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WINNIPEG, JUNE 9, 1890.

Manitoba.

W. Harrison purposes opening a drug store at Neepawa.

J. N. Braun, proprietor of the Queen's Hotel, Greta, is dead.

The stock of G. Cassels, Brandon, has been sold for 27c on the dollar.

The flour mill at High Bluff is to be sold under a mortgage in a short time.

Mr. Whitman, of Emerson, will start a dry goods and grocery business at Treherne.

The C.P.R. telegraph has opened an office at Souris, Man., formerly called Plum Creek.

Mr. Rogers is building a store at Clearwater, and will open up as soon as it is completed.

McCulloch & Co.'s mills at Rapid City are now running eighteen hours a day in order to meet the demand for flour.

R. W. Hector has doubled the capacity of his warehouse at Wawanesa to accommodate his rapidly increasing business.

A post-office is to be opened at Gartmore on the Strathclair and Lake Dauphin mail route, with P. H. Chipman as postmaster.

The stonemasons working on the Northern Pacific depot at Winnipeg have struck for an increase in wages to 45 cents an hour.

W. Harness has sold his interest in the firm of Harness & Darwin, general blacksmiths, Wawanesa, to F. Sims, of Souris City.

A general meeting of the Manitoba and Southeastern Railway Company was held in Winnipeg on June 3 for the purpose of electing directors.

At a meeting of the Winnipeg city council held on Monday evening, it was decided to submit a by-law to the ratepayers to raise \$30,000 in aid of the industrial exhibition.

A consignment of 200,000 bricks for the British Columbia Sugar Refinery was shipped from Winnipeg last week.

J. Arnold is taking charge of the N. P. & M. Ry. employment and ticket office, at Winnipeg, W. Caldwell having resigned.

A new firm, Callaway & Co., is opening business in Winnipeg—its specialty being auctioneering, insurance and commission, while real estate and mining and timber limits will also be handled.

A train of over twenty cars, loaded with harvesting machines, from the Massey Manufacturing Company, left Toronto for Winnipeg on Thursday. Several other train loads will be shipped shortly from the same field. There seems to be an enormous demand for these machines in Manitoba and the Territories.

The N. P. & M. R. between Wawanesa and Brandon has been opened for freight traffic and a considerable amount of local business is being done. As soon as this part of the road is inspected by the government engineer it will be opened for passenger traffic. Wawanesa is being made a coupon ticket office with a full stock of through tickets over the N. P. R. and all connecting lines.

The C.P.R. Telegraph company posted up the following crop bulletin Monday morning: It is now the general opinion among farmers in this country that Manitoba wheat crop for 1890 is assured. Reports received from fifteen grain centres in Manitoba and the Western Territories all give very encouraging news of the condition of the crops; many farmers assert that even if we should have no more rain this season the wheat cannot suffer from drought as the plants have taken good root and are in a healthy and vigorous condition. This is perhaps not owing so much to the recent copious rains as to careful cultivation and the use of the press drill. Eight hundred thousand or an increase of more than 20 per cent. over last year, is the estimated number of acres in wheat alone in Manitoba. In Western Territories there has also been an increase in acreage sown over last year. The C. A. C. Co.'s farms in Western Assiniboine look remarkably well and at Dunmore and Gull Lake the vigorous and strong growth of the wheat equals that of the Portage Plains. Altogether the present prospects for a large crop were never more favorable at this time of the year. Sunday's rain was general throughout the province and Territories.

Northwestern Ontario.

The Murillo mine is still shut down, awaiting a new boiler and other machinery.

The Palisades silver mine near Port Arthur has been sold for \$10,000 to A. Bliss, of Saginaw City, Mich.

About 1,000 men will be employed in the saw mills at the Lake of the Woods this summer, and more lumber will probably be made than during any previous year.

In the month of May it was reported that there were only 4,000,000 pounds of copper at Lake Superior and the bulk of this was sold. In former years there were from 22,000,000 to 23,000,000 pounds on hand at the opening of navigation. It is estimated that at least 76 per cent of the entire copper production is manufactured into wire for electrical purposes.

Assiniboia.

A. Hellner, Langenburg, is selling out.

A fire at Wapella last Wednesday destroyed the Cambrian hotel.

The first accident on the Regina & Long Lake railway happened last week near Regina. Nine cars were more or less damaged but no one was injured.

Alberta.

C. C. Mackenzie is opening the new Park hotel in Calgary.

A sawmill is being built at Sheep Creek, south of Calgary, by Mr. Lineham. The mill will have a capacity of 20,000 ft. a day.

The S. T. V. Ranching Co., Cypress Hills, have sold part of their band of cattle which number between four and five thousand to the I. G. Baker Company and the balance to the Cochrane Company.

Rapid progress is being made with the construction of the Galt line extension between Great Falls, Montana, and Lethbridge, track-laying proceeding at the rate of two miles a day. It is expected that the line, which is a narrow gauge one and about 200 miles long, will be completed by September 1.

Saskatchewan.

About 1,000 men are employed in railway work in the neighborhood of Saskatoon.

The survey of the Northwest Central from Battleford to Saskatoon has been completed.

George Russell has disposed of the stock of drugs, etc., recently purchased from P. L. Lafond, at Prince Albert.

H. J. Montgomery has been appointed local agent for the Confederation Life Insurance Company for Prince Albert district, instead of Mr. Brewster, who resigned.

Dairy Matters.

A movement is on foot to start a creamery at Fairmeade, N. W. T.

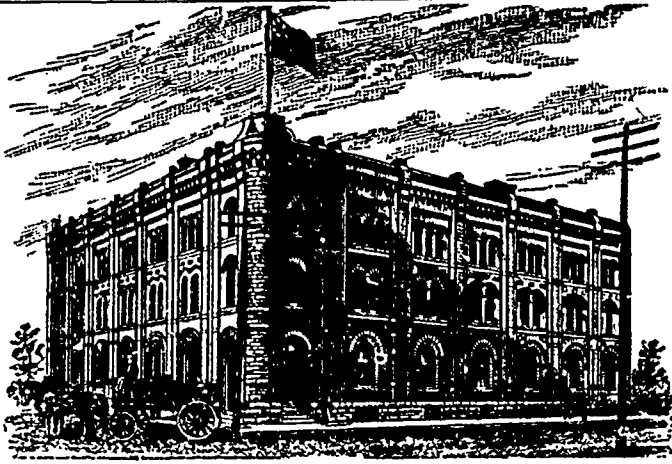
A cheese factory has been established in the vicinity of Beaconsfield.

The Lorette, Man., cheese factory has commenced operations for the season.

James Ross has sold his cheese factory at Sunnyside, near Winnipeg, to Douglas Gillespie.

Butter wrapped in parchment paper instead of muslin cloths is said to be much improved in flavor. This is especially true in warm weather.

An expedition is shortly to be sent out by the Dominion Government in charge of some American experts, to explore the oil regions in the extreme northwestern part of Canada. Prof. Dawson, who has traveled in that part of the country, expressed his opinion of it in these words: "If the indications of oil are correct, Canada has the largest oil bearing district in the world, comprising nearly 150,000 square miles, and as the indications extend down the Mackenzie river below Athabaska, the above area may only be a part of the oil bearing country. Some of the lakes and rivers in the north are covered to a depth of several inches with oil which has oozed from the banks."

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SINCE our last issue the progress made by the growing grain crops throughout the province has been such as to satisfy the worst farmer grumblers. Mild cloudy weather with light local showers has prevailed during the week, the temperature in the afternoon going over 70 in the shade some days. Every kind of grain has in consequence made wonderful progress, and although seeding was late this year crops bid fair to be as far ahead by the end of this month as they were in the years of heaviest yield. In some districts farmers are jubilant over what they term the best prospect ever seen at this time of year, and in all localities the outlook is satisfactory. Root crops are undoubtedly behind this year, although a continuation of weather as favorable as that of last week will help to hurry them forward considerably. Still they stand in danger of being damaged somewhat, should there be any frost before the last days in August. The hay crop is also very thin in stand, much of it having been killed out by the drought and prairie fires of the two previous years. Should we get an abundance of rain during June the yield will be ample for all wants, except in closely settled localities where the hay area is a little limited. Although the stand will be thin, the quality will undoubtedly be fine if any reasonble quantity of rain falls during this month. Although grain crops promise as good as we state there is considerable uncertainty about the final results, as an early fall frost might seriously change the aspect of affairs. However frost is the only danger to be dreaded now as all fear of damage from drought is past.

EVIDENTLY United States cattle exporters are not admirers of the Canadian Minister of Agriculture, and his recent refusal to allow the shipment of their cattle from a Canadian port to the British market has riled them very much. The cattle exporting interest is not powerful in United States politics, or it is probable that Canadians would hear a cry for retaliatory legislation in connection with this matter. If the embargo on United States cattle was a matter of commerce, its enforcement would certainly be a piece of folly as well as one of injustice. When, however, it is enforced merely as a quarantine measure the case wears

a different aspect. United States cattle shipped to Great Britain must be slaughtered at the port of landing, thus making the trade much less profitable at times than it would otherwise be. Canadian cattle are not subjected to the same treatment in Great Britain, and therefore the business is more remunerative to Canadians. As the Minister of Agriculture wisely stated, the mixing of Canadian and United States cattle in this trade, would undoubtedly bring out in England a cry for the treatment of all alike, by the slaughtering of all cattle from this continent at the point of landing in Great Britain. Of course some people will look at the anomaly, of allowing these cattle to be carried thousands of miles through Canadian territory in railway cars, and refusing to allow them to be shipped on separate vessels from a Canadian port. This anomaly can only be explained by the fact, that Canadian railway interests have much greater influence with our Ottawa rulers, than have the trans-Atlantic steamship companies and United States cattle shippers combined.

It seems that the United States Secretary, Blaine, has united his efforts to those of other clamorers, for an American International Bank, and legislation in connection therewith has been laid before Congress. The bill so framed proposes a bank with \$10,000,000 capital, capable of being increased to \$25,000,000, with head-quarters in New York or Washington, and branches all over Mexico, Central and South America, while the directorate of twenty-five will comprise fifteen citizens of the United States. The shares will be \$100 each and the liability of stockholders will be limited to the full value of their stock. In favor of the project, Mr. Blaine argues that American firms engaged in the South American trade find that there is no regular basis of exchange between Central and South American countries and the United States, and the bulk of payments had to be made in exchange on London, thus allowing London bankers a profit on every transaction, and causing a loss to American merchants in difference of exchange and other necessary details. That a bank, such as the bill calls for, would be able to hold its own against the old institutions in Thread Needle

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street, London, and other financial institutions of the British metropolis, is very likely, and the extent of the liability of the shareholders will certainly not give the proposed new institution the financial priestage to enable it to successfully compete. There are frantic efforts being made by both exporters and politicians of the United States to gain a footing in those countries of Central and South America which are near neighbors. That a footing is not held there, is due simply to the fact, that tariffs have so increased the costs of production in the United States, that competition with other less burdened nations in these fields near home is impossible. Let the United States reduce tariff and the cost of production, and the markets of America North and South will soon be at the mercy of her manufacturers, but they can never secure a hold on those markets by any banking halucination hatched by Mr. Blaine, so long as present tariffs exist.

The Latest C. P. R. Map.

A fine map of the Canadian Pacific railway, "The World's Highway to the Orient," has been received at this office from D. McNicoll, general passenger agent at Montreal. It is splendidly got up and is in two sections; one showing the eastern part of the line with its numerous American connections together with many valuable details in regard to the railways that surround them, and the other the entire line from the Atlantic to the Pacific with its various steamship connections. Taken altogether this is one of the best railroad maps we have ever received, and we are sure it will be invaluable to business men of every class.

Emerson seems to be picking up and numerous reports from there say that business is better this year than it has been for a long time. The following from the *Times* of last week is a sample of the reports that reach us every week: "Our merchants report last week an unusually good one, and say that business for this season has far exceeded their best expectations." The town debt has also been satisfactorily settled.

G. L. Speirs has disposed of his butcher business at Wawanesa to D. H. Chambers.

W. D. PETTIGREW & CO.

WHOLESALE

—DEALERS IN—

Plaster of Paris,
Plasterer's Hair,
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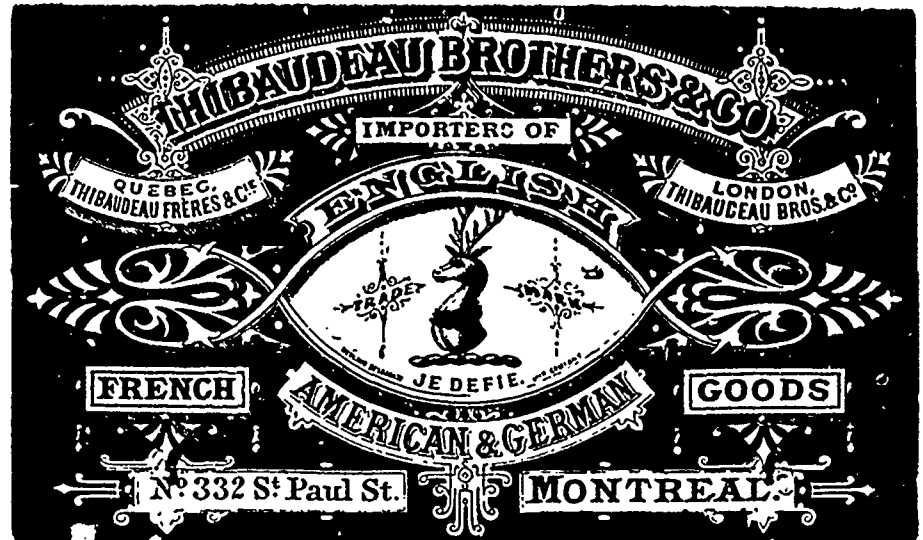
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First-Class in every respect! Re-fitted! Re-furnished
Good Table! Good Rooms! Three best Sample Rooms
in the Province.

