now maintained has no doubt prompted in some measure what seems a liberal course, even if it has been conservative in some respects. Of course there is as yet no hope of the discount rate coming below 8 per cent. for some time, and some small tenders may have to pay higher figures for what accommodation they may receive. Still there are symptoms of an easier feeling coming soon, and up to the end of the week there was no anxiety manifested about the payments of today, this being the fifth. Some renewals are looked for, but the day is expected to pass smoothly considering the circumstances of so protracted a grain blockade. In real estate mortgage loan business no improvement of any consequence. Milder weather has increased interest payments slightly, but there is no disposition yet either with companies or customers to undertake new business. The interest rate is nominal at 8 per cent.

WINNIPEG WHOLESALE TRADE.

The uneasiness of last week, resulting almost in a scare, has somewhat subsided. No further ailures of an important nature have occurred in the city trade, and it has been shown that some of the rumors sent around were without foundation. A couple more "skips" have taken place during the week, but in both cases the parties were practically out of business before these events occurred. The opening of C. P. R. through shipments of grain, after having been closed for a month or six weeks, has also caused a more hopeful feeling, and if the company can fulfil the promise of its officials as to the future car supply, the situation should materially improve in a short time. There is still a disposition in some quarters to hold back the shipment of spring stocks, though goods are now moving in some quantities. Business for immediate wants was fully as backward as could have been expected, the rather rough weather perhaps affecting country orders to some extent. Collections have not yet materially improved.

CANNED GOODS.

Prices unchanged and are: Tomatoes, \$3.25; peas, \$3.25 to \$3.45; beans, \$2.75 to \$3.00; corn, \$3.25 to \$3.40; peaches, (Canadian) \$7.00 to \$8.00; apples, \$3.25 to \$3.50; pears, \$3.25 to \$3.50; plums, \$4.50 to \$5.00; strawberries \$5.25; raspberries, \$4.75 to \$5.25; peaches (California) \$8.50; pears, \$8.00; Plums, \$7.50; apricots, \$8.00.

DRY GOODS.

The call for present requirements did not show improvement, but rather the contrary, due to the change from mild to stormy weather. Additional spring orders are being taken, and

shipments are going out. The latter are also the features of the clothing trade.

DUGS.

Business keeps on fairly active, and with prices steady. Quotations were as follows: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.75 to \$3.25; iodide of potassium, \$4.25 to \$4.75; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.25 to \$2.50; chlorate of potash, 25 to 30c; alum, \$4 to \$5.00; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5.00; sulphur, roll, \$4.50 to \$5.25; American blue vitrol, 7½ to 9½c.

FRUITS—GREEN, VEGETABLES, ETC.

Apples are becoming stronger as the season advances, fancy sorts being quoted from \$6 to \$7 per barrel. Russets, greenings and some varieties may be had at from \$5 to \$6 per barrel, whilst damaged can be had frequently at buyers' prices. Florida oranges are out of the market, but other varieties are to hand. Quotations are for sound and frost free goods. Oranges slightly damaged from frost may be had at lower figures. Quotations are: Mesinas, \$6 to \$6.50 a box; California Riversides, seedlings, \$6.50 to \$7; Fancy Riverside Navel, or seedless, \$8 to \$8.50; Choice Los Angeles, \$5.25 to \$5.75; Mesina lemons, \$6 to \$6.50. Cranberries, \$10.50 to \$12 a bbl.

FRUITS—DRIED AND NUTS.

Prices are unchanged: Dates, 10c per lb.; in 50-lb. boxes; Valencia raisins, \$2.50 to \$2.65 per box; Morand's Valentias, \$2.50 to \$2.75 per box; Malagas, London layers, \$3.50; Eleme figs, in different sized boxes, 15 to 18c per lb.; Walnuts, 18c per lb.; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb.

FURS.

There is nothing new to note. In the following range of prices it will be understood that only a No. 1 prime skin will bring the highest figure, and that the bottom prices are for the lowest grade of upprime skins. There are usually about six grades from the lowest to the best qualities. This will account for the wide range of quotations, as follows: Beaver, \$1 to \$6 per skin, badger, 10 to 50c, black bear \$3 to \$19; cubs do \$1.00 to \$5.00; brown bear or cinnamon, \$1 to \$17, cubs do. 50c to \$3, grizzly bear, \$3 to \$19, cubs do. \$1 to 12, white bear, \$5 to \$57, cubs do, \$4 to \$17, lynx, 10c. to \$2.25, cubs do. 5 to 40c, wild cat, 10 to 30c, timber wolf, 25c to \$2.50, prairie do. 20 to 60c, wolverine, 25c to \$5, panther, 10c to \$2.50, fisher, 25c to \$5, red fox, 15c to \$1.25, kit fox, 10 to 50c, silver, grey or black fox, \$7 to \$50 according to color and quality, cross fox, 50c to \$5, blue fox, 25c to \$9, white fox, 10c to \$1.25, mar'in, 10c to \$2.00, mink 10 to 60c, muskrat, all grades, 3 to 15c, otter, \$1 to \$8, do cubs 25 to 75c, raccoon, 10 to 80c, skunk, 10 to 80c. Skins may be so badly damaged or out of season that even the lowest price stated can not be obtained.

FISH AND OYSTERS.

The market is now well supplied with

white fish. Quotations are as follows: Fresh cod and Haddock are in the market, and held at 8c per pound. Fresh white quoted at 6 to 8c, and Lake Winnipeg jackfish at 3½c per pound. Finnan haddies 10½ to 11c. Oysters are steady and quoted: selects, \$2.10, and standards \$1.90 per gallon. Cans, selects, 40c, standards 35c.

GROCERIES.

Last week was a quiet one in the grocery trade and no new features of importance are to note. Prices are unchanged as follows: Dark yellow, 4½ to 7½c; bright yellow, 7½ to 7½c; granulated, 9 to 9½c, lumps, 9½ to 10c. Coffees—Rios, from 24 to 26c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan Nowseason's 23 to 6c; Congous, 22 to 60c; Indian teas, 35 to 60c, young hyson, 26 to 60c. Syrups, corn, \$2.25 to \$2.60; sugar cane, \$2.50 to \$2.75; T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c.

HARDWARE AND METALS.

Quotations are unchanged as follows: Cut nails, 10d and larger \$3.75; I. C. tin plates, \$6 to \$6.25; I. C. tin plates, double, \$12.00 to \$12.50; Canada plates, \$4.00 to \$4.25; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 40 to 42c per lb., according to quality; bar iron \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 7; per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs. barbed wire, 6½ to 7c.

HIDES.

Prices are as follows: Winnipeg inspection, No. 1, 5c; No. 2, 4c; bulls, 3c; calf, fine-haired real veal, 8 to 11 pound skins, No. 1, 7c; No. 2, 5c; sheep pelts, 25 to 50c. Frozen lots of hides are taken at 3½ to 4c all around; tallow, rendered, 4c per lb; rough, 1½ per pound.

LEATHER AND FINDINGS.

Prices are steady as follows: Spanish sole, 28 to 31c; slaughter sole, 30 to 32c; French calf, first choice \$1.25 to \$1.50; Canadian calf, 90c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 75c; slaughter kip, 55 to 65c; No 1, wax upper, 45 to 50c; grain upper, 55c; harness leather, 31 to 34c for plump stock. American oak sole, 45 to 60c; buffe, 17 to 22c a foot; cordovan, 23 to 25c; pebble, 21 to 23c; colored linings, 12c.

PAINTS, OILS AND COLORS.

Quotations are as follows: Turpentine, 85c in five-gallon cans, or 80c in barrels; harness oil \$1.25; neatfoot oil, \$1.25; linseed oil, raw, 70c per gallon; boiled, 73c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; Lard, No. 1, \$1.25 per gal. olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star 25c; water white, 23c. American oils, Eocene, 34c; water white, 31c; sunlight, 27c. Calcined plaster, \$4.25 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.25; No. 1 \$6.75; No. 2 \$6.25; window glass, first break, \$2.25.

WINES AND SPIRITS.

Prices are: Canadian rye whiskey, five year old, \$2.40; seven year old, \$3; old rye, \$1.75;

Jules Robin brandy, \$4.50; Bisquet Debowe & Co., 4.50; Martell, vintage 1885, \$6.50, vintage, 1880, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1885 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$1.00 to \$1.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martell and Hennessy's brandy, one star, \$14 per case of 12 bottles; v. o., \$19; v. s. o. p., \$22.

THE MARKETS.

WINNIPEG.

WHEAT.

A careful inquiry shows that there has been a little improvement in the car supply during the past week, but it is still far short of actual demands. As yet there is no improvement in the feeling at the exchange meetings, and very little business is done. Hundreds of cars are still wanted to fill back orders, and dealers cannot see the force of buying or selling for delivery lord knows when. Only an odd car now and then changed hands, and the meetings have been more of a social character, or at least as social as a gathering of disappointed and disgusted business men could be expected to be. Prices have been nominal, and ranged from 54 to 55c for No. 1 hard and 51 to 52c for No. 2 hard and 1 northern. Lower grades were not heard from.

FLOUR.

There has been more of a disposition in the east to buy of lat but prices there are still too low to call for any export business worthy of mention. The home trade is steady but not too active, and prices are unchanged: Patents, \$2.05; strong bakers, \$1.80; XXXX, \$1.30; superfine, \$1.10.

MILLSTUFFS.

Shipments to the east are still being made, but the demand there is not so active as it was. Local prices still stand at \$12 for bran and \$14 for shorts.

BARLEY.

The feeling has been rather weak, and the few cars offered were not eagerly sought after. No. 3 sold at about 40c here, and was slow sale at that. Street receipts of feed sold at 30 to 33c.

OATS.

The supply has been ample for the local trade, and some cars were exported. The prices paid were equal to 28c here with about a cent more for milling lots.

OATMEAL.

The export demand is fair, and local steady. Prices are unchanged, and as follows: Standard \$2.45; granulated, \$2.60; roller, \$3.

EGGS.

Some small lots were coming in from the south and a few cases from the country. Dealers are commencing to send out cases, and it is expected that the country supply will soon be sufficient for the local market. Fresh were usually held at 25c in case lots, though sales were made at lower figures, but not likely of good quality.

BUTTER.

The feeling is dull and easy. Dealers do not care to load up with any quantity of butter of the qualities now mainly offered, which as a rule are not any too good. It is now too late in the season to expect any outside orders for old butter, and the local demand is too small to consume any great quantity. Fresh grass butter from the states to the south is now coming into the Pacific coast markets, so that

further orders from that direction cannot be looked for at present. In Eastern Canada it will not be long before new butter commences to come in. About 17 to 18c is still the top prices here for such as is in the market, and dealers expect that the balance of old butter which will remain on hand after new commences to come in, will have to be sold at very much lower figures. In fact a tumble in prices is expected for old, when new comes to hand, except perhaps for very choice qualities of old.

CHEESE.

Cheese is quoted in small lots at 13 to 13½c, and only moving in limited quantities.

LARD.

The prices of both local mako and Chicago is \$2.30 in 20 pound pails.

CURED MEATS.

The home cured is in the market in limited quantity and at about the same prices as last week. Eastern Canada product is also coming forward freely. Prices are: Home cured quoted as follows: Long clear bacon, 11 to 11½c; breakfast bacon, 14 to 14½c; rolls, 13c; hams, 14 to 15c; pork sausage, 10c per pound. Eastern Canada quoted: Long clear, 10½ to 11c; breakfast bacon, 14c; rolls, 13c; hams, 14 to 15c; Chicago mess pork, \$21 per bbl.

DRESSED MEATS.

Hogs are decidedly easier, and the packers refuse to purchase at over 7c. One fairly large lot sold after a long delay at 7½c, which price may be considered the outside figure for lots, though perhaps two or three fine hogs might bring as high as 7½c for butchers' cutting. Beef steady and quoted: Farmers' sides beef, 5 to 5½c; butchers' sides, 6 to 6½c; mutton, 11 to 11½c.

POULTRY.

Supplies limited and prices as follows: Chickens 9 to 10c; turkeys, 13 to 15c; ducks and geese, 12c.

HAY.

Pressed, in car lots on track is worth from \$8 to \$8.50 per ton.

The Local Wheat Movement.

There was something of an easier feeling last week in grain circles, owing to the arrival of cars to move the wheat. Still the number of cars available has not been large. Deliveries of grain by farmers were very light, owing to the bad roads and fears of the blockade, and on this account the railway was about able to move new deliveries, but not to reduce the quantity of wheat in store to any extent. The ability of the C. P. R. to move the deliveries was therefore owing to the very light receipts, and not to a bountiful supply of cars. With free deliveries for a few days, it is evident that the blockade would be complete in a short time. The following items show the situation.—Killarney correspondent, Thursday. The hearts of our wheat buyers were made glad yesterday on several empties having been shunted into the side track, as the bins in their warehouses were full up. Boissvain correspondent: Wheat is coming in very slowly. The farmers are afraid of the block, we have had a few cars recently so that the elevators are able to take in all that comes at present. Two good days' receipts however will reproduce the blockade. Deloraine Times, Friday: Forty-four cars came in between Thursday and Saturday, which took bags off the streets and the daily deliveries. Between Saturday and to-day, 11 cars were furnished, and buyers are waiting anxiously for more cars, or a complete blockade will result in a few hours. As it is some buyers have been off the market all week, and are

more troubled to keep out of the way of farmers than to see them. The receipts, owing to stormy weather, have been light.

A BLACKSMITH is wanted at Elkhorn, Man.

WATSON will build a hotel at McGregor, station, Man.

A. L. SIFTON, advocate, Prince Albert, Sask., will move to California.

ALLAN, BRYDGES & Co., bankers and brokers, Winnipeg, are opening a branch at Carberry, Man.

DR. GRAIN, of Manitou, Man., will move to the United States, and a physician to fill his place is wanted.

THE council of Shoal Lake, Man., have granted \$500 toward the erection of a 50,000 bushel elevator to be built next summer by Timewell and Co's., English syndicate.

Two car loads of machinery for the new flour mill at McGregor, Man., have arrived at that place, but owing to a dispute regarding the bonus, it may be some time before the work is completed.

THE Portage Milling Co. have opened a store in the Roberts' block, corner of King and McWilliam streets, Winnipeg, for the sale of their flour and millstuffs, etc. J. A. Stephenson is in charge.

J. C. LONG, dry goods dealer, Winnipeg, has purchased the clothing stock of H. Landerkin. This stock has been in storage for some time. Mr. Long has lately moved into more commodious quarters at 603 Main street, adjoining his old store.

THE estate of J. E. THOMAS, general merchant, Portage la Prairie, was sold on Friday by auction. James Anderson, of Portage, was the buyer, at 64½ cents in the dollar. There was keen competition for the stock, which was a good one, being mostly new goods.

THE stock of Mrs. Van Alstyne, fancy goods, Winnipeg, was sold by the sheriff last week for 39 cents on the dollar. Miss Andrews was the purchaser. Mrs. Van Alstyne commenced business only about three months ago, with very limited capital, and was unable to meet first payments.

THE ninth annual report of the Winnipeg board of trade has been issued. It contains the report of the council for 1887, the President's address at the late annual meeting, reports of officers, the reports of the grain examiners and hide and leather examiners, all of which were published in previous numbers of THE COMMERCIAL. The volume also contains a list of members, and tables of trade statistics, making a book of 50 pages.

THE steamship Abyssinia arrived at Vancouver, B.C., Sunday morning last, 16 days out from Yokohama. She left Hong Kong January 27th, and called at Shanghai and the following Japanese ports, Nagasaki, Kobe and Yokohama. The Abyssinia brought 16 bags of mail. The cargo consists of tea, 12,850 pkg., rice 6,162, matting 1,995, general 957, silk 359, wine 227, curries 161, pepper 90, and opium 80, a total of 22,881 packages, consigned to New York and other points in the United States, and Montreal, Toronto and other Canadian cities.

J. G. MACKENZIE & CO.,
WHOLESALE DRY GOODS,
 MONTREAL.

Samples and Prices of Goods adapted to the Northwest Trade furnished on application.

The Fensom
Elevator
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Manufacturers of Hydraulic, Steam and Hand Power Passenger and Goods Elevators,

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TORONTO.

Toronto Preserving House
 PACKERS AND PRESERVERS OF

FRUITS, VEGETABLES

Jams 'Jellies & Fruit Butters.
 TOMATOES A SPECIALTY.

W. A. SKYDER & CO., - PROPRIETORS

AWarded Silver and Bronze Medals at the Toronto Industrial Exhibition.

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ASK YOUR WHOLESALE FOR OUR GOODS.

J. H. ASHDOWN,

Wholesale Dealer & Importer of all kinds of

Shelf and Heavy Hardware,

STOVES AND TINWARE,
 PAINTS, OILS AND GLASS,
RAILROAD and MILL SUPPLIES,

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Corner Main and Bannatyne Streets.

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DICK, BANNING & CO

MANUFACTURERS OF

Lumber, Shingles and Lath,
 DOORS AND SASH.

MILLS AT KEEWATIN. OFFICE: OPPOSITE C.P.R. PASSENGER DEPOT, WINNIPEG.

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 WHOLESALE.

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NEW FIRM, NEW GOODS.

208 and 210
 MCGILL STREET, **MONTREAL**

COCHRANE, CASSILS & CO.

Wholesale Boots and Shoes

Cor. Craig & St. Francis Xavier Sts.,
 MONTREAL.

Samples with **W. B. McArthur,**
 Donaldson's Block, WINNIPEG.

Mitchell Drug Company

WHOLESALE DRUGS,

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A Full Assortment of Drugs, Patent Medicines and Sundries at Lowest Prices.

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Smith and Fudger
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Distributors of Canadian Manufactured Woodenware, Express Waggon, Velocipedes, etc.
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STANDARD

BRUSHES.

Quality and Size Guaranteed.

For Sale by all Leading Houses. 7

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James Whitham & Co.

Manufacturers of & Wholesale Dealers in

BOOTS & SHOES,

43, 45 and 47 St. MAURICE STREET,

Near McGill Street,

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Represented by **J. M. MACDONALD,**
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JAMES O'BRIEN & CO.,
Manufacturers of Clothing

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A Full Stock of Patent Hungarian, Strong Bakers' and Spring Extra Flour: Oatmeal, Pot and Pearl Barley, Graham Flour, Cracked Wheat, Bran, Shortst, Ground Feed, Oats, Barley.

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EAST and WEST INDIA PRODUCE

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GENERAL GROCERIES.

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Importers and Wholesale Dealers in

Wines, Spirits and Cigars

365 MAIN STREET,

WINNIPEG.

EASTERN MARKETS.