ROUNTREE & CONNOR, Proprietors.



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

Barrel Factory at the Mill and Grain Storage Capacity of 550,000 bushels in addition to which a system of handling Elevators are now being constructed throughout the Northwest.

All Grades of HARD WHEAT FLOUR in Barrels and Bags.

FOR QUOTATIONS AND OTHER INFORMATION APPLY TO THE MILLS,

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THE DARTMOUTH ROPE WORK COMPANY

HALIFAX, Nova Scotia.

THE LARGEST CORDAGE FACTORY IN THE DOMINION.

Manufacturers of **CORDAGE** of Every Description.

ALSO SOLE MANUFACTURERS OF THE CELEBRATED

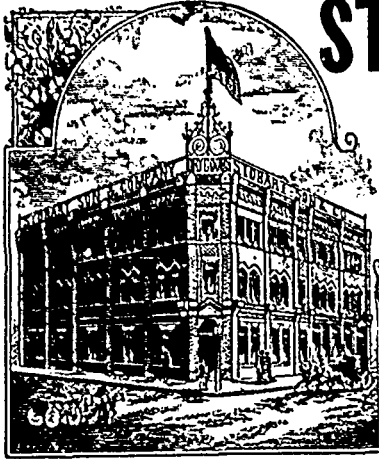
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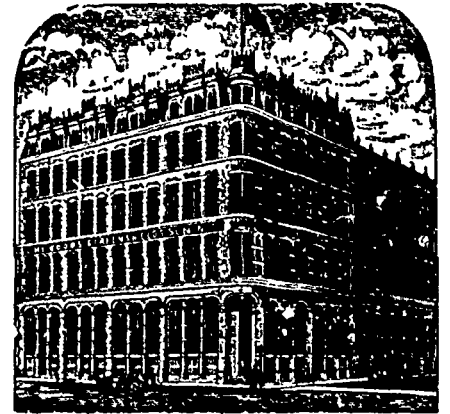
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WINNIPEG, Man., and LONDON, Eng.

Spring and Summer Sorting.

Full Lines of all Goods Still in Stock.



S. GREENSHIELDS, SON AND CO.,

GENERAL

DRY GOODS,

17, 19 & 21 Victoria Square and 730, 732, 734 and 736 Craig Street, MONTREAL

Complete Set of Samples with

C. J. Redmond,

Also with Donaldson's Block, WINNIPEG, Wm. Skene, Van Horne Block, Vancouver, B.C.

Standard OIL Company

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The Best Lubricating and Illuminating Oils Manufactured.

74° Deodorized Gasoline for use of the best and only reliable article made.

ALL PRODUCTS OF PETROLEUM IN STOCK.

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SAMPLE ROOMS, 496 MAIN ST. WINNIPEG W. WILLIAMS, AGENT.

MILLS & McDOUGALL,

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CANADIAN WOOLENS, IMPORTED WOOLENS AND TRIMMINGS.

Represented in Manitoba, Northwest and British Columbia by MR. G. H. SIMPSON.

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Honey in Manitoba, Whales in Hudson's Bay, Gold in British Columbia And rich nuggets all through

The Colonist.

A mine of curious and interesting reading. Have you seen it? A 32-page illustrated magazine on fine paper. A perfect guide to Western Canada from Lake Superior to the Pacific Ocean.

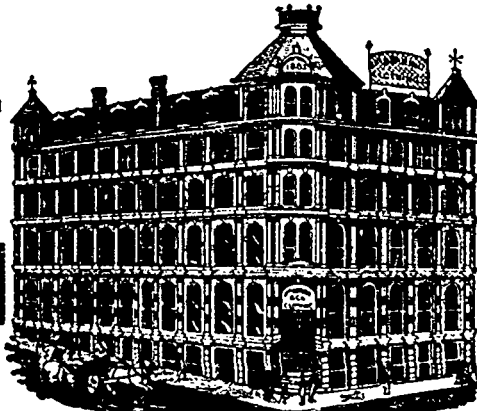
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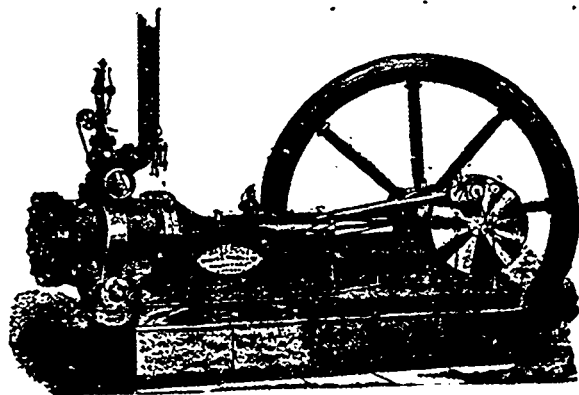
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The Commercial

WINNIPEG, JUNE 9, 1900.

LUMBERMEN'S TROUBLES.

The meeting of Northwestern lumbermen, which gathered together at Minneapolis on May 29th, was probably one of the best representative trade conventions, which have met during the present year, and the voice of such a gathering cannot be accepted as other than representing the actual state of the lumber trade in the North-western States. Taking that for granted, one has only to take a look over the proceedings of the meeting as reported in the *Mississippi Valley Lumberman*, of the following day, to discover in what an unsatisfactory and unhealthy state the lumber trade of the northwest really is.

In a meeting of discontented manufacturers it is only natural to expect some tall grumbling, and in this respect the late meeting of lumbermen was no exception to the rule. But the convention had not come near to a conclusion of its business, before it became evident, that there was good reason for the grumbling. The purport of most of the speeches was, that the bulk of the business now being done by the trade, was being done at a loss instead of a profit, and when in such a meeting men were heard to say, that they had the alternative of sell and realize, or burst, it may be judged how honest and genuine were the expressions of opinion made. Of course many of the speeches advocated measures of temporary relief, in the hope, that matters would soon improve themselves, and thus take away the necessity for any action tending to permanent improvement; and one step of that kind taken by the meeting was the passing of the following resolution:—

That a committee of five be appointed to secure the signatures to an agreement of manufacturers of lumber in the northwest to withdraw their travelling men for sixty days; that when seventy-five per cent. of all the manufacturers shall have signed such an agreement the manufacturers shall be notified and the agreement shall become operative.

Another motion passed was in favor of a ten per cent. rise in the price of all grades of lumber, which seemed to be only one of those emotional acts of the meeting, for it was evident that there existed in the trade no system of organization whereby the carrying out of the motion could be enforced. No regular scale of prices acknowledged by the trade could be said to be in existence, and even were such in force the latitude in the grading of lumber at different points was so wide, that such a list would be of little or no value. Eventually the meeting adopted an amended report of a committee, which called for inquiry into and assimilating of grading, and the arrangement of a price list in keeping with this new and uniform system of grades. In short the meeting saw no way out of the troubles of the trade, except by forming what politicians of the Senator Butterworth stripe would call a trust, and would seek to make illegal, and its formation criminal to all engaged therein.

This convention of lumbermen of the North-

western States is not without its lessons to parties in other lines of business, and specially to people who look upon every combination in trade as a menace to the public welfare. There is certainly no extraordinary state of trade generally in existence in the Northwestern States, which would produce the demoralized condition of the lumber trade as revealed at the convention. Business generally is in a healthy state, and the crop outlook is the best there for many years. Even in the lumber trade there is no cry of dulness, and quite a number of manufacturers stated that their sales this spring, were in excess of those of last spring, and yet the whole of this important branch of trade was moving at a loss to all engaged therein. The fact was revealed, that without organization, so that prices could be fixed at a profitable scale, the whole lumber trade of the country would drift to smash and ruin.

It is amusing to listen to the arguments of a class of people, who are in plain language the nihilists of trade. They would advise, that the lumber trade of the Northwest at the present time be allowed to drift to smash, and out of the smash and ruin would come a purer and better state of affairs. The cure thus advised might be good, as it certainly would be effectual. It would be as much so as the one prescribed for the old woman's toothache, namely, to take a mouthful of cold water, and hold it in while you sit on a hot cook-stove until in boils.

The Northwestern lumbermen have taken the proper course to secure a healthier state of their branch of trade than now exists, and it is to be hoped they will follow the course they advocate, before it is too late. In this province there was a demoralized state of the lumber trade during the four years preceding 1887, and the trade would gladly have made any sacrifice in order to bring about a better feeling. But unlimited stocks were held by banks, who kept the market demoralized by the eagerness to sell, and thus prevented any sensible understanding being reached. Now the trade have a price list to which all adhere, and a state of prosperity is the result, and to this the lumbermen to the south of us must go if they are inclined to keep their trade in a safe state.

WEIGHTS AND MEASURES.

Only a small proportion of the general public know of the machinery the Dominion Government has at work, to protect unsuspecting citizens from being fleeced by unscrupulous traders in the matter of short weights and measures, and a still smaller proportion are aware of the loss sustained by the consuming public through lack of knowledge in this respect. In a new country like the Northwest people are very prone to fall into the error of doing business so to speak on the dead jump, and paying far too little attention to how the details are carried out. In no field is this carelessness more marked, than in the neglect to purchase staple commodities of every-day consumption only by standard weight or measure, where it is possible to so regulate purchases

If this country is a new one, its facilities for securing the stamping of standard weights and

measures are by no means short. The Winnipeg district of inspection extends from Port Arthur to the Rocky Mountains, and from the International boundary line on the south as far as settlement reaches to the north. Mr. R. T. Hugzard, the inspector, is located at Winnipeg, and he has assistants at Brandon, Qu'Appello Station, Port Arthur, Calgary and Prince Albert. The office of the Inspector, with its multifarious tools and appliances for testing and stamping, ranging from the tiny stamp for gold weights to the gasometer for testing gas meters, show that the Government has made full provision for the wants of traders who require weights and measures tested and stamped, so that there is no excuse for the man who has to pay a penalty for neglect or breach of the law. Then the law itself is on this point sufficiently clear and concise, that the most ordinary mortals can clearly comprehend it. The sections of the act read thus:

Every person who sells by any denomination of weight or measure other than one of the Dominion weights or measures, or some multiple or part thereof, and every public weigher or measurer who uses any weight or measure, or who uses, in any certificate as to the weight or measure of any article weighed or measured by him, any other than one of the Dominion weights or measures, or some multiple or part thereof, shall be liable to a penalty not exceeding twenty dollars for every such sale, weighing or certificate.

Nothing in this Act shall prevent the sale, or subject a person to a penalty under this Act for the sale of an article in any vessel, such vessel being included in the sale, when such vessel is not represented as containing any amount of Dominion measures, nor subject a person to a penalty under this Act for the possession of a vessel when it is shown that such vessel is not used or intended for use as a measure.

The careless reader may think that this is meant only to overtake dishonest people, but they are liable to find out that it will reach careless ones also. The light weight and short measure, are not aimed at alone, but the unauthorized weight and measure come equally within the scope of the law, and it is well so, for they are made to cover deception far oftener than the actually falsified. Recently the Winnipeg Inspector instituted a number of prosecutions of traders for selling merchantable commodities by the pail full, and it is to be hoped that this practice will be stamped out. It must be remembered however, that the law cannot interfere when goods are put up in pails or other unstamped packages, and sold as part of the parcel. The Department of Inland Revenue at Ottawa under the control of which the Act is enforced, does not hamper manufacturers or traders with [foolish restrictions as to size, weight or capacity of the packages they turn out, so long as such packages are not alleged to contain any definite weight or quantity. The trouble comes in where the pail is used simply as a measure, and this has been done extensively of late by peddlers and others in the sale of fruit and other commodities and in most cases done with the intention of mystifying and deceiving the purchaser. The honest farmer too had better look out, or the Inspector may be on his track about his system of selling potatoes and other produce by the sack. During this spring hundreds of sacks of potatoes have been palmed off in Winnipeg

on consumers by peddling farmers, not one of which contained over seventy-five pounds, while the purchaser believed he was receiving the regular bushel and a half. The old flour sack, which contains ninety-eight pounds of flour, when closely packed, holds only about seventy-five pounds of potatoes, and these are sold to consumers, who are always looking for bargains in goods with a price like wheat.

Many other points might be cited, in which this practice of disregarding the standard weight or measure opens the way to fraud in the commonest every-day transactions, so that the consumer, and in some instances the trader, can find his only safety in being guided in his purchases entirely by the standards, which are fixed by law; that is when the law has fixed any standard.

It is well that the Ottawa authorities take a liberal and business view of the provisions of the law above referred to. A rigid view would compel us to drink our milk, lemonade, beer or wine not by the glass but out of stamped measures, when we purchased any at a place of public refreshment. But no such narrow view of the law is taken, and so long as it is enforced, simply to protect the unwary from fraud, the general public should inquire into its provisions, and as far as they can, aid the Government and its inspectors in its enforcement.