CHICAGO

The decrease in the visible supply of wheat announced on Monday for the previous week, was large, amounting to 1,102,763 bushels. The total visible supply is now 33,462,924 bushels, against 57,627,308 bushels one year ago. May wheat opened at 80½c. and ranged from 80½c. to 81c. during the day. The markets were generally dull. Closing prices were:

	March.	May.
Wheat	75½	80½
Corn	47½	51½
Oats	—	31½
Pork	13.87½	14.05
Lard	7.70	7.80
Short Ribs	7.15	7.35

All grain markets were dull and easier on Tuesday, and provisions uninteresting. Closing prices were:

	March.	May.
Wheat	75½	80
Corn	46½	50½
Oats	—	31
Pork	13.87½	14.05
Lard	7.72½	7.82½
Short Ribs	7.17½	7.37½

Markets continued quiet on Wednesday, with grain a shade firmer and provisions steady. Closing prices were:

	March.	May.
Wheat	75½	80½
Corn	47	51½
Oats	—	31½
Pork	13.90	14.07½
Lard	7.73½	7.82½
Short Ribs	7.17½	7.37½

Wheat was stronger, and ½c. to ¾c. higher at the opening on Thursday. Corn was even stronger. Closing prices were:

	March.	May.
Wheat	75½	80½
Corn	47½	52
Oats	28½	31½
Pork	13.92½	14.10
Lard	7.70	7.80
Short Ribs	7.17½	7.37½

Wheat was a shade firmer on Friday, on unfavorable crop news of winter wheat. Corn advanced under active buying. Closing prices were:

	March.	May.
Wheat	75½	80½
Corn	48½	52½
Oats	—	31½
Pork	13.90	14.05
Lard	7.65	7.75
Short Ribs	7.17½	7.30

Prices at 11:30 o'clock on Saturday, were:

	March.	May.
Wheat	—	80½
Corn	—	52½
Oats	—	31½
Pork	—	13.97½
Lard	—	7.70
Short Ribs	—	—

MINNEAPOLIS.

Closing quotations on Thursday for wheat were as follows:

	Mar.	May.	On track
No. 1 hard	76½	78½	77½-78
No. 1 northern	74½	76½	75-76
No. 2 "	72½	74½	73½

Of the flour market the *Northwestern Miller* says:—The market has continued to drag, with no important new condition, excepting harder

freight rates. They affect business to points where stiffer tariffs exist. There is considerable foreign inquiry and some buying. The domestic demand is fair, but in the matter of prices buyers of large amounts are asking concessions too great to be accepted and the production is mostly going out on smaller orders. On the whole business is not satisfactory.

Closing quotations for flour were as follows: Patents, sacks to local dealers, \$4.40 to \$4.50; Patents to ship, sacks, cat lots, \$4.10 to \$4.25; in barrels, \$4.25 to \$4.35; bakers, here, \$3.20 to \$3.45; superfine, \$2.00 to \$2.65; red dog, sack, \$1.50 to \$1.60; red dog, barrel, \$1.65 to \$1.75.

DULUTH WHEAT MARKET.

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

	Cash	May.	June.	July.
Monday	77	79½	80½	81½
Tuesday	77	79½	80½	81½
Wednesday	77½	79½	80½	81½
Thursday	—	79½	81	81½
Friday	—	79½	81	82

Prices at 11 o'clock on Saturday were: Cash, 77½c.; May, 79½c.; June, 80½c.; July, 81½c.

MONTREAL STOCK MARKET.

The following quotations on March 2nd, as compared with prices on the same day of the previous week, will indicate the course of the stock market:

	Feb. 24.		March 2.	
	Offered.	Bid.	Offered.	Bid.
Montreal	214½	213½	214½	213½
Ontario	113½	112½	117	115½
Toronto	195	190½	195	190
Merchants	123½	124	120½	125
Dominion	—	—	—	—
Commerce	111½	110½	111	110½
Imperial	—	—	—	—
Molson's	145	135	140½	136
Union	92½	90½	95	90½
N. W. Land Co.	54	50	60	55
C. P. R.	57½	57½	57	56½

CANADIAN SECURITIES IN ENGLAND.

The *Canadian Gazette* of Feb. 16th, gives the following quotations of leading Canadian securities in the London market:

	Price.	Rise.	Fall
Canada 4 per cents., 1860	110	—	—
Ditto 3½ per cents.	104	—	—
Ditto 4 per cents., 1885	100	—	—
British Columbia 4½ per cents.	110	—	—
Manitoba 5 per cents.	108	—	—
Quebec 5 per cents., 1883	114	—	—
Winnipeg 5 per cents.	108	—	—
Canadian Pacific shares (N. Y. register)	59½	½	—
Ditto shares (London register)	59½	½	—
Ditto mortgage bonds	103	—	—
Grand Trunk ordinary stock	11½	½	—
Ditto first preference	73½	½	—
Bank of B. C. fully-paid shares	32½	½	—
Ditto £10 paid	16	—	—
Bank of B. N. A.	70	—	—
Manitoba Mortgage	—	—	—
Trust and Loan of Canada, £5 paid	—	—	—
Canada North-West Land	3	—	—
Hudson's Bay	21½	—	½
Vancouver Coal, £9 paid	2½	—	—

W. J. TUDGE, of Wapella, Assa., has shipped 298,000 lbs. of beef from that place this winter.

ALFRED ELMORE is opening a carriage works business at Neosomin, Assa. He will also manufacture land rollers.

TWENTY-TWO car-loads of cotton goods passed through Winnipeg last week en route to Vancouver. The goods were shipped from Montreal and are destined to Shanghai, China, where they will be taken by the C.P.R. steamer *Abyssinia*.

Geo. Bell has been appointed agent for the "Massey Manufacturing Co." at Melita, Man.

Jas. Duncan, blacksmith, from Wolsley, Assa., has bought Geo. Bell's business at Melita, Man.

A. CRADDOCK, butcher, Portage la Prairie, has sold out to J. Robb and Norman Livingstone.

A MEETING will be held at Gladstone, Man., to consider the proposal to grant a bonus in aid of an elevator.

J. C. Steen & Co., general merchants, Donald, R. C., have bought the general stock and good will of Watson & Ferland, of Golden, B. C., and placed J.C. Durick, of Rogers' Pass, in charge.

A LONDON, England, cable of Friday last says: There is a marked improvement in Canadian credit here, as shown by the fact that Dominion issues have touched the highest points—4 per cents are now 110, and 3½ per cents 105. At this time last year they stood 104½ and 97.

PREMIER GREENWAY and Attorney-General Martin, of Manitoba, left for Ottawa on Saturday, to discuss the railway disallowance question with the Dominion Minister. Despatches from Ottawa state that there is a strong feeling there that the Dominion Government will yield, and that disallowance is now practically at an end.

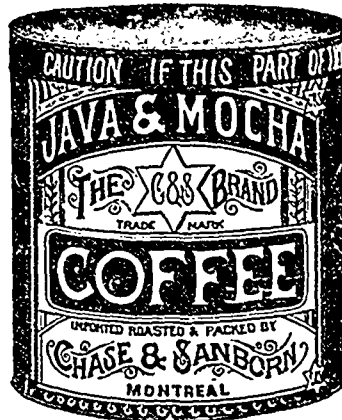
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 CORRESPONDENCE INVITED.

MUNROE & CO.,
 Wholesale Dealers in
Wines, Liquors and Cigars
 OF THE BEST BRANDS
 9th STREET, - BRANDON.

BLUE RIBBON
BINDER TWINE!
 Manufactured by
The Dartmouth Ropework Co.,
 HALIFAX, NOVA SCOTIA.
SUPERIOR TO ALL!
FARMERS
 SHOULD USE NO OTHER.
 See that Each Ball is Bound With
A BLUE RIBBON!!
 Dealers can have samples and all information
 by addressing the
DARTMOUTH ROPEWORK CO.,
 14 FRONT STREET, WEST,
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 N.B.—No Quotations Given for Less Than 10 Tons.

THE BEST

A Brand of Coffee which represents a perfect blending of strength and flavor. Always packed in 2 lbs. air tight cans; no charge for cans; 15 cans in a case.



A perfect blend of Private Plantation Java and Pure Arabia Mocha. Imported, Roasted, and packed by
Chase & Sanborn,
MONTREAL.

COFFEE.

DOLL

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WHOLESALE JEWELER.

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

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McCLARY MANFG CO.

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Manufacturers of

McCLARY'S "FAMOUS" STOVES,

Stamped and Pierced Tinware, Japanned Ware, Stove Boards, etc., and Dealers in Granite Ironware, and

Tinsmiths' Metals and Supplies.

WHOLESALE ONLY.

Warerooms: Cor. Rachel St. and Point Douglas Avenue Show Rooms and Offices,

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J. W. DRISCOLL, Manager

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RAT PORTAGE.

The Palace Hotel of the Northwest, Ontario. Newly and elegantly furnished throughout. The only Commercial House in the district. First class Sample Room. Terms Reasonable.

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WOLSELEY, - ASSINIBOIA,
E. A. BANBURY, PROPRIETOR.

Headquarters for Commercial Men. This house has been recently refitted, with special reference to the convenience and comfort of the commercial trade. Good Sample Rooms. Livery in Connection.

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THE LEADING COMMERCIAL HOUSE.
Free Sample Rooms for Travellers. Opposite C.P.R. Station.

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QU'APPELLE, - - ASSINIBOIA
G. S. DAVIDSON, Prop.

Largely patronized by commercial men and possessing special features for the accommodation of this trade. Large sample Rooms Free.

Cosmopolitan Hotel,

MEDICINE HAT, - - - ASSA,

Headquarters for commercial travellers and tourists. Good sample rooms and clean and comfortable sleeping apartments.

HUGH DEMPSEY, Proprietor.

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The leading and best appointed hotel on the Manitoba Northwestern Railway. Commercial Travellers seek it for Sundays. Sample room and other conveniences.

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Directly opposite Passenger Depot. The leading commercial house. Sample Rooms and first class livery

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WHOLESALE

WINES, LIQUORS AND CIGARS,

Permit Orders Promptly Executed

8th Street, - - Brandon

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Wholesale Dealers In and Exporters of

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Wholesale Agents for several

LEADING BRANDS OF CIGARS

Brandon, Man.

Forbes & Stirrett

PLANING MILL

AND SASH AND DOOR FACTORY,

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NEUMEYER AND PARES,

Brandon Brewery

BRANDON, MANITOBA

Brewers of the Celebrated Export India Pale Ale, Imperial Stout, Noted XX Porter in Casks or Bottles,

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Manufacturers Wall Papers, Toronto.GERRIE BLOCK, PRINCESS STREET,
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pared to furnish the trade with the above mentioned
articles manufactured from the very best seasoned dry
cedar and white pine. All work guaranteed. Correspond-
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LAUNDRY SOAPConsisting in part of Yellow Soap, Brown Soap
Red, White and Blue Mottled Soaps,
Toilet Soaps, Coconut Oil Soap, Soda Crystals
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Largest hotel in the city; centrally located in
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Directly above the C.P.R. Station and Steam-
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MERCHANT,

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MANITOBA PRODUCE a Specialty.

Consignments Received in All Lines.
Correspondence solicited.**British Columbia.**A hook and ladder company will be organized
at Westminster.Barnes & Roy, pork butchers, Vancouver,
have dissolved partnership. The business will
in future be conducted by Roy.Captain Clements, shipping agent at Vancou-
ver, has formed a partnership with Mr. Farron
as real estate, insurance and shipping agents.The salmon packers have commenced getting
their canneries into shape for spring work, and
a few of them have already shipped forward
provisions and supplies.W. H. Viinen, fish dealer, Westminster,
lately captured a sturgeon in the Fraser river
thirteen feet in length and weighing 700 pounds.
Salmon are commencing to run again in the
river.The American barque Sarah S. Ridgway, of
Philadelphia, 850 tons, has cleared from Van-
couver for San Francisco with 1,200 tons of
anthracite coal from the Canadian Anthracite
Co.'s mine near Banff.The Norwegian fishermen are doing splen-
didly in Plumper's Pass. They are catching
large quantities of fish which find a ready mar-
ket in this city, Victoria and Vancouver. Yes-
terday they shipped to this city and Vancouver
something over 3,000 lbs. of cod, halibut and
salmon. The Norwegians are highly pleased
with their location.At a meeting held at Vancouver to consider
the liquor question, it was, amongst other mo-
tions, resolved that 49 hotel and saloon licenses
and three retail and one wholesale, is altogether
an excessive number for the city of Vancouver,
being far in advance of any possible require-
ments of the present population. The closing
of licensed houses on Sundays was also de-
manded.The Westminster board of trade lately sub-
mitted a request to the council asking the latter
body to make an appropriation to assist in de-
fraying the expense of getting the Southern
Railway bill through the Dominion Parliament
and also for the purpose of surveying the line
from Brownsville to the boundary. This is the
road which it is proposed to build from West-
minster south, to connect with the Northern
Pacific and the Pacific coast system of railways.
The board also requested the council to pass a
by-law prohibiting the sale of bankrupt stocks
within the city limits.At the annual general meeting of the West-
minster board of trade, the election of officers
resulted as follows: President, John Hendry;
vice-president, T. J. Trapp; sec.-treasurer, D.
S. Curtis; council, Thomas Cunningham, W. A.
Duncan, Wm. McColl, Alex. Even, B. Douglas,
E. S. Scoullar, D. Robsoa, C. N. Beccher;
board of arbitration, all members of the council
and John Reid, A. M. Herring, L. H. Bonson,
and A. O. Campbell. The following new mem-
bers were elected: W. B. Townsend, James
Punch, and H. T. Thrift.Westminster Columbian: Last year James
Rousseau, of the mainland tannery, shipped to
S. & H. Borbridge, Ottawa, several sample lots
of oak-tanned harness leather, which has given
so much satisfaction that the firm has written

offering to take the entire season's make, providing the quality is the same as the sample lots received. S. & H. Borbridge are the most extensive manufacturers and dealers in saddlery and harness goods in Ottawa, and the fact that they are anxious to secure all Mr. Rousseau's make of harness leather speaks volumes in praise of the leather turned out by the main-land tannery. The tanning business is still in its infancy in this province, but the above indicates it may soon become a very important and profitable industry. Mr. Rousseau has also received large orders from Calgary and other places in the northwest, which makes it evident the excellence of his manufactures is getting to be generally known.

British Columbia's Mineral Wealth.

The annual report of the Minister of Mines was laid before the Assembly lately. From it is learned the following as to the output of the mines in the different sections of the province for the past year:—

Cariboo	\$227,673
Cassiar	60,485
Kootenay	37,900
Lillooet	106,000
Omineca	13,000
Yale	153,200

Total..... \$603,258

The average rate of earnings per hand employed was \$296, being the third lowest year since 1858. The highest was in 1875, when the figures reached \$1,222.

The coal output for the year reached 413,360 tons. Of this quantity Nanaimo produced 138,712 tons; Wellington, 239,217 tons, and East Wellington, 35,431 tons. On the 1st January there were on hand 23,593 tons, making a total output for the year 436,953 tons, against 326,636 tons for 1886. The export trade consumed 334,839 tons and the home market 99,216 tons. The export trade of 1886 was only 249,205 tons.

The total number of miners employed in the Nanaimo collieries were 618, of whom 380 were whites and 220 Chinese and two Indians. The average wages paid to whites were \$2 to \$3.50 per day and to Chinese \$1 to 1.25. The average earnings per day were \$3 to \$4. Value of the plant, \$350,000.

In the Wellington collieries, (R. Dunsmuir & Sons) the total number of hands employed are 715; 398 being whites and 407 Chinese. The wages paid white miners ranges from \$2 to \$3.75 per day, and to Chinese \$1 to \$1.25. The average earnings per day being \$3 to \$4.50. Value of plant, \$250,000.

East Wellington Coal Company employ 130 hands, 83 being whites and 47 Chinese. The former's earning, averages \$2 to \$3 and the latter \$1 to \$1.25. The average earnings being \$3 to \$5 per day. Value of plant, \$110,000. The total number of hands employed is about 1,500.

Grain and Milling News.

Ogilvie's large Winnipeg mill has been running again for about ten days, after a short interruption.

Deloraine Times:—The C. P. R. Co. have made a special rate for barley between this point and Gretna or Emerson of 15 cents per 100, and have advised their agents that good

barley along this branch should bring the farmer 35 cents per bushel.

Mr. Morton, of Boissevain, says if good water is procured in Deloraine that he will build an elevator there in the spring.

Ring & Parr have purchased R. Ironside's warehouse at Crystal City, Man., and intend engaging in the grain business.

G. M. Pearson, and not F. Pearson, is the party who has entered into partnership with J. Law, of Neepawa, in the grain and lumber trade.

It is stated that Head and Christie, grain buyers of Rapid City, Man., will build a 40,000 bushel elevator at Oak River, as soon as the Northwest Central Railway is completed to that point.

Photographs have been taken of the piles of wheat in bags, awaiting shipment at the various points throughout the Province, and one taken in Deloraine last Thursday shows up the situation more powerfully than words can describe.

Rapid City Spectator:—McCulloch & Co's mill in this place has been running day and night all winter until this week. It is now only running 12 hours per day owing to the lack of cars to take away the flour. Every available storehouse in the place is packed full.

At a meeting of the Oak Lake, Man., council Leitch Bros. announced that they had all but completed arrangements for rebuilding the roller mill much larger than the former one destroyed by fire. The new one is expected to turn out from 200 to 250 barrels per day. The vote for a bonus in Woodworth taken last Tuesday in connection with this mill was a failure. The owners, however, are to go on and expect to have everything in working order by August next.

The widely known Willford & Northway Manufacturing Company, manufacturers of milling and other machinery, of Minneapolis, held its annual meeting Tuesday. The business of the company for the year was quite satisfactory, being considerably improved over 1886-7. The old officers were re-elected, J. L. Willford being president; J. S. Leas, vice-president; and W. P. Northway, secretary and treasurer. The same gentlemen act as directors, with the addition of H. A. Barnard and E. O'Connor.

The Milling World states that the total wheat crop of the world is about 2,000,000,000 bushels, and at least 1,500,000,000 bushels are consumed in the countries in which it is grown, leaving a balance of 500,000,000 bushels to supply countries growing no wheat or growing less than they consume. Speculation deals only with this balance that goes into general trade, and the speculators of the world in a single year will sell or transfer in their peculiar way forty or fifty times 500,000,000 million bushels of wheat. In New York a single day sometimes witnesses a sale or transfer of 30,000,000 bushels of wheat.

The handsome new building for the Union Bank at Lethbridge, Alberta, will shortly be occupied. It is said quite a number of new buildings will be erected in Lethbridge in the spring.

Mixing Wheat.

Remarkably enough, the complaints of the farmers of Dakota regarding the "doctoring" of their finest hard wheats on the way east, are echoed in Canada. The farmers of the Dominion also suffer from the mixing practices of the "elevator men" and of many of those who have the handling of their grain prior to its shipment to England or the Continent. In this way the Dominion farmers produce is discredited abroad, while the prices given for these mixed wheats is quoted not infrequently at home as the real value of the genuine No. 1 hard. It is to be feared that the practice of selling poor grain by the help of good samples is on the increase, and as will be seen from the report of the council meeting held at 61 Mark Lane, on Thursday last, the National Association of British and Irish Millers is about to seek a remedy against this abuse. The Canadians might, for their part, no doubt, do something to at least mitigate the evil by carrying their elaborate and admirable system of grading to its logical conclusion. At present the inspection of grain in Canada just stops short at the port where the grain is loaded for Europe, so that a dealer may buy any amount of low grade wheat and ship it to London as No. 1 hard. But we doubt whether there is any way of cutting out the roots of this evil practice other than the formation of a syndicate, capable of buying wheat direct of the farmers through their own agents and owning a line of elevators in which the purity of the grades can be secured.—London Miller.