VANCOUVER BOARD OF TRADE.

The annual report of the Vancouver Board of Trade, a copy of which has been received at this office from the secretary, Mr. A. H. B. MacGowan, is quite a bulky pamphlet of its class, and from its contents we are led to judge that the Board is a live institution, which looks carefully after the interests of the City of Vancouver, and at the same time does not forget those of other portions of the Dominion that come within the scope of its consideration.

As might be expected from the Board of a young and ambitious city like Vancouver the annual report is taken up largely with matters affecting local interests only, such as the improvement of roads leading to the city, the deepening of waters for local transport and other subjects but imperfectly understood by the outside world. But in many points the report shows that the Board is not ready to sacrifice the interests of Canada at large for those of another nation, while it has great and praise-worthy aims connected with spreading the foreign trade of the Dominion at large.

The Board's action in asking the Minister of Customs to rigidly enforce the order in council, compelling the carrying of all Canadian bonded goods in Canadian bottoms, ought to satisfy the most urgent clamor for Canadian retaliation, that Canadian shipping interests will be carefully guarded at, at least, one of our Pacific ports. Indeed the action of the Board shows a jealousy of local rights such as might be expected from a city in Nova Scotia, New Brunswick, or Prince Edwards Island.

As might be expected the Board is loyal to Canada on the question of the British mail route to Australia, and the expected subsidy connected therewith, and has no hesitation about contradicting and condemning the comparisons which favor the United States route.

With such a mail route properly subsidized, Vancouver would very likely be the Canadian port from which the Pacific voyage would begin. Of course we cannot blame the Board for displaying an interested patriotism on this point.

In looking over the work of the Vancouver Board as meagrely outlined in the report, the reader becomes impressed with the fact that there has been quite too large a proportion of it expended upon matters looking seaward, and too little attention paid to the view inland. That rugged backbone of our continent, the Rocky Mountains, divides British Columbia from a vast prairie country, which once fairly settled will call for more of the products of British Columbia than all the foreign export markets that province is ever likely to secure a footing in. Then that same prairie country can produce cheaply what British Columbia wants, and what it can only produce under difficulties, or not produce at all. We may be pardoned, therefore, for hinting that the Board can further the best interests of Vancouver by giving a little more attention in the future to the nursing of this valuable interprovincial trade.

WAR ON CANADIAN RAILWAYS.

During the past week or two there has been considerable excitement in railroad circles of the United States over the news, that Congress might do something to bring a cessation of the unequal competition which United States trunk roads are trying to keep up with the Canadian Pacific and Grand Trunk roads in Canada. The report of the U. S. Senate Committee appointed to consider advisable steps, for the protection of National railway and shipping interests against Canadian competition has suggested, that a discriminating tax be made on Canadian vessels using the Sault Ste Marie canal: that Canadian vessels entering United States ports be subjected to the same discriminating tax as is placed upon United States vessels entering Canadian ports; and that Canadian railways entering the United States be subjected to a special license fee, that while hampering Canadian roads will not be injurious to the general trade of the United States. That some sort of legislation based upon these suggestions may be introduced into Congress is not at all unlikely (although, it is much less likely to become law), and even its becoming law is not impossible. As matters now stand in the United States Congress, there is no telling what might become law soon, if it is only legislation calculated to annoy Canadians.

The threatened legislation has not caused any great scare in Canada, but the report, that there is being formed a combination of all the United States trunk lines to fight the competition of the C. P. R. and Grand Trunk for through business, has caused quite a little excitement among Canadian railway men, especially when it is considered what would be the effect of such a combination at this time, when in the United States the administration in power is ever ready to favor any movement that is anti-Canadian.

The railroad men of the United States are certainly feeling very keenly the competition of Canadian lines at present. A glance at the

map of North America shows how the C. P. R. by its Sault connection furnishes a shorter and better route to the Atlantic from the great wheat fields of the northwestern states than is furnished by any other road or roads in the States, while from Chicago eastward both the Grand Trunk and C. P. R. have advantages in carrying through freight to the Atlantic, such as no United States roads possess. Starting with these natural disadvantages, United States railways were in no condition to undertake the burdens, and submit to the hampering conditions placed upon them by that most clumsy and unworkable of all pieces of hayseed legislation the Interstate Commerce Act. The United States is a great and powerful nation, but it is not powerful enough to enforce its blundering legislation on a neighboring commonwealth, and thus Canadian trunk lines possessing natural advantages in route, and immunity from this stupid law, are in such a position that their opponents south cannot successfully compete with them for through traffic. The latter have fought the battle bravely, and now have to own their inability, and endeavor to secure such legislation based upon national prejudice and cupidity, as will curb the present competing power of their Canadian rivals.

It would be wise to weigh carefully this cry of the United States roads for bolstering legislation, before accepting it as a sincere expression of their desires. In making their complaint they are careful to make their cry against the Interstate Commerce Act loud and bitter, and it is more than likely that some mitigation of its provisions, so as to leave them in better shape to compete with their Canadian rivals, would be much more acceptable, than any retaliatory legislation they are likely to secure. The Granger politician is too powerful in the United States at present for the railroad interests to secure much bolstering legislation, and if such bolstering means any increase in the cost of carrying the farmer's produce to an export market, as it doubtless would, then the opposition of the whole granger element of the west would be united and determined, and it would be backed by the millers and other manufacturers of the Northwestern States. It may therefore be assumed that if any retaliatory railway legislation is passed by Congress, which is not at all unlikely, the railway men might find, that while it might injure Canadian interests slightly, it would not benefit their own. Rather than look for such legislation, they would gladly accept a repeal of some clauses of the Interstate Commerce Act, which would take away at least the artificial barriers in the way of their competing successfully with Canadian roads.

It may be in the United States, that the feeling toward railway interests there is still so strong, as to preclude all hope of their getting justice in legislation, and it does seem as if they have in many respects been made the object of persecution by this Interstate Commerce Act. That repressive legislation should be so much desired in their case by the general public, is no doubt due in a large measure to the manner in which they, the railways, abused the power they possessed before the passing of the Interstate Commerce Act. The public were no doubt in a state of irritation at the

time the act was passed, and as a natural consequence it is in many of its provisions repressive without being rational, and persecuting more than practical. In some states these objectionable provisions are a dead letter, but they seem to be enforced as a rule where they will most hamper and annoy railways. As above stated, public feeling will not allow as yet of any sensible amendments to the Interstate Commerce Act; but its annoyances are becoming so frequent, that the day is not far distant, when it will be swept from the statute books of the United States, or so altered in its provisions, that its original framers could "scarcely recognize a feature in its face."

Highland Whiskey.

It is seldom that in the news columns of THE COMMERCIAL reference is made to advertisements the journal contains. We make an exception in the case of Mackie & Co., the famous Scotch distillers, and proprietors of the world renowned Lagavulin Distillery in Islay, where probably the finest malt whiskey in the world is made. Their add appears for the first time in this issue, and is the first add of a Highland distiller in a Northwestern journal.

On this continent we are too apt to associate the manufacture of whiskey with an institution buried in the slums of a city. In Scotland it is different. Grayson Madders, F. R. G. S., a Scotch writer of some note, says "good whiskey cannot be made in a town. It is a physical impossibility. Mountain air, moorland peat and moss water direct from the hills, free from any intercepting contamination, are indispensable conditions of success in the flavor of the spirit." All of which the writer of this article well remembers are to be found at Langavulin Islay.

This is the same Lagavulin frequently mentioned by William Black in his novels. In "The Daughter of Heith," Neil says of its whiskey: "It's the real Lagavulin, and wauldna harm a flea. You may drink as much, and have one good drink, and feel no bads effects in sa morning." Some such pure spirit is wanted to even up the floods of "forty-rod" that are now swallowed in the western portion of this continent, and its introduction here by Messrs. Mackie & Co. will be welcome by many.

A wag once said that the quality of Scotch whiskey did much to preserve a Scotchman's patriotism in a foreign land. If so, a son of Caladonia after swallowing for years the villainous decauctions called Bourbon and Rye, and suddenly striking the luxury of a little Lagavulin, would be liable to repeat in extacies Scott's "Lay of the last Minstrel," whistle Burns' "Willie brewed a peck o' mault," and abuse and blackguard Neil Gow for ever bidding farewell to whiskey.

MUNROE & CO.,

Wholesale Dealers

Wines, Liquors and Cigars

OF THE BEST BRANDS

9th STREET, - BRANDON

James Flanagan,

—WHOLESALE DEALER IN—

GROCERIES AND PROVISIONS

—AND—

PRODUCE COMMISSION MERCHANT.

No. 7 QUEEN STREET EAST,
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PRICES FURNISHED ON APPLICATION

GREENE AND SONS COMPANY

WHOLESALE

Furs, Hats, Robes,

GLOVES, MOCCASINS,

Etc., Etc.

Manitoba Fall Trade, 1890



Men's Furnishings.

Sole Agents in Canada for

Dr. Jaeger's Woolen Underwear. MONTREAL.

**WHITEMOUTH
LUMBER MILLS**

David Ross,

—MANUFACTURER OF—

Spruce, Tamarac

AND

Cedar Lumber.

A Specialty made of Tamarac and Cedar
Bill Stuff.

WHITEMOUTH, Man.

CAMERON & KENNEDY

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WHOLESALE DEALERS IN

Dressed Lumber,

SHINGLES AND LATH.

Norman, - - Ontario.

DICK, BANNING & CO

MANUFACTURERS OF

Lumber, Shingles and Lath,

DOORS AND SASH.

MILLS AT KEEWATIN. OFFICE: OPPOSITE Q.P.R.

PASSENGER DEPOT, WINNIPEG.

**NORMAN
Lumber Mills**

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MANUFACTURER AND WHOLESALE DEALER

Lumber, Lath,
Shingles, Etc.

NORMAN, Ont.

**KEEWATIN
LUMBERING & M'T'G CO'Y**

(LIMITED)

MANUFACTURERS AND DEALERS IN

Lumber, Lath, Shingles, Flooring,
SIDING, SHEETING, MOULDINGS,
CASINGS, ETC.

Saw Mills, Planing Mills and Factory at

KEEWATIN MILLS, Ont.

JOHN MATHER, Manager.

**VANCOUVER
SHINGLE MILL,**

G. F. SLATER, - Proprietor.

—MANUFACTURER AND DEALER IN—

British Columbia
Cedar Shingles.

VANCOUVER, B.C.

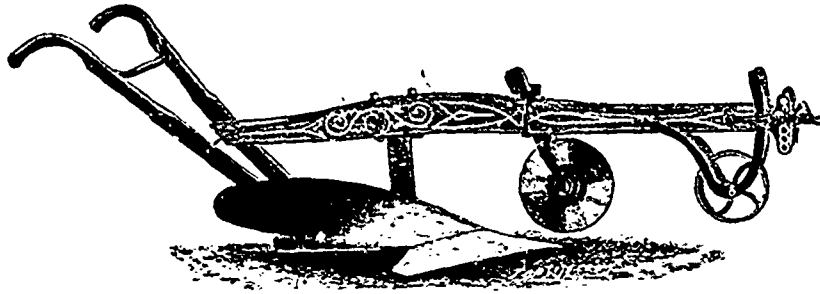
Correspondence Invited. Write for Prices.

PLOWS

There is neither sense nor reason in buying United States made Plows, and paying duty on them, when we can furnish them of Canadian make

BETTER, CHEAPER AND MORE DURABLE.

See ours before you buy any others.

**WAGONS**

WE ARE NOW SELLING

Contractors & Teamsters

WAGONS

FITTED WITH THE CELEBRATED
**STUDEBAKER WROUGHT
STEEL SKIN**

The same as used in the Finest
American Wagons.

We have always on hand a large Stock of BUGGIES, CARRIAGES, BUCKBOARDS and other Wheeled Vehicles of the Finest Makes.

R. COCHRANE & Co.

39 and 41 Market Street West, - Winnipeg.

JUST TO HAND!

6 Gross Eno's Fruit Salt,

10 Gross Syr Red Spruce Gum,

5 Gross 4711 Glycerine Soap,

15 Gross Pear's Soap,

250 Gross Morse's FINE TOILET SOAPS.

OUR CATALOGUES ARE NOW READY.

WRITE FOR ONE.

DAWSON, BOLE & Co.

60 Princess Street, - Winnipeg.

READ, PONDER AND INVESTIGATE. **MILLERS!** READ, PONDER AND INVESTIGATE

To the Millers of Manitoba and the Northwest:

GENTLEMEN:—The Hercules Manufacturing Co. of Petrolia, Ont., beg to announce that Messrs. Robert Muir & Co. of Winnipeg have been appointed our Agents for Manitoba and the Northwest, who are prepared to give estimates on all kinds of MILL MACHINERY manufactured by us, and also on the remodeling of old mills to our latest improved system.

THE COCHRANE ONE BELT DRIVE, CONTINUOUS TRAIN OF ROLLS, which are now at the head of all others. A saving of 50% in power doing 45% more work. Can not be put out of Train. A more even granulation, giving a larger percentage of Patent Flour, thereby increasing the capacity of the Bolts. This is the mill of the future; all others have to give place to it. Why spend your time and money on B&B which the millers of the United States and Canada have tried and found wanting and are replacing with the COCHRANE ONE BELT DRIVE.