Dairy Matters.

The annual meeting of the patrons of the Birtle cheese factory was held lately, and all expressed themselves well satisfied with the manner in which the business of the factory had been conducted last season and with the profits of the enterprise. The advantages of cheese making were fully discussed, and the meeting was of the opinion that cheese making was more profitable than the manufacture of butter, as in case of cheese all the milk is utilized, the work is quickly and easily performed, the cheese improves as it ripens, and always commands a ready sale in a cash market; while in the matter of butter a very large proportion is always inferior, sometimes almost unsalable, difficult to keep and troublesome to handle, while the price is more uncertain than of cheese. The price of making cheese has this season been reduced from 2½ to 2 cents, as the milk of a large number of additional cows will be received. The board of managers consists of the following farmers:—B. Dutton, S. Roseborough, A. McGillvray and John Shepherd, George Seale, chairman, and E. J. Wilson, secretary.

J. W. Humble, merchant, Rat Portage, intends erecting a new store, to be built of stone, on the corner opposite his present stand. It will be 20 x 50 feet.

It has been announced that the directors of the C.P.R. have accepted the resignation of J. H. Metavish, land commissioner, at Winnipeg. L. A. Hamilton, assistant commissioner, at present in Vancouver, will succeed him.

Montreal Trade Notes.

Grain rates of storage in Montreal are: On grain ex craft—Elevating and weighing-in, ¼c per bushel, 10 per cent. off; transhipping from one vessel to another (each vessel), ¼c per bushel, 10 per cent. off; storage for each term of ten days, ¼c per bushel. On grain ex cars and carters—Storage for first term of 10 days, 1c per bushel.

Trade Bulletin: The local demand for flour is improving, but still buyers rather than sellers have the making of prices. Dealers do not want to have heavy stocks of old ground on hand at the opening of navigation, and so are willing to meet buyers. Sales of Manitoba strong bakers have been made on track at \$4.05 to \$4.15 per bbl., whilst straight bakers have sold at \$4.25 to \$4.30 per bbl. Straight roller flour has been sold to the local trade at from \$4.10 to \$4.20 per bbl. In the export trade we learn of the sale of 2,000 sacks of spring wheat patents for shipment to London at 6d advance upon former sales. This lot goes forward via Halifax. The oatmeal market is firm and advancing, and prices are quoted at \$5.50 to \$5.75 for granulated and \$5.25 to \$5.50 for ordinary standard. Rolled oats \$6 to \$6.50 in bbls. and \$3.15 in bags. The bran market keeps very firm at \$20 for Montreal and \$18 to \$19 for Manitoba. Shorts \$20 to \$21, and moullie \$27 to \$29 per ton. Low grades have sold at \$23 to \$24.

Dry hides are offering at 13c, with buyers at 12½c. Green hides are going at 7c, 6c and 5c for Nos. 1, 5 and 3.

In Montreal short cut mess pork orders have been filled at \$17.50 to \$18. Chicago brands of short cut clear have also been placed at about the same figures. Chicago lard in pails at 9½c to 9c and native at 9½c to 9c. Bacon sold at 11c to 11½c per lb. Hams 11½c to 12c.

In dressed hogs, prices steady at \$7 to \$7.15 for car lots and at \$7.25 to \$7.50 for small lots.

In dairy produce poor grades of butter suitable for bakers and confectionery purposes are scarce, and 14c for such would be paid. Finest qualities of dairy and creamery in single tubs range from 22c to 25c. Rolls bring 17 to 19c. Cheese, 10½ to 12c for fine to finest.

New laid eggs have been picked up readily at 23c to 25c. Fresh at 19c to 20c. Lined are quoted at 17c to 18c, and Western at 15c to 17c.

Apples quoted at \$2 to \$2.50 per bbl, choice \$2.75 to \$3. 300 bbls. of fancy Spies, Baldwins, Spitz and Russets was sold at \$3 per bbl. in splendid condition. In evaporated apples sales reported at 10c for good sized lots of 50 lb. boxes. Quotations range from 10 to 11c, and dried apples worth 6 to 6½c.

Buyers from the United States have been in the market looking for potatoes, some having paid 70 to 75c per bag of 90 lbs. for car lots.

Trade Bulletin It is rumored that a movement has been started by some of the prominent wholesale dry goods dealers of this city, to form a trust in order to regulate prices upon a satisfactory basis.

Seymour Fox is reported to be about selling the Queen's hotel, Illecillewaet, to W. Snider.

Lumber Cuttings.

D. J. O'Keefe, of Fort Ellice, Man., has been appointed Crown Timber Inspector for that district.

The German barque, Anna Bertha, 409 tons, has cleared from Moodyville for Shanghai, with 232,421 feet of lumber, valued at \$3,491.24.

Freeman, the principal party interested in the purchase of the Hastings saw mill at Vancouver, B. C., is a native of Norfolk County, Ontario, but recently a resident of California.

Thompson & Matthews are busy cutting a large quantity of shingles at the Lake of the Woods. They estimate the winter's cut at 4,000,000. They have cut already about 2,000,000 cedar shingles and are now starting to cut on pine.

A correspondent writing from Chilliwack, B.C., says: Situated in the heart of the great Chilliwack farming district there seems to be no reason why Centreville should not soon make its voice heard among the other rising towns of the province. A company of Ottawa lumbermen have made application for 24,000 acres of excellent timber land, situated in rear of the settlement, which, when lumbering operations begin, will prove another source of wealth to Centreville, as the most economical outlet is through the heart of the Chilliwack district."

Sayward's saw mill, Victoria, B. C., which has been closed down since the first of the year, has been undergoing important improvements. An addition of 50x42 feet has been made to the mill building, which is now a spacious structure of 170x42 feet. New and improved machinery is also being placed in position, consisting of a Welkin's compensating balance gang saw, a gang edger and automatic filing machine and a swedging machine for keeping saws in repair. The gang saws will make a saving of about 20 per cent in the cut. The capacity of the saws is 30,000 feet per day.

During January three charters were written for lumber from Burrard Inlet, B.C., two ships for Sydney, Australia, and one for Melbourne. Five ships arrived at the Moodyville saw mills, Burrard Inlet, during January, to load lumber for Tientsin, Sydney, Shanghai, Valparaiso and China respectively. One ship arrived at the Hastings saw mill, Burrard Inlet, to load lumber for Adelaide, Australia. The clearances with lumber from Burrard Inlet were: Ship Dilbhur, 1,231 tons, for Valparaiso; bark Vikar, for Melbourne, 344 tons; bark Leonon, 801 tons, for Sydney, all from Hastings saw mill. The bark Craigwhinnie cleared from the Moodyville mill, for Coronel, with 600,000 feet of lumber. The ship Valley Forge also cleared from Chemainus, B. C., during the month, with 100,000 feet of lumber and 1,000 piles. The above figures, from Lovert Ward & Co's. monthly shipping report, will give an idea of the exports of lumber of British Columbia.

Westminster, B. C., *Columbian*: For several years back the Royal City Planing Mills Co. have been endeavoring to charter vessels to load lumber at the company's wharf, in this city, for foreign ports. Ship agents and own-

ers could not, however, be induced to charter their vessels to load in Westminster, owing to the supposed dangerous entrance at the mouth of the river, insurance laws and for other reasons. Since the channel improvements have been completed, and the entrance to the mouth of the river has been properly buoyed, these obstacles have almost disappeared, and navigation into the Fraser has been rendered much more safe and easy than into the Columbia river. A few weeks ago Mr. Hendry, manager of the Royal City mills, left for San Francisco with the purpose in view of chartering several vessels to carry the company's lumber to the foreign markets. Yesterday a gentleman in this city received a letter from Mr. Hendry which contained the news that he was negotiating for chartering six vessels to load lumber, two for Australia and the other four for South American ports. One vessel will arrive within 30 days, and very likely four or five will arrive and be loading at the same time. This is important and valuable news and the benefit the city will reap from the coming of these vessels, and the opening of this port to ships from all parts of the world, is much greater than is generally supposed.

The Wheat Situation.

The London, England, correspondent of the *Northwestern Miller*, writes:

There is no improvement to note in the wheat markets here—rather the reverse. Trade in fact could hardly be duller than it has been of late, and the persistent abstention of buyers has had the result of causing holders to give way somewhat in their pretensions. Not that I can discover any radical change in the general position. We have none too much wheat arriving. The quantity afloat keeps small. The American visible supply continues to decrease, and there is little or nothing shipping from India, where the prospects for the next crop are by no means brilliant. Indeed there has been rather an important reduction in the acreage sown, especially in the Punjab, which means that unless the yield per acre is much better than that of last year, which was certainly very short, there will be again but a small surplus for export this season—say 3,000,000 qrs. On the other hand, the pressure of foreign flour in this country is very great, especially in London, and this has a serious influence on wheat buyers. The principal cause of the dullness, however, is probably the continued liberal supplies of home grown wheat, which press forward in undiminished quantities, and which are underselling foreign descriptions. In a few days the government estimate of the crops will be published, and if this shows a crop of above 80,000,000 bushels, which I believe it will, all the early estimates will prove to be too low. I, myself, estimated the crop last September to be at least 76,000,000 bushels, and this now appears to be too low. Already since September our farmers have delivered nearly 7,000,000 bushels more than in the corresponding period last year or equal to nearly 25 per cent. increase. The crop of 1886, it will be remembered, was about 64,000,000 bushels.

J. L. Wilson, of Calgary, is endeavoring to form a building society, with English capital.

Brandon Board of Trade.

The late annual meeting of the Brandon Board of Trade was largely attended. The secretary's and treasurer's reports of acts of the council were moved and adopted. The election of officers was then proceeded with, when the following gentlemen were appointed for the ensuing year: President, I. C. Robinson; vice-president, E. B. Smith; secretary-treasurer, C. A. Moor. Council—Messrs. Larkin, Christie, Ferguson, Pilling, Hellyar, Cole, Durst and Bawden.

The following resolutions were unanimously passed:

"Regarding the resolutions passed by the Winnipeg Board of Trade at the last meeting, held on the 18th inst., and which were as follows:—(Here are given the resolutions passed.)

"Understanding the preamble of the appeal to the East as affirming that business matters throughout this province as a whole have suffered to a very serious extent by reason of the present existing freight blockade on the C. P. Ry., and without undertaking a comparison between the present and the period immediately following the collapse of the boom, which we are unable to do thoroughly for lack of time, and admitting that Brandon has been very much better supplied with cars for the purpose of wheat transportation than many points in the Province,

"Be it resolved that thus qualified this board heartily endorse all the above resolutions and desire to place on record our conviction that the Canadian Pacific Railway has entirely failed to move the Manitoba crop of this year with reasonable celerity, and that we are fully convinced that serious loss has already thereby accrued to the farmers and business men of the province, and that we further believe great danger exists that considerable quantities of wheat now lying threshed out in the fields because of the inability of the owner thereof to sell by reason of said grain blockade, may be destroyed by exposure to the weather this spring:

"Whereas the Canadian Pacific Railway has thus failed in the matter of handling this year's crop and considering the vast possibilities of this country for growing wheat in the immediate future, as for instance this, our county of Brandon, contains 1,296 sections, 829,440 acres, roughly speaking, all good arable land; in three years one-quarter of this could easily be under cultivation in wheat at the low average of 20 bushels to the acre, gives 4,147,200 bushels from this one county, or in other words, under a favorable regime in, say three years, this country could easily export 50,000,000 bushels of wheat;

"Be it resolved, that we believe no one railway system is or will be sufficient to move out our grain promptly, and we therefore insist that fair play to this province demands the immediate cessation of the policy of disallowance as practised by the Dominion Government towards Manitoba, and further, that we fully believe freedom for railway construction is absolutely essential if Manitoba is to prosper and develop in the ratio to which her natural advantages fairly entitle her.

"Whereas, the rate of freight charged by

the C. P. R. on wheat and products from Winnipeg to Montreal is 46c. per hundred, and the rate charged by the new "Soo" road, part by the C. P. R., from Minneapolis to Boston is 25c. per hundred pounds, and whilst the C. P. R. was largely built by the people's money and for the purpose of developing the Dominion, but the new "Soo" road was built by private capital which is expected to earn interest.

"Be it resolved, that in the opinion of this board the monopoly rate now charged by the C. P. R. on Manitoba wheat is exorbitant and unjust, as an illustration of the result say on the output of 12,000,000 bushels, at an overcharge of 10 cents per bushel, gives \$1,200,000 for the present year.

"Whereas, Hon. Thomas Greenway, Premier of Manitoba, in a recent speech at Portage la Prairie, assured the electors that the present Government will certainly construct the R. R. V. R. this coming summer;

"Be it resolved, that this board pledges its support to said Government in the construction of the R. R. V. R. on the condition that such connections be secured as will afford competitive freight rates to the western portion of the province this season; and we further express the hope that in this matter the Dominion Government may see fit to let Manitoba alone, failing which we hope that the present Provincial Government will uphold and exercise our rights as a province to construct railways within the boundaries of the province of Manitoba wherever the requirements demand."

Insurance Briefs.

Cincinnati Price Current. With the return of spring will come the opportunity of the stray spark to lodge in the sparrow's nest under the eaves or in the church tower and start a brisk conflagration. Now is the time to search out the sparrow's nests and destroy them and thus remove that danger of fire which is greater than most persons suppose.

That was a singular case of a Mr. Thickstun who was being examined in a New York Life insurance office a few days ago on application for insurance on his life, and had the papers nearly completed when he was seized with apoplexy and died in the office. If he had lived but a few hours longer the company's physician would have recommended the risk.

A committee reported at a meeting of the Montreal underwriters, that whereas the Montreal business of the Fire Insurance Companies had, during the past few years, been very unprofitable, owing to the large and increasing loss, due in a great measure to the inefficiency of the police and fire departments, it was necessary that an advance in rates in Montreal be made. It was then resolved that the rate be generally increased on a basis of twenty per cent. above present rates, the advance to come into effect from Thursday the 24th inst. This advance is to be exclusive of the extra 2½ per cent. previously decided upon to recoup the companies for the Quebec Province tax.

Halifax is becoming a great sugar centre, the imports for 1887 footing up nearly fifty two million pounds, valued at a million and a quarter dollars.

Figs as Food.

Hehn tells us that one of the Persian kings caused the celebrated Attic figs to be set before him whenever he dined, for one reason—to remind him that the land where they grew was not yet his, and that, instead of receiving the fruit as a tribute, he was obliged to buy it from abroad; and for another, that it was not only the emblem of health, but the most wholesome fruit grown. The fig is now pretty well known to be, especially at certain seasons, almost the common food of the Italian people, and for months they may be said to live almost entirely upon them. It is not the necessaries of life, says the writer, that impoverish people. It is the superfluities, the luxuries; and thus, as Dr. Nichols says, it is not only possible for a man to live upon figs, but that sitting under his own vine and fig tree, a man would have plenty of food and no landlord. When eaten fresh, it is medicine as well as food, and they who eat them freely need no potions and no aperients. Full of nutrition and all those properties that make it valuable as an article of diet, we are confident that the fig will take a prominent position in the estimation of all who work for and believe in food reform. For myself I would simply add that again and again, without liquid of any kind, the luscious green fig, eaten with whole meal bread, has formed a dish at once simple but rich, and, like the Spaniard's salad, fit for a king. The fig is not only very popular, but it is the most ancient fruit we cultivate. In many countries the failure of this crop almost means starvation and famine. Travelers in Asia Minor and Southern Europe provide themselves with figs and olives as provisions for long journeys, and not only live, but grow fat on the diet. The fig has more medicinal properties and more nutriment than any other, with the exception of the olive.—*Practical Confectioner.*

General Notes.

An English paper thinks that the Garden of Eden could not have been in Ireland. If it had when Adam and Eve were evicted, they would not have gone out, but would have insisted on discussing the question.

B. A. Smith, wholesale dry goods, of Halifax, N. S., has assigned. He was compelled to compromise last spring at 60 cents in the dollar, payable in 6, 12 and 18 months on liabilities of \$67,000. The estate then showed a surplus of \$8,000. The first payment was met, but as his bankers declined to assist him in meeting the second when it matured, he was obliged to assign.

At a meeting of the Dominion Commercial Travellers' Association, held at Montreal, the directors submitted a form of guarantee to relieve the railways from all responsibility for loss, damages, etc., in consideration of the special rates granted to the members of the Association, which was adopted and will be forwarded to the railways at once. If this form is accepted by the railways it will settle the recent dispute which they had with the railways, which arose owing to a traveller suing a company a year or two ago for damages and obtaining a judgment against the railway, upon which the railways declined to continue the privileges if guarantees were not given. The meeting also adopted a form of contract for merchants to sign.

Western Notes.

T. A. Newman, general merchant, Portage la Prairie, contemplates building a large block on the avenue, beside the McLoughlin block.

Soules & York, butchers, Calgary, have secured the contract for supplying the Anthracite Coal Company with beef for the term of one year.

Petitions are being circulated at Portage la Prairie praying the Legislature to enact such laws as will enable the town to settle its indebtedness and re-elect its municipal officers.

The Portage *Tribune*, *Conservative*, said last week:—"The wheat blockade has caused the money market here to be very stringent of late. Trade has been but fair since the opening of the new year and considerable credit has been asked for."

Senator Sanford talking with a correspondent respecting his western ranch says the cattle wintered very satisfactory and he proposes to send up a large number the coming summer. In reference to building on Queen street, Winnipeg, he says it is not yet decided to put up a new block this year as there is probably sufficient accommodation in Winnipeg for present demand.

Several refrigerator cars containing potatoes purchased by Major Lewis, a St. Paul seedsman, for various points in the United States, were shipped from Manitoba last week. Each car is heated by a stove. The prices paid for the potatoes range from 35 to 40 cts. per bushel. Most of them will be sold for seed in the Southern States.

It is said by parties from Lake Dauphin district, Man., who were in town this week, that there is a large band of wild horses roaming between Lakes Dauphin and Winnipegosis, and that several attempts have been made to catch them without avail. The horses are said to be descended from a band that was taken there some years ago by a ranchman who died and left no person to look after them.

Mr. Secretan, chief engineer of the Northwest Central Railway, speaking of the road, says: "We expect to commence tracklaying 50 miles in the spring. Of this distance 26 miles are already graded. This season 100 additional miles will be graded. In all likelihood a train service over the completed portion of the road will be inaugurated next summer if the rails arrive in time. A party of surveyors have been out all winter locating 125 miles.