THE HERCULES WHEAT CLEANING MACHINERY—Guaranteed to do better work in ONE operation than any other will do in FIVE. Removes fuzz entirely from end of berry—something unattempted by any other Scourer.

THE HERCULES PATENT FLOUR DRESSER and a full line of FLOUR MILL MACHINERY and MILLERS SUPPLIES.

Hercules Manufacturing Company,

Petrolia, - Ontario.

WINNIPEG MONEY MARKET.

The financial affairs of trade have been moving along slowly in the city during the past week, with that kind of struggle and get along gait peculiar to this tight time of the year. Cash returns in almost every line of business are very slender, and to keep the pot a boiling considerable part renewing and other patching up has to be done. Banks have ample funds for all the demands of regular customers, but are holding the lines as tight as possible, without causing any actual injury to legitimate trade, and are not anxious to open new accounts unless they are first-class, nor are they inclined to do any promiscuous discount business. Their customers are as a rule following a similar course, but with the amount of renewed paper on hand the discount volume holds above, rather than below a normal weight. Only the bright crop prospect with its power of creating confidence keeps matters in this satisfactory state, otherwise there might be a tightening at the banks which would cause inconvenience to many traders. As affairs stand there is practically none. Discount rates still range from 7 to 8 per cent., with the business at the higher figure slightly on the increase. In real estate mortgage loans there is a fair business doing among farmers, but city loans are not much in demand. Farm loans are invariably at 8 per cent. interest.

WINNIPEG WHOLESALE TRADE.

The state of the city wholesale trade cannot be said to be improving, although all concerned look forward to a much more satisfactory condition of affairs being reached before the fall comes around. The facts are, that cash returns from the country are so slender and unsatisfactory, that most wholesalers are not inclined to push business for a time, and where customers have to be carried, they are invariably averse to increasing the load. As a consequence the sales of fall and winter season goods from samples are far short of what they usually are at this time of the year, and this is made even more marked by the unwillingness of many retailers to purchase fall lines, until crops have advanced a little further, and a more definite forecast of the harvest results can be made. The trade in summer sorts is also abnormally light, as retailers generally refuse to carry their former customers, and in consequence have but a limited demand from cash customers for immediate wants. In food products and staples of every-day consumption matters stand much the same, and the volume of sales is consequently held down to a starvation proportion. Only in lines connected with building and contracting is there anything approaching to a normal movement, and even in these there is no rush or bustle. In short, wholesaler, retailer and consumer alike are getting along with as little as possible, and all are looking to the coming crop as likely to bring around the state of activity in trade generally for which all are so anxiously and eagerly waiting.

DRUGS.

In this branch the report is liberal sales but very limited collections. Prices are the same as in our last issue. Howard's quinine, 60 to 75c; German quinine, 50 to 60c; morphia, \$2.25 to \$2.50; iodide of potassium, 4.25 to \$4.75; bromide potassium, 65 to 75c.

English camphor, 80 to 90c; glycerine, 30 to 40c; tartaric acid, 65 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$6 to \$8; bicarb soda, \$3.75 to \$4.50; sal soda, \$2.50 to \$3; chlorate of potash, 25 to 30c; alum, \$4 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5; American blue vitrol, 10 to 12c.

DRY GOODS AND CLOTHING.

In this staple branch the feeling is decidedly quiet, the sorting trade is light, and wholesalers are not eager to push sales from fall and winter samples as business now runs. In the city sales of that class have been nearly up to the mark of former years, but in the county they are far behind, and it will probably be near the end of June before fall stock buying becomes any way general.

DRIED FRUITS.

Evaporated goods are still on the upward move, and prices are a little irregular, as some houses holding old stocks of certain lines still sell at figures below what new stock can be imported at. The following figures may be accepted as about correct, although exact prices cannot be had in every case. California London layer raisins, \$3.00 per box, do. 1/2 boxes, \$1.00; Valencia raisins, \$2.80 to \$2.90 per box; Valencia layer raisins, \$3.25 per box; currants, 7c per lb.; dried apples, 7 1/2 to 8c per lb., evaporated apples, 14c; choice new Eleme figs in 10 lb. boxes, 16c per lb.; choice figs, 13c per lb.; fancy Eleme layer figs, 20 lb boxes, 18c per lb.; figs in 1 lb cartons, per doz., \$1.75; golden dates, in 50 lb. boxes, 9c per lb.; California evaporated fruit—apricots, 22 to 24c per lb.; peeled peaches, 27 to 30c per lb.; pitted plums, 15c; raspberries, 35c; French prunes, 11c per lb.; nectarines, 21 to 23c.

FISH.

No change to report. Prices are: Salmon, 15c a pound; cod, 8c; jackfish, 1c; pickarel, 3c; Lake Superior trout, 10c; smoked gold-eyes, 40c per dozen; salt whitefish, \$5 per 100 kg.

GREEN FRUITS AND NUTS.

The demand has been increasing as the weather grows warmer, and but for the slowness of collections, sales would doubtless have been by this time much heavier than they are. The variety is less the low grades of California oranges which are nearly out of the market. Prices ranged as follows: Oranges: Riverside St. Michaels, \$6 a box; fancy California seedlings, 12S size, \$4; size 96 \$3.50; fancy Messinas 200 and 220 size, \$5.50 to \$5.75. Extra fancy Messina, in half boxes, \$3.00. Lemons: Fancy Messinas, 300 to 360 sizes, \$5.75 to \$6.00 a box; choice, same size, \$5.00 to \$5.50. Bananas, per bunch, \$3.00 to \$3.75. Havana pine apples \$3 to \$3.50 per dozen. Nuts—S. S. Taragona almonds, 20c per pound; Grenoble walnuts, 19c; Sicilian filberts, extra large, 15c; peanuts, white Virginia, green, 15c; roasted, 17c; coconuts per hundred \$9; hickory nuts 10c per pound; pecans, large polished, per lb 17c.

GROCERIES.

Business quiet and steady with no disposition on the part of wholesalers to crowd sales, owing to the slow state of collections. Coffees still hold up in price and have advanced a little, with the prospect of a further advance soon, judging by the state of the markets in the United States and Great Britain. Sugars are a little easier, although they stiffened slightly near the close of the week. Quotations

are as follows: Sugars, yellow, 6 1/2 to 6 3/4, as to quality; granulated, 7 1/2 to 7 3/4; lumps, 9 1/2 to 9 3/4. Coffees, green,—Rios, from 24 to 25c; Java, 27 to 29c; Old Government, 29 to 32c; Mochas, 33 to 35c. Teas: Japan, 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. T. & B. tobacco, 56c per pound; lilly, 7s, 52c; diamond solace, 12s, 48c; P. of W., butts 47c; P. of W., caddies, 47 1/2c; Honeyuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d thick Solace, 6s, 48c; Brunnette Solace, 12s, 48c. McAlpine Tobacco Co's plug tobacco: Old Crow, 46c; Woodcock, 52c; Beaver, 63c; Jubilee, 60c; Anchon, 59c; cut tobacco: Silver Ash, 65c; Cut Cavendish, 70c; Senator, 80c; Standard Kentucky, light, 85; do dark, 80c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$10; Terrier, \$30 per 1000 Mauricio, \$12.50; Soudau Whips, \$10.00; Turkish Caps, \$32.50; Commercial Traveller, \$5. Lion "L" brand mixed pickles, in kegs, are quoted: Three gallons, \$2.50; do five gallons, \$3.50; do 10 gallon kegs, \$6.50.

HAIRDWARE.

Business has been fairly active, but collections are slow. Several advances in prices are threatened, but none have taken place as yet. Quotations are: Cut nails, 10d, and upwards, \$3.30; I. C. tin plates, \$6 to \$6.50 as to grade 1.; C. tin plates double, \$12.00 to \$12.50; Canada plates, \$4 to \$4.25; sheet iron, \$4.25 to \$5.50, according to grade; iron pipe, net pieces, 1 inch, 11.20c; 1 1/2 inch, 14c; 1 3/4 inch, 18 1/2c; 2 inch, 28c per foot; ingot tin, 32c per lb; bar tin, 33c per pound; sheet zinc, 8c per lb.; galvanized iron, 2S guage, 7 1/2 to 8 1/2c lb; bar iron, \$3.60 per 100 lbs; shot, 6 1/2 to 6 3/4 per lb.; tarred felt \$2.40 to \$2.50 per 100 lbs.; barbed wire, 6 1/2 nett.

LUMBER.

Business during the week has been fairly active, and order still come in freely. Prices are unchanged. The quotations at the different mills on the Lake of the Woods are as follows: Dimension: 2x4 to 12x12, 12 to 16 ft long, \$14; do. 10, 18 and 20 ft long, \$15; \$1 per M advance on each inch over 12in surface; 50c per M on each foot over the above lengths to 24ft long; \$1 per M advance on each foot over 24ft long; surfacing, 50c per M; surfacing and sizing, \$1 per M. Boards: 1st common, rough, \$16.50, dressed, \$17.50; 2nd common, rough, \$14, dressed, \$15; Culls, rough, \$10, dressed, \$11; 1st common, stock, 12in, rough, \$19, dressed, \$20; do. 8 and 10in, rough, \$18, dressed, \$19; 2nd common, stock, 12in, rough, \$16, dressed, \$17; do. 8 and 10in, rough, \$15, dressed, \$16; 10ft long and under, \$1 less per M. Shiplap: 10in, \$16; 8in, \$15.50; 8 and 10in flooring and siding at \$1 per advance. Siding, ceiling and flooring: 1st, 6in, \$29; 2nd, 6in, \$25; 3rd, 6in, \$21; 4th, 6in, \$18; 1st, 5in, \$29; 2nd, 5in, \$25; 3rd, 5in, \$29; 4th, 5in, \$17; 1st, 4in, \$29; 2nd, 4in, \$25; 3rd, 4in, \$19; 4th, 4in, \$16; \$1 per M advance for dressing on both sides; \$1 per M less for lengths 10 feet and under. Bevel Siding: No. 1, 1st siding, 1/2 in x 6 in, \$20; No. 2, 2nd siding, 1/2 in x 6 in, \$17. Finishing (1 1/2, 1 3/4 and 2in): 1st and 2nd clear, \$45; 3rd clear, \$40; select, \$30; shop, \$25; 1 inch, 1st and 2nd clear, \$40; 3rd clear, \$32; No. 1 stock, \$35; No. 2 do. \$30; No. 3 do. \$25. Mouldings: window stops, per 100 ft lineal, \$1; parting strips, do, 60c; 1/2 round and cove, do., 75c. Casing: 4 in O G, per 100 ft lineal, \$1.75; 5in O G, do, \$2.25; 6in O G, do,

\$2.50; 8in O G, base, do, \$3.50; 10in O G, base, do, \$4.25. Lath, \$2. Shingles: No. 1, \$3; No. 2, \$2.50; No. 3, \$1.50; No. 4, \$1.

LEATHER, LEATHER GOODS AND FINDINGS.

Business is rather slow and collections slower. No change in quotations reported. Prices are: Spanish sole, 24 to 23c; slaughter sole, 26 to 30c; French calf, first choice \$1.25 to \$1.50; Canadian calf, 75c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85; Bourdon kip, 70c; slaughter kip, 55 to 65c; No. 1, wax upper, 40 to 45c; grain upper, 50c; harness leather, 20 to 25c for plump stock. English oak butts, 60c; buffalo, 17 to 21c a foot; cordovan, 17 to 21c; pebble, 21c; colored linings, 12c; shoe uppers, from \$1.25 to \$2.75. Horse collars—Short straw, \$22 per dozen; long straw, \$33 per dozen; long straw bodies, \$22; Boston team (thong), \$27 per dozen.

PAINTS, OILS AND COLORS.

Business is still far from being as active as might be expected at this time of the year, although a slow improvement has set in. Linseed oil is again up a little in price. Other goods are unchanged. Quotations are: Turpentine in barrels, inscribed gages, 75c per gallon; turpentine in barrels, guaranteed measurement, or in 5 gallon cans, 80c gallon; linseed oil in barrels, raw 79c; boiled 82c; benzine and gasoline, 50c; pure oxide paints, in barrels, 90c per gallon; coal tar \$6 a barrel; Portland cement, \$4.90 a barrel; Michigan plaster, \$3.40 a barrel, putty, in bladders, 3½c a pound, bulk in barrels, 3c; whiting in barrels, \$1.50 a cwt; Crown pure white lead, \$7.50; Royal Charter, \$7.00; Railroad, \$6.50; Elephant pure white lead, \$7.50; Elephant No. 1. do., \$6.50; Bulls head do., \$6; Calomine, \$6 per 100 pounds; Alabastine, \$7.25 per case of 20 packages. Window Glass, first break, \$2.20.

WINES AND LIQUORS.

Sales for the week have been fair. The increase in duty on some lines have made prices higher. Prices are: Canadian rye whiskey, five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Rohin brandy, \$4.50; Bisquet DeBouche & Co., \$4.50; Martel, 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; Jamaica rum, \$4 to \$4.50 DeKuyper red gin, \$12.00 per case; DeKuyper green gin, \$7.00 per case; Tom gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$15.00 per case of 12 bottles; v. o., \$20.00; v. s. o. p., \$22.50.