A correspondent from Boissevain writes:—"Notwithstanding that we have three elevators in Boissevain, with a capacity of about 60,000 bushels, the effect of the shortage in the supply of cars has been severely felt. Three times within the last six weeks, the elevators have been full, buyers have been out of the market in consequence, and farmers had to do the best they could with their wheat. As a specimen of the speedy shipment of wheat on the C. P. R., a Times reporter was shown a grain certificate of a car shipped from Boissevain on 22nd December and inspected in Port Arthur on the 8th February. The general feeling amongst merchants was that the car shortage was seriously affecting business interests, and farmers complained bitterly of the hardship and loss of time and mon-

ey, consequent upon the uncertainty of the market."

Capt. Clark, of Winnipeg, left for the east on Feb. 24, and will sail from Halifax on the 10th of March for Glasgow, Scotland, where he will assume the management of the Canadian court at the exhibition there.

Moosomin Courier: A large consignment of flour consisting of five or six loads arrived here from the Cannington Mills, Moose Mountains, on Monday. The flour is of first-rate quality, and is pronounced by competent judges to be the finest flour ever seen in this country. It is selling at \$2 the 100 lbs.

A table showing the annual consumption per head of various articles paying excise or customs duties in the provinces since confederation gives the following figures for Manitoba and the Northwest, in gallons:—Spirits, .616; beer, 1.748; wine, .061; tobacco, 2.511 pounds. The revenue derived per head annually since confederation is as follows in Manitoba and the Northwest: Spirits, .692; beer, .008; wine, .054; tobacco, .483.

Editor's Table.

The *Rat Portage News* has celebrated its first birthday by appearing in enlarged form.

The Dominion Department of Agriculture has just had issued a special addition of W. H. Lynch's useful work on "Scientific Dairy Practice, or Profitable Dairy Agriculture for Canadian Farmers." The book contains nearly 150 pages, devoted to considering the dairy from every possible standpoint. It will prove a most valuable work for those who wish to inform themselves in correct dairy practices.

"Canadian Leaves" is the title of a work containing a series of papers read before the Canadian Club of New York City. Among the papers and authors we find the following:—"The Future of Canada," by Edmund Collins; "The Schism in the Anglo-Saxon Race," by Prof. Goldwin Smith; "The Humorous Side of Canadian History," by J. W. Bengough; "The Heroines of New France," by J. M. Lemoine; "Literature in Canada," by Geo. Stewart; "Echoes from Old Acadia," by Prof. Chas. D. King; "Canada First," by Rev. George Grant; "Commercial Union," by Hon. B. Butterworth; "The Mineral Resources of Canada," by John McDougall; "An Artist's Experience in the Rockies," by J. A. Fraser; "Advantages of Commercial Union," by Erastus Wiman. G. M. Fairchild, jr., also gives a brief reference to the Canadian Club. These are certainly a brilliant series of papers, and the list will in itself recommend the publication to the Canadian public. Handsome pen and ink sketches of the different authors are given. Artistically the volume is an exceptionally fine one. Napoleon Thompson & Co., publishers, 51 and 53 Maiden Lane, New York.

A copy of the annual report of the Toronto board of trade, with the compliments of Edgar R. Willis, secretary, has reached the table. The report forms quite a comprehensive volume of about 70 pages, replete with trade information and statistics, not only of the city of Toronto, but of Canada in general. The work is a credit to the pains-taking secretary. The

forty-fifth annual report of the Montreal board of trade has also been received from the secretary, Geo. Hadrill. This also contains a large amount of statistical trade information.

D. L. Clink and Brother have bought the machinery in Coleridge & C.'s mill at the mouth of Turtle River, Battleford district and will transfer it to a point further up the Saskatchewan probably to Moose Creek.

The annual meeting of the Medicine Hat, Assa, agricultural society was held last week. The feature of the evening was the address by the president, Wm. Cousins, in which he referred to the prosperous condition of the society and the success of their first exhibition. He claimed that this district was equal to any in the Northwest in a great many respects, and in regard to climate it had no equal in Canada. The fact that spring weather has been with us for four weeks should be an inducement to farmers and ranchers to settle here. The following are the officers elected for the ensuing year: Wm. Cousins, president; W. T. Findlay, 1st vice president; T. Tweed, 2nd vice-president; M. Sutherland, E. Rochester, R. McCutcheon, J. Hargraves, H. S. Scatcherd, M. Leonard, D. C. Holt, directors; and G. McCuaig, secretary treasurer.

Jno. Davino, Vancouver's city auditor, has opened a real estate office.

The Newfoundlanders who have located on Howe Sound are purchasing nets, supplies, etc., and will begin fishing immediately.

C. E. Whitman, grocer, Victoria, is burned out. The buildings occupied belonged to Samuel Gray, and were insured for \$3,000. Stock probably not insured.

Godfrey & Co., hardware dealers, have begun the erection of a warehouse at Vancouver, 60 ft. by 30 ft. to the rear of the Wilson block. This warehouse is to be built of iron for the storage of their stock.

R. Collier, Victoria, inspector of hulls, has received information that he has been appointed surveyor for Lloyds' Board of Marine Underwriters for British Columbia. Mr. Collier is also surveyor for the Board of Marine Underwriters of San Francisco, having received that appointment some time ago.

Vancouver Herald: We learn that a party is now in the city negotiating with the city council in regard to the establishing of smelting works in this place. It is generally believed that satisfactory arrangements will be made, and that ere many months we will have one of the most improved systems for smelting erected that is to be found in America.

The buildings for the Vancouver Iron Works are nearly completed. The main building is 50x30 ft. with a wing 60x30 ft. at either end, and an extension at the back 26x20 ft. The machinery is now on its way from the east, and is daily expected. It consists of all the latest improved apparatus necessary for a machine shop and foundry. The company expect to have everything in good working order by the first of April. The business is under the management of Mr. McKelvie, an experienced machinist.

Business East. ONTARIO.

Mrs. Hickey, baker, Lindsay, has sold out.
T. C. Edmunds, livery, Clinton has assigned.
J. C. Blackwood, agent, Erin, has assigned.
J. A. Greenwood, grocer, Kingston, is dead.
Wm. Marshall, butcher, Toronto, has sold out.
Miss E. O'Neill, millinery, Petrolia, has sold out.
E. C. Hall, hotelkeeper, Markham, has sold out.
J. Roe, hotelkeeper, Kincardine, has sold out.
John Waldie, farmer, Gananoque, has assigned.
Wm. Dudley, carriages, Pembroke, has assigned.
Mrs. Smiley, milliner, London, has moved to Toronto.
P. G. Bond, gents furnishings, Aurora, has assigned.
Misses Ferguson, Millinery, Brantford, have assigned.
Geo. Wood, saddler, St. Catharines, has assigned.
Alex. Gillies, blacksmith, Harriston, has assigned.
W. A. Millburn, wagons, Flesherton, has sold out.
W. M. Robinson, druggist, Wroxeter, has sold out.
M. Nichols, wagon maker, Kleinburg, has sold out.
J. Lindsay, dealer in shoes, Kingston, has closed up.
Geo. Duthie & Sons, roofers, Toronto, have dissolved.
C. Kaufman, agent, Toronto, stock to be sold by auction.
John Grimson, cheese manufacturer, Grafton, has assigned.
John Marsha, general storekeeper, Ross, has assigned.
T. A. Bourke, gents furnishings, Windsor, has assigned.
Geo. Mick, general storekeeper, Stafford, has assigned.
Kearns & Ryan, dealers in dry goods, Ottawa, have assigned.
Franklin & McCollum, grocers, Leamington, have dissolved.
I. N. Burdick, general storekeeper, Dorchester, has sold out.
Chas. Brown & Co., carriages, Toronto, was damaged by fire.
Geo. Wright, general storekeeper, Queensville, has sold out.
J. G. Armstrong, general storekeeper, Markdale, has assigned.
G. A. Dougherty & Son, saw mill, Leamington, have dissolved.
M. Sullivan, dealer in dry goods, Peterboro, sheriff in possession.
Aaron House, general storekeeper, Stone Quarry, has assigned.
Mrs. W. Wilson, general storekeeper, Calendar, has assigned.
John Broad, general storekeeper, Little Britain, has sold out.
John Kennedy, hotelkeeper, Beaverton, has removed to Markham.

Linder Bros., dealers in rocking horses, Berlin, have sold out.
P. Patterson & Son, dealers in hardware, Toronto, have assigned.
Fleishman & Fieldman, dealers in dry goods, Ottawa, have assigned.
Tinling & Co., boots and shoes manufacturers, Hamilton, have sold out.
John Dunn, brass foundry, London, compromised at 50c in the \$.
Geo. E. Seidwand, boots and shoes, Sundridge, was burned out.
K. Chisholm & Co., general storekeeper, Brampton, have sold out.
T. H. Anscombe, dealer in dry goods, Walsington, has assigned.
W. F. Wood & Co., dealers in shoes, Hamilton, are about to dissolve.
Wm. McDonald, general storekeeper, North Bay, stock advertised for sale.
J. H. Jones & Co., dealer in dry goods, Brantford, was damaged by fire.
Keeler & Co., dealers in dry goods, Mitchell, stock advertised for sale by sheriff.
J. G. & W. Grey, manufacturers of mill machinery, Toronto, Wm. Grey is dead.
Conger Coal Co. (Ltd.), Toronto, H. L. Fairbank, president of this company, is dead.
G. A. Grier & Co., lumber dealers, Ottawa, have sold out; business continued by Pierce & Co.
Bowman & Mambly, grist mill, Salem, has admitted Amos Hillborn; style now Hillborn, Hambly & Co.
Robins Bros, financial agents, Toronto, have dissolved—R. W. Sutherland admitted; style now, Robins, Sutherland & Co.

QUEBEC.