The dressed beef companies of Chicago and the new Canadian Wabash line have entered into contracts whereby the latter will carry to the seaboard all the dressed beef of the companies. Virtually a cut has been made in the rates, the usual tariff will be paid for transportation but nothing will be charged for icing.

The American Linseed Oil Company, of Chicago, recently organized with a large capital, have decided to locate their factory at Duluth, Minn. It will have a capacity of 200 barrels a day, will cost more than \$250,000, and employ 60 men. Linseed oil, linseed meal and cake will be its products. This location will place them in close juxtaposition with the flax fields of Dakota, Iowa and Nebraska.

GRAIN AND PRODUCE MARKETS.

WINNIPKO.

WHEAT

Central markets all over this continent have passed through another week in which fluctuations have been ruled entirely by growing crop prospects, and have moved up and down in sympathy therewith, almost oblivious of any outside influences. The week altogether has been wonderfully free from excitement, and fluctuations in prices have been within a very narrow limit. In Chicago Monday showed a weak opening but prices stiffened during the day. The announcement of a decrease in visible supply of only 300,000 bushels did not have the slightest effect one way or other, but the Illinois State crop bulletin had the stiffening effect on prices in the afternoon. On the matter of crop reports there has been but little change since our last report, the only new feature being a little clearing away of the haze from around reports from States where the winter wheat is worst damaged. It now appears as if Ohio and Michigan have a full average crop prospect, while Indiana falls slightly below. Illinois and Missouri reports show heavier damage than Indiana, while from Tennessee and Kansas the crop news is rather gloomy. In the spring wheat States the reports are in direct contrast, and very encouraging. From Iowa north through Southern Minnesota and Dakota everything is very promising, and from North Dakota only vague reports of a possible shortage in the Red River Valley are heard, and these are in all probability without foundation, so that west of the Mississippi river from Central Iowa north as far into Manitoba as wheat raising extends, the spring wheat prospects is decidedly bright for this time of the year. It can be clearly seen how such reports would produce a market of scalper's fluctuations, their balance of good and bad being so nearly equal. In Eastern Canadian markets millers have it nearly their own way, as they hold nearly all of the available good milling wheat. In this province only a few straggling loads at several of the outside points have been brought to market, the whole being insufficient to keep a 200 barrel mill running. Sales on change here are not heard of, and consequently no quotations can be had. The prices paid to farmers at outside points ranged from 91 to 93c.

FLOUR

The eastern demand has not been so active as that reported in our last issue, but has been fairly good, all the same. A number of circumstances have combined to cause a little better local demand both in the city and at points west. Prices have not moved, quotations being: Patents \$3.00; strong bakers, \$2.75; second bakers, \$2.20; XXXX, \$1.40; superfine, \$1.25; Graham flour, \$2.75; middlings, \$3.00 per 100 pounds.

MILLSTUFFS AND FEED.

The local demand has dropped off quite a little, but all that the mills turn out can be sold east at good prices. There is, therefore, no stock accumulating, and prices are steady at \$14 a ton for bran and \$16 for shorts.

MEALS, POT BARLEY, ETC.

No change reported. Prices are: Standard, \$2.40; granulated, \$2.50 per 100 pounds; rolled oats, \$2.60 per sack of 90 lbs. Rolled oats are also obtained in 50 lb sacks at \$2.50. Cornmeal is held at \$1.50 per 100 lbs.; pot barley, \$2.75, and pearl barley, \$3.25 per 100 lbs.

OATS

The demand for seed oats is now past for the

season. The cost of imported oats, laid down here, is as high as ever, and prices are unchanged. Car lots of foot are worth 49 to 50c, and good seed lots, 51 to 52c.

BARLEY.

The seed demand is over for the season, but in sympathy with oats prices are still high, and the poorest lots for feed will bring 60c, and anything of a fair quality finds a ready sale at 65c.

CHEESE.

A few small lots of now, from local factories, have come to town, some of which sold to retailers at 12c. The balance brought bids of 10½ to 11c. New eastern can be laid down for 11½c. Wholesale provision men are selling to retailers at 13 to 13½c.

BUTTER.

The situation has changed very little since our last report, only that the quality of new butter received, has improved somewhat. Fresh made rolls sell freely, in round lots, at 15 to 16c, and are not too plentiful. Good to choice packed stock is in demand also, but is scarce. Sales were made at 13 to 14c. Low grade packed is the class of which there is a surplus, and that is not much called for, even at low figures.

EGGS.

Receipts have fallen off quite a little, and this added to the fact that packers had begun to pickle down caused a sharp advance in the early part of last week, and near the close 13c was freely offered for all receipts, and a bid or two of 13½c was heard. Packers have again ceased to take hold, but prices are firm all the same.

LARD.

No change to report. Pails of 20 pounds are held at \$2.25, and tierces at 9c a pound.

CURED MEATS.

The demand for the week has been steady but not heavy, and prices have been equally steady, although there is a desire manifested to advance figures if possible. Dry salt bacon, 10c; smoked, 11c; boneless breakfast, 13c; spiced rolls, 12c; green hams, 13c; smoked hams plain, 13c, and canvassed, 14c.

LIVE STOCK.

Butchers report beef as getting very scarce and prices are moving upward in sympathy. Good quality of beef is quoted at 4½ to 4¾c. Pork is dull and prices remain 8½ to 9c.

DRESSED MEATS.

The scarcity of beef has made prices take quite a jump, it is now selling at 8½ to 9c with a prospect of higher prices this week. Pork is still selling at 8 to 9c, and mutton 12½ to 13c.

POULTRY AND GAME.

Prices are ranging a little lower this week as chickens are coming in very freely. They can be bought for 12c a lb, and turkeys, 12 to 12½c.

HIDES AND TALLOW.

Hides are still very scarce; a few are coming in from the country but the bulk of the supply is from the city butchers. Country hides are worth about 2½ to 3c per pound. Heavy steers are worth 5c for No. 1, and 4½c for No. 1 cows; No. 2, 4½c for heavy steers and 3½c for No. 2 cows; No. 3, 2½c. Calfskins, No. 1, 5c, No. 2, 4c. Sheepskins, 50 to 55c. Tallow, 2½c for rough and 4½ to 5c for rendered.

VEGETABLES.

The expected rise in potatoes has taken place and they are now selling for 7½ to 80c, and new potatoes can be had for 4c a lb. Turnips are quoted at 70c, green onions 25 to 30, rhubarb is selling a little lower at 3c, radishes 40c, lettuce 40 to 45c, beans \$3.50, asparagus 90c, and new carrots can be bought for \$2.75 a box. Cucumbers are selling a great deal lower than last week. They are now quoted at \$1 a dozen.

FLAX.

Prices are a little easier, some hay having been brought in from the south. What is on the market is said to be of a very rotten quality. The price quoted is \$17.

Heintzman Pianos, Karn Organs and Raymond Sewing Machines ARE THE BEST.

Agents Wanted in Unoccupied Territory.

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General Notes.

Strawberries are selling at 30 cents a quart in Winnipeg.

Toronto has a tax of 18 mills on the dollar and an assessment of \$130,000,000.

The Pennsylvania Railroad company has contributed \$275,000 to the Chicago World's Fair.

This has been reported and contradicted so often that we would like to know if it is really true this time.

The receipts of the Grand Trunk Railway last week were \$383,064, an increase of \$10,800 over the same period last year.

The Canadian Pacific Railway earnings for the week ending May 31, were, \$407,000; for the same week last year \$351,000.

The differences regarding passenger rates in the Northwestern States have been adjusted and the old rates will be restored June 10.

Mayor Grenier, of Montreal, will accompany Mr. Robb, City Comptroller, to Europe, to negotiate the \$2,000,000 loan for permanent improvements.

It is reported on good authority that a large Chinese bank will shortly be started at Shanghai with branches at all Chinese ports. American bankers are believed to be chiefly interested in the scheme.

The Port Huron, Sarnia & Duluth line of steamers have put into effect a new tariff on car-load lots of flour and grain products from Duluth to the east, making an advance of 2½ cents over former rates.

In order to encourage the development of the iron industry of Canada the Government are increasing the bounty now given on pig iron from \$1.50 to \$2 a ton. This rate, however, will not come into force till 1892.

Dakota farmers in the vicinity of Gretna are selling their wheat in that market. After paying the duty, 15c per bushel, they realize 5 to

7c better there than can be had at any station within 20 miles of the boundary south.

The customs returns at Vancouver for the month ending 31st May are as follows. Imports free, \$15,236, dutiable, \$65,742; total, \$81,978. Revenue duties collected, \$18,939.32; other revenues, \$7,501.24; total, \$26,491.56

The first of the new vessels which are to be used by the Canadian Pacific Ry., for excursion trips around the world in connection with that line, will be ready about the first of November. The company intends to send them to the Pacific coast via the Suez Canal.

A private London cable received in New York says: "The Soo road has been absorbed by the Canadian Pacific which company will guarantee the Soo's first mortgage 5 per cent. gold bonds." This is said to be from reliable inside sources.—Winnipeg Free Press.

Instructions have been sent to agents of binding twine companies in Iowa to sell the different kinds of twine at about four cents below last year prices. This has given rise to the belief that the binding twine trust which has imposed such burdens on the farmers has been broken.

The Standard Oil Company have bought out the Forest Oil Company for \$1,600,000. They are also negotiating for the purchase of the Anchor Oil Company, the second largest and richest producing company in existence. If this deal is completed the Standard will be practically sole master of the producing as well as the refining field.

An arithmetical fiend has evolved the following: Mr. Greenway says Manitoba and the Northwest will produce 20,000,000 bushels of wheat for export this year. This means 50,000 cars of 400 bushels each, or 3,333 trains of 15 each. That would demand 11 trains per day for 300 days, moving one article only, and this is exclusive of all other traffic, either merchandise or passenger.

There are 12,628 miles of railway in operation in the Dominion, of which 556 miles were constructed last year. The total capital invested paid up is set down at \$760,576,446, and the total earnings last year were \$42,149,615, while the expense amounted to \$31,033,045.

A recent organization is the Sarnia Milling & Mazea Company with a capital of \$25,000 and a monopoly for fifteen years to manufacture mazea in the Dominion. Mazea has a white, flake-like appearance and is made of corn. It is used for culinary purposes in a variety of ways. In the States it is extensively used, the supply not being equal to the demand.

A difficulty seems to have arisen in connection with the floating of Montreal's new civic loan. It seems that the last loan was put upon the market as a specific loan for £340,000, instead of as part of a loan to the extent of 15 per cent. of the assessed value of the real estate of the city, which the Legislature has authorized, and which enables the city every year to put upon the market bonds to the amount warranted by the increase in the assessments. This will in all probability necessitate the sending of the city comptroller to London, in order to induce to committee of the stock exchange to allow the first circular to be withdrawn, and one issued on the 15 per cent. basis to be substituted.

Manufacturers of woollen goods in the United States are in a dilemma. According to reports the wool clip this season will be fully equal to if it does not exceed that of previous years, and just what the effect will be on prices the manufacturers are trying to determine. A year ago the situation was just the reverse, the season opened with a much smaller stock than usual and every thing seemed to indicate a high range of prices, but the eagerness of buyers caused a boom in the early part of the season and a reaction set in which made prices the lowest they had been for some years in spite of the shortness of the supply. This year stocks are fully fifty per cent. larger than last, and the result probably will be that prices have to come down.



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Pure Pork Sausage, Long Clear Bacon, Bologna
Sausage, German Sausage, Ham, Tongue
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Provisions and Staple Groceries
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A Strong, Mellow and Lasting Smoke in
10 CENT PACKAGES.

—ALSO OUR—

"Standard Kentucky"

FINE CUT CHEWING

The Superior of any Cut Chewing Tobacco in
Canada.

WORKS: NEW YORK CITY, AND
ESPLANADE. - TORONTO

Chicago Board of Trade Prices.

On Monday wheat opened weaker and sold down, but recovered later in the day on crop reports. June ranged at 92 to 92½, July at 91½ to 91¾, August at 90½ to 91 and September at 91 to 91½. Corn was steady and in good demand. Closing prices were:—

	June.	July.	Aug.	Sept.
Wheat	92½	93½	92½	93½
Corn	33½	34	34½	35½
Oats	26½	26½	24½	24½
Pork	13.17½	13.37½	13.50	13.62½
Lard	5.97½	6.10	6.20	6.30
Short Ribs.....	5.12½	5.23	5.35	5.42½

Wheat was nervous on Tuesday and the range of prices was wide. Very little trading was done in the early part of the day, but a considerable business was done towards the close. July and August ranged at 92½ to 94½ and 92 to 93½ respectively. The oat market was strong and active with prices a little higher. Closing quotations for futures were:—

	June	July	Aug.	Sept.
Wheat	92½	93½	93½	93½
Corn	34	34½	35½	35½
Oats	27½	26½	24½	24½
Pork	13.15	13.27½	13.37½	13.47½
Lard	5.85	5.97½	6.07½	6.17½
Short Ribs ..	5.02½	5.12½	5.25	5.32½

Wheat had a downward tendency on Wednesday. The fine weather was the cause of it, although bad crop reports still continue to come in from some wheat sections. The range of prices was not so wide as Tuesday and the market was more steady. Receipts of hogs were very large and prices were somewhat lower. Closing prices were:—

	June.	July.	Aug.	Sept.
Wheat	91½	92½	92½	92½
Corn	33½	34½	35½	35½
Oats	27½	27½	24½	24½
Pork	12.85	13.00	—	—
Lard	5.87½	5.97½	6.10	6.20
Short Ribs.....	5.02½	5.12½	5.22½	5.30

Wheat sold considerably lower on Thursday. Closing prices for futures were: Wheat—June 91½; July 92½; Aug. 92½; Sept. 92½.

On Friday wheat opened strong at about ½c higher but later in the day it declined to opening prices. Closing prices were:—

	June	July.	Aug.	Sept.
Wheat	92½	91½	91½	91½
Corn	33½	34½	35½	35½
Oats	27½	27½	23½	22½
Pork	—	12.80	12.87½	13.00
Lard	—	6.22½	6.12½	6.22½
Short Ribs ..	—	5.17½	5.20	5.35-7½

Minneapolis Market.

Following are the closing wheat quotations for June 5:—

	June.	July.	Aug.	On track
No. 1 hard	83	80½	—	90
No. 1 northern	87½	89½	—	89
No. 2 northern	84	85½	—	81-86

Flour—Sales continued on a very moderate scale in amount, and values showed little change, though if any tendency is shown it appears to be rather to weakness than strength. Considerable patents are offered on the basis of about \$5.25 to \$5.50 at the different Atlantic markets. The inquiry remains mainly for small amounts to meet current consumption on domestic account.

Bran and shorts—The demand was good for shorts, with small offerings and common shorts scarce. The sales of middlings were reported at \$10.50 to \$10.75 and bran \$8.50 or about that. The demand was slack, but the offerings small on account of small productions.

Corn—The corn held in store was offered

delivered on track at about 32½ with some fresh lots selling on arrival and to arrive at about 32c on track for good samples of yellow.

Oats—This market was dull and concessions were required to move them with the market ranging along from 25 to 27c for the different samples.

Feed—Market quiet at \$13 asked by millers for lots billed out.

Hay—Some good Iowa upland held at \$10.50 with \$10 bid, other wild ranging down well under that, with some fair going at \$9.

Butter—Trade is generally dull, while receipts are still heavy and much accumulation exists. Prices are lower and unsettled. Sellers are working hard to move arrivals, but find it very slow work. Real fancy makes, that show, full grass and straight color sells fairly well at the low prices, but when off color, flavor or keeping qualities, goes as packing stock. Prices are: Creameries, strictly fancy, 12 to 13c; good to choice, 10 to 11c; fair to good, 8 to 9c. Dairies, fancy, special brand, 14c; fancy selections, 12 to 13c; good to choice, 7 to 9. Roll butter, new makes, 5c; old, 3 to 4c.

Cheese—Prices on full cream are easy, holders preferring to sell a little lower and keep goods moving. The quality is generally pronounced good. Full cream of extra good quality is bringing 9 to 9½c; good, 8½ to 9c. Skimmed, winter made, 4c; spring made, 5 to 5½c. Limburger, 9 to 9½.

Eggs—Sellers are asking all the way from 10½ to 11c, cases included for small lots. The feeling is a little unsettled and while dealers generally are holding for the outside prices they are inclined to shade a little to effect sales. Retailers are still about the only buyers.

Potatoes—New potatoes are moving rather slowly and prices are easy. Old potatoes are firm with a fair local trade. No demand reported from outside. New potatoes, per barrel, \$3 to \$3.25, per bushel, \$1 to \$1.10.

Veal—Sales are very slow, most of the offerings are selling from 4 to 5c.

Mutton is in good demand and dealers have no trouble in selling nicely dressed carcasses at full prices. Not much doing in lambs. Receipts light. Prices are: Good to choice, 7½ to 8½c; spring lambs, live weight, 6 to 7½, dressed, 8 to 9c.—Market Record.

Montreal Stock Markets.

Following were closing quotations on June 6th:

Banks.	Sellers.	Buyers.
Bank of Montreal	xd 218	217
Ontario	xd 118	116
Molson's	165	—
Toronto	xd —	—
Merchants	141½	140
Union	—	—
Commerce	124½	123
Miscellaneous.		
Montreal Tel	99½	98½
Rich. & Ont. Nav.	60	58
City Pass. Ry.	187½	187½
Montreal Gas	204½	204
Canada N. W. Land Co.	78	75
C. P. R. (Montreal)	83½	83½
C. P. R. (London)	—	35½
Money—Time	7	—
Money—On call	5½	—

It is again rumored that an English syndicate is negotiating for the purchase of the Union Stock Yards at Chicago, the price being \$10,000,000.

Victoria's Trade.

Following are the total collections, imports and exports, for the month ending 31st May:

Duties	\$78,696 18
Chinese rev	567 00
Steamboat ins	151 84
Sick M fund.	245 46
Fines and seiz	40 00
Copyright	8 00
Petroleum ins	158 30
Animal ins	73 80

Total

Total for 1889

Increase

Total imports—Dutiable

Free

Total

Exports—Produce of Canada

Not produce of Canada

Total

J. H. McNulty, general storekeeper, Banff and Canmore, is closing his business at Banff.

The Edison manufactory of electrical appliances intend starting a Canadian branch at St. Catherines, Ont.

The Quebec city boot and shoe trade is booming. It is thought the factory output will be 25 per cent. over that of last year.

One of the prominent features of the Western Fair at London, Ont., in September, will be a display of electrical apparatus.

A. J. Earling has been appointed general manager and W. G. Collins general superintendent of the Chicago, Milwaukee & St. Paul railroad.

The Dominion Illustrated Publishing Company has made an assignment upon the demand of the Canada Paper Company. It is believed the trouble will only be of a temporary nature, and that business will be carried on as usual.

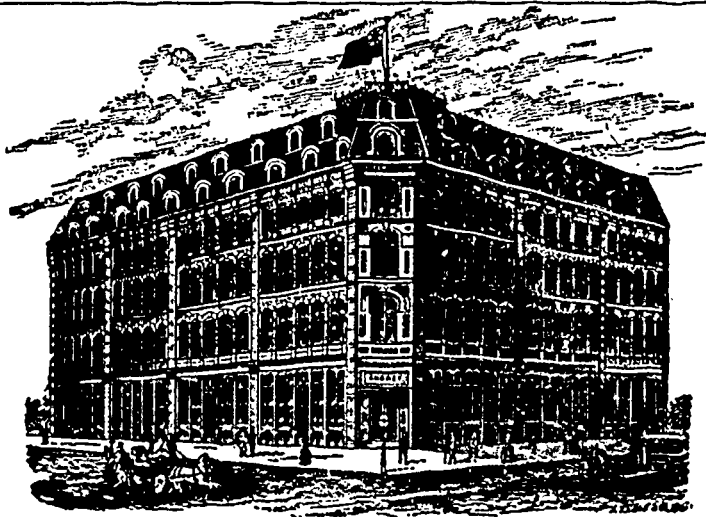
Kolatina is the latest thing in the way of a beverage. It was made from the kola nut, and is said to be both pleasant and nutritious. It is particularly adapted to people who are troubled with weak digestion, better even tea, coffee or cocoa.

The post office department has been instructed that in future electrotypes blocks may be sent to Canada and the United States addressed as fifth class rate (one cent per ounce); but when addressed to other countries they will be liable to parcel rates.

Moscow, the ancient capital of Russia, is to be this summer the scene of a Central Asiatic Exhibition that will remain open for four months. All kinds of native produce, manufactures, arms, minerals, and animals, will be displayed, and foreign manufacturers of agricultural implements and other goods suitable for this vast region will be free to exhibit.

A statement of the circulation and specie shows that there was in circulation in the Dominion on the 30th of April, \$15,294,490 in bank notes. The specie held by the Assistant Receiver-General on April 30th amounted to \$3,023,387: guaranteed sterling debentures, \$1,946,665; total, \$4,969,054, being in excess of the \$3,853,622 required by law, \$1,115,431. The excess of unguaranteed debentures is \$2,779,131, making a total excess of specie and debentures amounting to \$3,940,563.

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



Our Samples for the Spring Season, 1890, are
now on view at 35 Lombard St.,
Winnipeg.

H. SHOREY and CO., WHOLESALE CLOTHIERS,
1867, 1868 and 1870 Notre Dame and 36, 38 40 and 42 St. Henry St., MONTREAL.

A. WILLIAMS & CO.
49 QUADRA STREET,
VICTORIA, B.C.
Commission Merchants
And Manufacturers' Agents.

All kinds of Produce Handled.
Advances made on Consignments of Butter and Eggs.
Best Market Price obtained for all Goods and Prompt Settlements.

J. & A. Clearihue,
COMMISSION MERCHANTS
—DEALERS IN—
FRUITS AND ALL KINDS OF PRODUCE.
Special attention to consignments of Furs and Skins, Butter and Eggs.
Yates Street, VICTORIA, B.C.
P.O. BOX 536.
AGENTS Skidgate Oil Works, R.C.; D. Richards, Laundry, Saupé, Woodstock, Ontario; T. Hler, Bethwell & Co., Montreal, Parisian Washing Bisc.
We have a large cool warehouse with good facilities for handling Butter and Produce in quantities.
Consignments Received in all Lines. Correspondence Solicited.

Henry Saunders,
—IMPORTER AND DEALER IN—
GROCERIES AND LIQUORS,
37, 39 AND 41 JOHNSON STREET,
VICTORIA, B.C.

Victoria Steam Bakery
M. R. SMITH & CO.
—WHOLESALE AND RETAIL—
Cracker & Bakers,
VICTORIA, B.C.
Capacity 50 barrels of Flour per day. Correspondence Invited.

THE DRIARD,
VICTORIA, B.C.
The only strictly first-class hotel in the province.

LELAND HOUSE, VANCOUVER,
British Columbia.
The leading commercial hotel of the city. Directly above the C.P.R. Station and Steamboat wharf. All modern improvements. Sample rooms for travellers.
J. E. INSLEY, Mgr. WM. PROUT, Prop

Brackman & Ker,
—WHOLESALE DEALERS IN—
FLOUR, FEED, GRAIN AND PRODUCE
VICTORIA, B.C.
CORRESPONDENCE SOLICITED.

Lenz & Leiser,
—IMPORTERS AND DEALERS IN—
Foreign and Domestic Dry Goods, FURNISHINGS, ETC.
SOLE AGENTS FOR
WESTMINSTER WOOLEN MILLS.
Largest and Most Complete Stock in the Province.
Government St. VICTORIA, B.C.

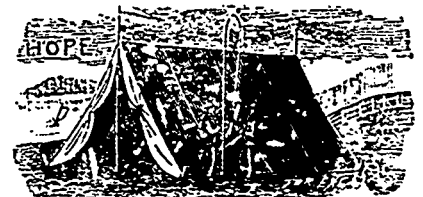
J. CANNING,
Direct Importer and Wholesale Dealer in
FOREIGN AND DOMESTIC FRUITS
AND COUNTRY PRODUCE.
BAY VIEW, CORDOVA ST., VANCOUVER, B.C.
P.O. BOX 711.

Victoria Rice Mill
VICTORIA, B.C.
CHINA and JAPAN RICE,
RICE FLOUR AND BREWERS' RICE.

WHOLESALE TRADE ONLY.
HALL, ROSS & CO., - Agents

McMILLAN & HAMILTON,
COMMISSION MERCHANTS
—AND WHOLESALE DEALERS IN—
BUTTER, EGGS, FRUITS AND PRODUCE
OF ALL KINDS.
153 WATER ST.—VANCOUVER—P.O. Box 298.

To Fish Dealers, Butchers, Etc.
I am now prepared to ship fresh spring Salmon and all kinds of Salt Water Fish at lowest market prices. I pack in specially devised boxes, well iced, and my shipments usually give the best of satisfaction. Will ship per express COD unless otherwise specified.
R. V. WINCH,
Wholesale and Export Fish Merchant,
66 CORDOVA STREET,
VANCOUVER, B.C.



HOPE & CO.
—MANUFACTURERS OF—
Tents, Awnings, Mattresses and Horse Covers.
GUN CASES.
9 McWilliam St. East, - WINNIPEG.

JAMES PYE,
FLOUR MILL BUILDER
Parties contemplating building New Flour Mills should be sure to get the Best Machinery and the best System or Method of making High Grades of Flour.
The subscriber has built more Roller Mills in Minnesota, Dakota and Manitoba than any man living; among them the best and largest in the land.
Will be pleased to give Estimates and Plans on any Mill either large or small.
JAMES PYE,
218 Third Avenue South,
Minneapolis, Minn.

G. F. STEPHENS & CO.

—MANUFACTURERS OF—

Stephens' Pure Liquid Colors—Various Shades for Interior and Exterior House Painting.

Stephens' Prepared Carriage Paints—In Scarlet, Black and Maroon. These Paints dry with a Rich Gloss and do not require Varnishing.

Stephens' Elastic Enamel—For Household Decorations such as Tables, Fancy Chairs, &c., in a large number of delicate shades.

Stephens' Pure Oxide Paints—(Almost everlasting)—For Elevators, Granaries, Roofs and all Rough Surfaces exposed to the Weather.

—IMPORTERS AND JOBBERS OF—

Window Glass—Ordinary Glazing and Crystal Sheet. Single and Double Strength.

Heavy Polished Plate—Sizes in Stock from 44 to 96 inches Wide.

Ornamental Glass—In almost Endless Variety.