Adhemar Pare, grocer, Lachine, has assigned.
Jos. Berard, trader, Montreal, has assigned.
J. B. Jacques, auctioneer, Quebec, has assigned.
Victoria Bottling Co., Montreal, have dissolved.
Damase Benoit, tins, Sherbrooke, has assigned.
Brault & Gendron, grocers, Montreal have assigned.
Cristopher Sonne, sailmaker, Montreal, has assigned.
Larive & Lapointe, carriages, Montreal, have dissolved.
McQueen & Corneil, printers, Montreal, have dissolved.
A. F. Milot & Frere, grocers, Montreal, were burned out.
C. Mongeon & Co., dealers in dry good, Sorel, has assigned.
C. P. Gelinas & Frere, cabinet, Three Rivers, were burned out.
S. J. Saunders and Co., saloonkeepers, Montreal, have assigned.
St. Marie & Co., dealers in dry goods, Montreal, have dissolved.
J. C. Parkiss, general storekeeper, West Bromo, has assigned.
M. Leduc & Co., dealers in fancy goods, Montreal, have assigned.
A. E. Trudel & Co., dealer in crockery, Montreal, have assigned.
Ranger & Gamacho, general storekeeper, Yaudouvil, have assigned.

J. A. Genest and Co., general storekeepers, Warwick, have assigned.
Jos. Dagenais, dealer in dry goods, Montreal, is obtaining an extension.
Rieper and McIntyre, manufacturing furriers, Montreal, have dissolved.
Henderson and Lovelace, coal dealers, Montreal, J. M. Henderson is dead.

NOVA SCOTIA.

Nova Scotia Printing Co., Halifax, have dissolved.
Isaac Strong, dealer in boots and shoes, Kentville, has assigned.
John Nowlan, general storekeeper, North Sydney, has assigned.

NEW BRUNSWICK.

E. M. Esty, druggist, Muncion, has assigned.
D. J. Gillies, grocer, St. Johns, has assigned.
H. B. Rendall, painter, Victoria, has assigned in trust.
P. R. Smith, grocer, Victoria, has assigned in trust.
McKay & Co., saw millers, Griffith Lake, have called a meeting of creditors.
J. Dassonville & Co., jewelers, Victoria, have sold out by auction and are leaving there.

Brandon Market.

Wheat:—The few mild days we had last week materially interfered with the delivery of wheat in this market, owing to the snow thawing off the trails in many places. Quite a number who had commenced to draw in from a distance had to quit on this account. The deliveries for the week ending the 25 ult. were 36,369 bushels, making the total for the season over 900,000 bushels. Competent judges think that there is fully one-third of the crop to market yet, and if they are correct our shipment will be considerably over the million bushels. The highest paid this week was 50 cents, but 48 and 49 cents seemed to be the ruling figures.

Oats:—Are being bought in more freely but still hold their own in prices. There is considerable enquiry for extra good samples for seed. We saw a load of extra good black ones sold for 33 cents a bushel. Prices are however as follows: 24 to 26 cents for feed; 27 and 28c for good milling; and 29 to 30c for seed.

Barley:—Very little enquiry except for feeding purposes. Prices are from 30 to 35 cents a bushel.

Horses:—There has been quite a lively time in the horse market during the week not only have a number of carloads arrived but it is stated that there are 9 or ten more on the road for here. Good well matched general purpose teams can be bought at a price varying from \$350 to \$500.

Cattle:—The few that changed hands brought 2½c per pound live weight. Three very nice three year old heifers were offered for \$20 a piece, and cows all the way from \$25 to \$50 a head.

Hogs:—Dressed are now selling at from 7 to 7½c a pound and even at that high figure there are not many marketed.

Butter:—Is in good supply and more than one of our merchants claim to have too much of the article on hand. From 16 to 20 cents a pound is quoted.

Eggs:—Limed or pickled are being sold at 30 to 22 cents a dozen, while few fresh that are being brought in sell readily at twenty-five cents.—Times.

Spring Fashions.

Spring lines appear more generally in the store-windows, and show us all that, while there is certainly a fair display of novelties, we are to witness the revival of a good many old favorites under new names.

For instance, the printed molairs now offered as spring novelties and intended to take the place of the nun's veilings, are little else than the brilliancies of some years back. These goods shed dust far better than veilings and do not soil easily, and now that they are shown in the most delicate colors should certainly regain some of their old time popularity. There is also a new vigogne, having hairy stripes like fur, offering. This fabric will make excellent underskirts, but it is out of the question for drapery, owing to its thickness and stiffness. The new colored velvet cloths bid fair to be the success of the season. They are thick, soft, smooth and shining like silk; they cling closely to the figure and drape beautifully, and as they are shown in all fashionable tints will prove strong competitors for the fancy woollens which are unusually numerous and pretty this season.

Present indications seem to point to a season of striped fabrics. Stripes of every style, color and description seem to have stepped into the front rank of novelties and bid fair to be the typical feature in coming spring styles. Naturally the principal efforts of the modistes are devoted to studying the best method in which to vary these familiar effects, and a change obtained by forming the stripes into a series of points on the front of the skirts, with perpendicular stripes at the sides and kilts of plain goods alternating, is recommended as being novel without the drawback of intricacy.

Braid and braiding patterns are more fashionable than ever, and expensive costumes are covered with close patterns of black standing Russia upon lighter grounds. Costumes of plain cloth or cashmere have the skirt draped up at the side over a wide panel heavily braided; the close-fitting amazon bodice having a braided plastron to match. So great has the demand for braid become that a dolman cloth, covered with a pattern in relief, simulating braiding, has been introduced to compete with the genuine article, and we have seen some pretty jackets made of this new style of cloth.

The new short costume for morning walks or shopping will be very popular. The "trotteur," as this revival of an old style is called, is usually made of fancy checked cloth of the various shades of brown, preferably with lines or streaks of bright colors. The skirt has one deep plaited flounce with a stitched heading and short drapery. The amazon bodice, close fitting, comes down a few inches below the waist and is buttoned down the front. The out-door jacket of the same material is tight-fitting at the back with a loose front, it has a turn-down velvet collar and revers and is lined with striped silk and fastened with one double button only.

The Odette bodice is another revival that has taken hold of the popular fancy. It is a bodice of red faille francaise or surah, finely plaited on to a plain shoulder piece and fastened round the waist with a belt, something after the style of the old Garibaldi. It may be worn with any number of varying skirts and seems to have been much patronized by the younger ladies. — *Montreal Journal of Commerce.*

Breadstuffs Exports.

In an article on the exports for January from the United States, the *N. Y. Commercial Bulletin* has this to say:—

"The most unfavorable feature of the returns related to the shipments of breadstuffs, which declined to an unusual extent. This was not confined to wheat, for the exports of corn were but 1,649,088 bu against 2,181,124 bu for the same month last year, and there was also a decrease in oats and oatmeal. But the shipments of wheat were only 2,662,097 bu, against 8,056,661 for the same months last year, and examination of returns shows that more than half the quantity actually exported, namely 1,378,778 bus. went from ports on the Pacific coast. Once more Atlantic speculators are giving full control of foreign markets to the producers and dealers of other countries and of the Pacific coast, and as a consequence the grain from Atlantic states accumulates in great quantities unsold. The exports of flour were also a little smaller than those of the same month last year, but reached 1,016,461 bbls. It may be profitable at this time to observe that the total exports of wheat thus far reported for the crop year amount to but little over \$1,000,000 bus. against nearly \$1,000,000 bus. exported during the same months of the previous year. As the stock rendered available for export, after deducting the full supply for home consumption and seed, was more than 171,000,000 bus. this year, against actual exports of about 153,000,000 bus. during the last crop year, it appears that the quantity now on hand in excess of all home requirements for the year is more than 90,000,006 bus., and exceeds by more than 28,000,000 bus. the quantity exported during the remaining five months of the last crop year. Thus it comes to pass that the bankers of the Atlantic states are again called upon to carry over to the next crop year an unsold stock of 30,000,090 bus. or more, in excess of the ordinary reserve, with considerable chance of loss to holders if the next crop proves of ordinary size."

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, August 15th, 1887

No. 4 MIXED	No. 2 PASS	STATIONS.	No. 1 PASS	No. 3 MIXED
LEAVE	LEAVE		ARRIVE	ARRIVE
13 00	13 00	Portage la Prairie	14 45	14 45
15 30	14 50	Gladstone	13 07	12 20
17 25	14 02	Necipawa	11 35	10 00
19 45	17 00	Minnedosa	10 45	8 40
	19 10	Rapid City	9 00	
22 30	18 48	Shoal Lake	8 52	5 05
21 10	19 55	Birtle	7 45	3 30
	22 25	Binscarth	5 10	
	23 45	Russell	3 45	
	1 05	Langenburg	2 30	
ARRIVE	ARRIVE		LEAVE	LEAVE

Trials.
No. 4, Mondays and Thursdays. No. 1, Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.
Trains leave Minnedosa for Rapid City Tuesdays and Fridays at 17.10; returning leave Rapid City Wednesdays and Saturdays at 9. For Langenburg leave Birtle Fridays only at 21.00; returning leave Langenburg Saturdays only at 2.30. For Russell leave Birtle Tuesdays only at 21 returning leave Russell Wednesdays only at 3.45, making connection with main line trains.
Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.
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St. Louis Fast Ex.	b6 25 p.m.	b7 05 p.m.
Chicago Fast Ex.	d6 25 p.m.	d7 05 p.m.
Des Moines Passenger	a6 25 p.m.	a7 05 p.m.
Excelsior and Watertown	a8 00 a.m.	a8 45 a.m.
Arlington and Excelsior	a4 15 p.m.	a4 50 p.m.
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