A full Stock of Painters' Supplies including Dry Colors, White Lead, Varnish, Brushes, Etc. Artists' Oil Colors and Brushes.

Plaster Paris, Plasterer's Hair, Portland Cement, Rosin, Pitch, Etc.

MARKET STREET EAST, WITNIPEG.

Lumber Cuttings.

The planing mill of Thackeray & Co., Ottawa, with a large quantity of lumber, has been burned; no insurance.

The saw mill of the Northern Pacific company at Burrard Inlet will have a capacity of 100,000 feet daily, and will be ready this summer.

The mills at Port Moody, B. C., are running night and day now to meet the increased demand from Manitoba and the Territories for B. C. lumber and shingles.

J. R. Booth, the great lumber man, of Ottawa, is selecting a site for another large saw mill in British Columbia, and will import the machinery from the east.

The largest saw mill in the world, says an exchange, is located at Clinton, Iowa. It cost \$260,000, and is capable of sawing 450,000 feet of lumber in eight hours. It has seven band and three gang saws, and two batteries of ten boilers each.

At Quebec, the prospects for the lumber business the coming summer are reported unfavorable. It is estimated that this year's output in pine will be over 50 per cent larger than that of last year. It is therefore predicted that the English market will be glutted, and prices reduced.

The Minneapolis saw mills, says the *Lumberman*, are all yet inoperative because no logs are yet in the booms. They are without exception ready for the start, however, night-crews as well as day being engaged and every possible preparation perfected for the immense labor of the season. With a sufficient supply of logs all summer the mill will not fall far below the first estimates of the year's cut, which have been put at 400,000,000 feet.

The reported embarrassment of Messrs. Smith, Wade & Co., Quebec, is not likely to cause any serious trouble in the lumber trade, as their assets are largely in excess of the liabilities, and the principal creditors have agreed to give the time and extension required to realize on the large stock of timber now held by the firm. There is every prospect that they will continue to carry on their extensive business without the necessity of going into liquidation.

The many fires that are started by sparks from locomotives and mill chimneys indicate that the spark arrester has not been brought to the degree of perfection that is desirable, or that it is not so generally in use as it should be. There have been many inventions of this

kind but there is yet room for genius to produce a device that will accomplish the end sought and line the pocket of the inventor with ducats—provided the invention would be adopted. Fire is perhaps the greatest enemy of the lumber business in all parts of the country and it is the first thing to be guarded against.—*North Western Lumberman.*

From Rupert's House, on James Bay, north to Richmond Gulf, although the soil on the coast is of a sandy nature, it is good for agricultural purposes. It is wooded with good spruce, tamarac, poplar and white birch. At Fort George, on the Big river, good spruce logs are brought down, some measuring two feet and a half in diameter. Tamarac although not seen on the coast farther north than Richmond Gulf, is said to grow in great quantities inland and much farther north. Black spruce is also found on the Rat river. In fact the most rocky tracts support a growth of trees large enough to be of value for many purposes directly this territory is opened up by civilized man.

We learn from Ottawa that while there is an improved feeling in that market compared with the same time last month, still the movement of sawn lumber is not what it should be, and the slackness in orders from abroad is having a depressing effect upon the general tone of business. There are more unemployed men hanging about the Chaudiere mills than usual, and it will take more orders than have so far been secured from Canada and the United States to set them at work. In Britain strikes are having an effect on the wood trade which is adverse to us, and the great premium on gold in South American markets, to which our lumber largely goes, is another annoying feature for our exporters.—*Monetary Times.*

Grain and Milling.

Keewatin flour mill is running day and night with full capacity.

The loss by fire on these 114 mills has thus been no less than £392,330 more than the insurance.

The old stone mill at Norquay, Manitoba, is moved to Manitou and will have improved roller machinery put in.

A Morden miller has accepted the bonus of \$1,700 offered by Pilot Mound, Man., and will start a grist mill at that place.

One or more flour mills will undoubtedly be erected at or near Calgary, Alta., as soon as the farmers of the district shall prove their ability to supply the necessary wheat.

The plans for the Mount Royal Milling Co.'s new mill and warehouse at Victoria, B.C., have been prepared. The mill will cost \$50,000.

Messrs. D. H. McMillan & Co., Alexander, Man., have had their elevator running for the past few days taking in grain, the receipts being some 1,200 bushels; price from 85 to 90c per bushel.

Recent continued rains, followed by cold weather, have removed all fears of a crop failure from drought in the hard wheat district of Minnesota. There are only two dangers to be met in the future of the crop. One is the possibility of insects, the other of hot winds with too much moisture when the kernels are filling.

The elevator of R. F. Lyons at Carberry, Man., is being overhauled. The bins are to be built to the basement, which will increase the storage capacity about 65,000 bus. A brick engine-house will be built, and a 25 horse power engine will be put in. The elevator will be covered with iron plates. The most modern cleaning and elevating machinery will be put in. The whole cost will be about \$5,500. Arrangements are in progress for a number of grain dealers to ship through this elevator.

That there were 114 grain mills destroyed in the United States and Canada in the past year, as follows:—

	Value of Total Loss.	Amount Insured.
87 Flour mills	£647,600	£283,000
16 Grist mills.	26,200	15,400
6 Maizemeal mills	13,700	10,000
3 Oatmeal mills.	23,000	300
2 Feed mills.	800	10,220

114 £711,300 £318,920

The *Toronto Milling News* says: "There has, within the last few weeks, been a turn in the tide of the Canadian miller's affairs. For several years past he has been in decidedly hard luck, in fact, well nigh squeezed out of existence. As the result of a determined effort on the part of the Dominion Millers' Association, he again finds his feet on terra firma, and the dejected, hopeless expression which so long served as a mark of recognition is no longer to be seen on his countenance. A peep into the meeting held in Toronto a month ago revealed the fact that the recent action of the Government has put new life and encouragement into the great Canadian milling industry."

The area of spring wheat in the two Dakotas this season is estimated to be 25 per cent. below

1880. The Minnesota area this year is said to be 5 per cent. greater than last year. Those figures mean an important reduction in yield. The aggregate yield of North Dakota, South Dakota and Minnesota last year was nearly 90,000,000 bus., and the reduction in area this year means a cutting down of that total, with an equal average yield, by an enormous figure. Certainly all the estimates and reports at hand mean hard work for the "bears" this year, if they propose to prevent wheat from advancing in price. The field at this writing seems to look like one gigantic clover-field for the "bulls" on wheat.—*Northwest Farmer.*

Bonusing a flour mill at Victoria, B.C., seems to have excited some surprise, and indeed one sometimes hears that province derided as a grain growing country. But this is far from correct, for some very extensive areas of the choicest land are there, such as the Spallumcheen and Mission valleys, each of them capable of supporting a good sized flour mill. There is within a fairly short distance of the city of Victoria, enough wheat land to sustain yearly a flour mill of 200 barrels capacity, and the total of such land on the Island is very large. The area of choice land there and on the main land, is by no means small, and is capable of a very wide range of products, from beef to fruits.—*Manitoba Colonist.*

Eastern Business Changes. ONTARIO.

John Hogan, hotel, Guelph, has sold out.
Wm. McGill, livery, Thorold, has sold out.
S. P. Fraser, tailor, Kingston, has assigned.
John Marx, pottery, Lynden, has assigned.
W. D. Shattuck, hotel, Guelph, has sold out.

R. Forsyth & Son, wollens, Blyth, has sold out.

Jos. H. Marentette, grocer, Windsor, has assigned.

Dwyer & Nagle, furniture, Port Arthur, have dissolved.

Alexandria Furniture company, Alexandria, have assigned.

H. A. Patterson, & Co., lumber, Chatham, have sold out.

Mrs. Armstrong, hats, etc., St. Catharines, has sold out.

Charles Israel, cigars and billiards, Hamilton, was burned out.

Richard Souley, shoes, Cottam, is out of business and leaving.

Hemming & Sterling, fruits, etc., Rat Portage, have dissolved.

Mrs. Mary Bradley, fancy goods, Strathroy, was sold out for rent.

A. E. Jones, implement agent, Essex Centre, has assigned to T. Rush.

Cantwell & Jackson, painters, etc., Port Arthur, have dissolved.

A. A. Franklin, general store, Chesterville, has assigned to W. B. Lawson.

A. S. Murray & Co., jewelers, London, have a receiver in possession.

Mrs. Mary Cawthra, general store, Mimosa, has assigned to Geo. A. Lacy.

Weatherill & Newman, shoes, London, have dissolved; Weatherill continues alone.

Chidley, Shaw & Co., groceries, etc., Toronto, have dissolved; A. Shaw continues alone.

Beckett Bros., sash and door manufacturers, Smiths Falls, have assigned to D. G. Farrell.

Pure Highland Scotch Whiskies.

THE FAMOUS
LAGAVULIN DISTILLERY,
ISLAND OF ISLAY,
SCOTLAND.

The Lagavulin Whisky is famous for its fine quality, being made from pure SCOTCH MALT ONLY, and has long been the favorite beverage of Sportsmen.

It contains no grain spirit, or other Whiskies one knows nothing of, and the most eminent Physicians of the day prescribe it where a stimulant is acquired.

ASK FOR THE LAGAVULIN.

MACKIE'S
PURE OLD BLEND
10 YEARS OLD.

GOLD LABEL

AS PATRONIZED BY ROYALTY AND THE LEADING
PHYSICIANS.

ASK FOR IT.

A. R. Dobson & Bro., books and stationery, Bowmanville, had their stock destroyed by fire; partially insured.

QUEBEC.

D. Leonard & Co., hotel, Montreal, have dissolved.

V. Vachon, general store, St. Dominique, has assigned.

Herbert Laurent, carriages, St. Remi, has assigned.

V. T. Dorais, general store, St. Valentin, has assigned.

Thomas Lamy, general store, Louiseville, has assigned.

Thomas Fisgby, general store, Hemmington, has compromised.

Georges, Lachaine & Co., general store, Bulstrode, have assigned.

Henderson Manufacturing Co., confectionary, Montreal, has assigned.

E. Lefort & Co., manufacturing agents, Montreal, have dissolved.

Dominion Illustrated Publishing Co., Montreal, Provincial liquidator appointed.

J. LeBoutillier & Co., general store, etc., Gaspé Basin, are offering to compromise.

Hanson Bros., agents, Montreal, have dissolved; Edwin Hanson continues under same style.

A. Roy & Co., manufacturers and traders; Luc. Molleur has ceased doing business under this style.

Leduc & Co., merchants, Montreal; Pierre M. Z. Leduc has ceased doing business under this style.

James Hoolahan, wholesale fancy goods, Montreal, meeting of creditors called for 10th June, 1890.

Quinlan & Turner, contractors, Montreal, have dissolved; W. G. Turner continues as W. G. Turner & Co.

Frank Magor & Co., commission merchants, Montreal; John H. Magor admitted partner under same style.

John Robertson, groceries, Montreal; John H. Robertson has been admitted under style John Robertson & Son.

P. M. Galarneau & Co., wholesale dry goods, Montreal, have sold out to W. Lesperance, who continues as Lesperance & Co.

NOVA SCOTIA.

R. A. Nisbet, drugs, Halifax, is dead.
Wm. Robertson, general store, Westville, is dead.

Edgar Mason, Hastings, has assigned to Richard Say.

Eaton & Murphy, general store, Maitland, have assigned.

F. W. Wood, general store, Sheffield Mills, has assigned to Henry Lovett.

W. E. McRobert, & Co., furniture and undertakers, Truro, have dissolved.

W. H. Moore & Co., general store, North Sydney, had their estate re-conveyed to them by assignee.

NEW BRUNSWICK.

James Watson, grocer, St. John, is dead.

F. W. Giberson, lumber, Aroostook Junction, is dead.

Moncton Soap & Chemical Co., Moncton, have dissolved.

J. D. Robertson, grocer, St. John, has advertised his stock for sale by auction.

The Wheat Question.

About two years ago our shippers were calculating upon a large export trade in Manitoba hard wheat, and now it seems there is not enough for home consumption. What has occurred in Canada will no doubt take place in the United States at some future period, which may be nearer than many have the slightest idea of; and then will be witnessed the curious spectacle of the United States importing wheat, which has hereto been one of her great staple exports. But whenever this change takes place depend upon it, there will be a marvellous change in values, and it is not at all unlikely that the time may come when the complete gamut of changes that has characterized the past, will be rung over again and the high figures of former years be repeated. We by no means pretend to say that the recent enhancement of values is the precursor of the period referred to, although it is quite possible that we are on the eve of higher prices. An authority on the situation writing from Chicago to a party in this city says: "At present prices wheat is a purchase, and all the more so from the fact that the crowd is inclined to be bearish on the slightest bulges, but mark my work, it will be caught yet." As we have repeatedly said the weather will have a great deal to do with prices, and of late it has certainly been unfavorable for the growing crop, both in Canada and the United States. Advices just received from London, Ont., state that north of that city a large area has been winter killed, and a large number of fields have been plowed up. From other points west of Toronto come similarly adverse reports.—*Trade Bulletin.*

Furniture and Undertaking House.

M. HUGHES & CO.

WHOLESALE & RETAIL

Furniture and Undertaking Warerooms
315 and 317 Main Street.

TELEPHONE No. 413.

Closest prices given to dealers

Satisfaction guaranteed in every department.

BROWN BROS.,

Wholesale and Manufacturing

STATIONERS,

64 to 68 KING STREET EAST,

TORONTO.

SPECIALTIES.

Account Books Paper—all kinds
Office Supplies Stationery
Wallets, Pocket Books
Ladies Hand Satchels
Pocket and Office Dairies
Leather Goods Binders Materials
Printers Supplies

CIGARS!

Encourage Home Manufactures by smoking

SELECTS, La Rosa and Havana Whips,

—MADE BY—

Bryan & Co

WINNIPEG, - MANITOBA.

STRANG & CO.

Wishart Block, Market St. East,

WHOLESALE GROCERS

AND DEALERS IN

Provisions, Wines and Liquors,

WINNIPEG.

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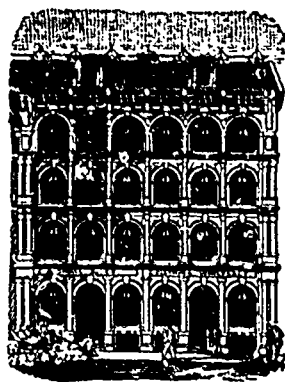
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Ontario Minerals.

The report of the commission appointed by the Ontario Government, on the mineral resources of the province and measures for their development, has been issued. It appears from it that a practical business basis has now been reached in the development of minerals, as, for example, in the production of salt, petroleum, phosphates, mica, cement, gypsum and building stones, and in the manufacture of brick, terra cotta and sewer pipe. The silver, copper and nickel mines are also being worked with much skill and energy, and at the few locations where deep shafts have been sunk and galleries driven the existence of large ore bodies has been demonstrated. Iron mining has been intermittent hitherto but its operations will doubtless assume a permanent place as a source of one of the largest mineral products when there is the steady demand of a home market to provide for, besides such foreign markets as may be secured. The evidences alluded to in the report showing that Ontario possesses great mineral wealth in iron ores, gold, galena, plumbago, arsenic, nickel, building stones, etc., are familiar to the people of the province. "Everywhere," says the report, "among men interested in mining operations, with the exception of those engaged in producing and refining petroleum, the commissioners have met with expressions of an earnest desire to see the American markets opened to the admission of Canadian minerals free of duty upon terms equally fair to both countries."—*Trade Review*.

Canadian Banking.

Mr. B. E. Walker, general manager of the Canadian Bank of Commerce, has recently issued a pamphlet entitled "The Canadian System of Banking and the National Banking System of the United States." The author says he has prepared this "brochure" in view of the manner in which the subject has been brought before the country by the introduction of Hon. Mr. Foster's Banking Bill. He points out that a banking system, to be acceptable, should afford the greatest possible measure of safety to the depositor; and by comparing that of Canada with the United States, says of the former that there is no system in the world where greater security is offered to depositors. Then the system should supply the legitimate wants of the borrower not merely under ordinary circumstances, but in times of financial stress without that curtailment which leads to abnormal rates of interest and to failures. With regard to this he asks: "In what other country is such a splendid development of banking to be seen as that involved in this country in transferring the idle money of the Atlantic towns and cities to the new centres of enterprise on the Pacific?" Moreover, he adds, that "perfectly is this distribution of capital made that, as between the highest class borrower in Montreal or Toronto and the ordinary merchant in the Northwest, the difference in interest paid is not more than two per cent."

Indeed, Mr. Walker declares that he does not know any country in the world so well supplied with banking facilities as Canada, whose branch system not only enables every town of 1,000 or 1,200 people to have a joint stock bank, but to have a bank with a power behind it generally twenty to fifty times greater than a small bank in the United States would have. As to the currency and bank

note issues, the conclusion arrived at is that if we had a circulation secured by Dominion bonds, bearing a rate of interest which would make the business of issuing notes secured thereby a profitable one, we would have too much currency; but fortunately the credit of Canada now is vastly different from the credit of the United States in 1863, and it would be impossible for the Government to give the bank bonds bearing a rate of interest that would render the issue of currency profitable. The author maintains that our interest and our duty is to make our own banking system perfect by adding to it the good qualities of the National Bank currency, without also adding the evils of the United States National system.—*Victoria Colonist*.

General Notes.

T. Lowry, the retiring president of the Soo road, is to be succeeded by F. N. Finney, formerly general agent of the Wisconsin Central.

Lucifer matches, when first invented in 1827, were sold 50 for 25 cents. Now whole forests are made into matches and the price of a gross package is next to nominal.

A joint stock company has been formed in Woodstock, Ont., to be called the Bain Bros. Manufacturing Company. They will have a capital stock of \$50,000, and will manufacture wagons.

The recent threat of the Lake Shore road to reduce the rate on oats to the basis of 20c per hundred pounds, Chicago to New York, and to make reductions on provisions, live hogs, etc., was put into execution on Tuesday.

North Dakota settlers are clamoring for more railroads in their territory. The discovery of coal deposits there and the settlement of the country demand greater facilities for the transportation of coal and grain, they claim.

Breadstuffs to the value of \$15,534,146 were exported during April, against \$9,537,886 for the corresponding month last year. For the past ten months there were \$126,160,523, against \$101,282,833 for the same time last year.

It is reported that an English syndicate is negotiating for the purchase of the Nova Scotia sugar refinery. The syndicate will also endeavor to get possession of the Woodside refinery at Dartmouth, which has been closed for two years, and the refinery at Moncton.

A large biscuit trust is being formed in Minneapolis with a capital of \$10,000,000, it includes nearly every prominent biscuit maker in the country. It is to conduct the entire business of the various concerns, trust stock being issued in return for the transferring of individual properties.

Last month's purchases by native merchants in Yokohama of the chief lines of imports, such as woven fabrics, cotton yarn, raw cotton, sugar, kerosene oil and iron, amounting in value to \$1,622,412, and the sales by them of goods for export, such as raw silk and tea, to \$404,001. The purchases thus exceeded sales by \$1,218,411.—*Japan Gazette*.

The trade in Canadian asbestos fibre continues to expand. The exports of this interesting product began in 1879, when about 250 tons were shipped. The shipments increased from year to year, till in 1877 the exports were 4,619 tons, valued at \$226,976, while in 1889 they were 6,014 tons, valued at \$324,350. The

increase in the ten years is 2400 per cent. In the European market the Canadian fibre now leads the world.

A Montreal exchange says: The cargo of the steamship Barcelona was sold yesterday by Mr. T. J. Potter at the Mechanics' Hall. The attendance of American and Canadian buyers was very good, and the prices firm all through, especially for cases of Valencia oranges, which reached \$8.50. Half boxes of choice fruit brought over \$3, for boxes of 80. The sale was a success and shows the importance of this city as a distributing point for Mediterranean fruit.

As is well known, the Icelanders have been emigrating from their island home during the past few years in great numbers. Many of them have settled in our great western country, and make hardy, industrious and successful farmers. The total number of persons who have left Iceland in recent years must have been very great, considering that the average annual excess of births over deaths is 640, and the population instead of increasing during the past four years has fallen from 71,600 to 62,220. But this year the exodus is expected to be more marked than ever before, and it is said that 20,000 people, or nearly one quarter of the total population will leave the island.—*Ex*.

The Canada Northwest Land Co. (limited) held a meeting in May, at which the following resolutions were adopted: That the capital be reduced from £1,247,815, divided into 249,563 shares of £5 each, to £1,216,619 12s 6d, divided into 249,563 shares of £4 17s 6d each; and that such reduction be effected by returning to the holders of the 249,563 shares that have been issued paid-up capital to the extent of 2s 6d per share, and by reducing the nominal amount of all the shares from £5 to £4 17s 6d.

A good hard brick is wanted for building purposes in British Columbia; a brick that will look well and withstand the peculiarities of the coast climate. If such brick can be produced on this side of the mountains there will be an unlimited demand from the other side, even perhaps from the American cities on Puget Sound. This fact has led to enquiries as to the value of the clay deposits at Stair with the view of starting a large manufactory. A sample of the clay in question was tested in the States and was pronounced to be superior to the clay from which the famous St. Louis bricks are made. A company was formed a few years ago for the purpose of making brick, pottery, etc., at Stair, but it fell through on account of the small demand at the time, but now that the C. P. R. has opened up an avenue to the coast, where real good bricks cannot be made, it is thought that the enterprise will pay handsomely, and some gentlemen are interesting themselves in the matter. The demand in Manitoba and the Northwest, for fine bricks it also constantly increasing, a point that has been taken into consideration. At present bricks for fine work are imported from the States.—*Western World*.

Should the apparent scarcity of coffee be bona fide and continue, prices are likely to advance still higher, until coffee drinkers habituate themselves to use less coffee. During the past four or five years coffee has been gradually advancing in price. The fine, rich coffees, mellowed with age, are hard to find. The planter and the importer get rid of their stock as quickly as they can sell at a profit,

Crops have been short. Supplies limited. The scarcity of good coffees and their high prices have brought to the surface all the refuse coffees of the world, such as a few years ago would not have paid for the transportation; and this miserable refuse is now bringing a higher price than did genuine Old Government Java a few years ago.—*Indiana Journal of Commerce.*

Canadian and American companies control the principal part of the life insurance business of Canada; 41,516 policies were issued last year, of which 1,831 were in British, 10,204 in American and 23,421 in Canadian companies.

A fire in Ottawa, on the 3rd instant, destroyed the buildings and stock of the bakery & Co., no insurance; the Ontario Carriage Works partly insured; and a large brick building in which was the offices of the Sanitary Plumbing Company, Heney & Co., Saddlers, Gas Inspection office, and the Ottawa Manufacturing Co. The loss is between forty and fifty thousand.

An American exchange says: Ten years ago a good buffalo head sold for \$15 to \$40. The price now ranges from \$75 to \$100. There has not been a good buffalo head in Denver for three years. But it is expected that Buffalo Jones' domestic buffalo head in Kansas will occasionally add a new head to the market. Rocky Mountain sheep are not very numerous, and the head of the animal brings from \$35 to \$100. Mountain sheep are sold in pairs, when the taxidermist has saved the whole animal, and they sell for \$350 a pair. Elk heads sell for \$35 to \$300 each. Grizzly bear rugs bring from \$35 to \$200 each; black bear as high as \$75. The cinnamon and brown bear are common and not so durable, and the best will not sell over \$50.

About 800 head of Canadian bullocks of unusually good quality were landed in Liverpool recently and sold at from 6d to 6½d. Some 5,000 head of State's cattle were also sold, of almost equally good quality, but the most that could be got for them was 5d per pound. The *Canadian Gazette* says Canadian statesmen and politicians should carefully note these prices. It also states that the demand experienced is of the slowest kind, buyers insisting upon dealing at Birkenhead rates. A few sales were made at 6½d per pound, and for anything below choice, it was difficult to make 6½d in some cases 6d. At Birkenhead excellent asses are freely offered at 4½d to 4¾d, equal to 5d or 5½d. In the face of such bottom rates, it is easy to understand how difficult it would be to make 6d to 6½d for best Canadians in the open market.

The Financial and Commercial Situation.

There has been a notable revulsion of feeling in financial and commercial circles during the past few weeks, says *The Iron Age*, which argues well for a recovery in the iron trade. As yet professional operators alone have begun to act on the bull side of the markets, but there are indications that the general public is beginning to be attracted by chances for investment and speculation. Sentiment so largely sways great movements of this character that constant and close study of the indications of a speculative revival is necessary to detect the direction of the current. The time required to carry out projects involving the purchase of large quantities of iron and steel is very short now as com-

pared with what it was ten or fifteen years since. When once the construction of a great railroad is determined upon, it is presumably carried out in an incredibly short period. The building of the Manitoba road is a striking example. It is probable that more time is employed to mature and finance and undertaking than that needed for the actual work of construction.

While relatively little has been done during the last two years in extending our railroad mileage a good deal of work has been carried on quietly in perfecting plans for the extensions. They have reached a point where the only obstacle to the giving out contracts is the floating of bonds and stock. That has been, generally speaking, a very difficult matter. Capitalists and bankers have been busy over reorganization schemes. They have had very little disposition to entertain, and little opportunity to recommend to their clients, new ventures, however promising. But matters may take a very different aspect as soon as the investing public generally has had even a brief period of successful operations, the majority generally acting on a rising market. They will be found quick to change their attitude of indifference to one of activity. Then the amount of preparatory work done during the past two years would soon tell, and would tend to lend an impetus to the movement.

Changes of this kind occur very rapidly and influence the iron trade more quickly now than they formerly did for the very reason to which we have already alluded. The mechanical work of construction is now carried out under such high pressure and so quickly that requisitions of supplies follow one another in very rapid succession. In other words, the transition from dullness to rushing activity in the demand for constructive material is likely to be surprisingly short when it does come. That contingency seems to be nearer than the majority are willing to admit.

British Columbia.

Vancouver is to have a rope factory.

J. J. Cowderoy, grocer, Victoria, has assigned.

S. S. Burl, grocer, Victoria, contemplates selling out.

A. McNabb's carriage shop, Vancouver, has been closed by the sheriff.

F. Norris, of Victoria, is going into manufacturing of trunks, valises and horse collars.

The Perry Creek Gold Mining Company have decided to issue \$75,000 extension of capital.

J. Wheeler, Victoria, is enlarging his furniture factory and putting in new machinery.

Coal has been discovered on Moreby Island, near Victoria, on property owned by H. J. Robertson.

The steamer *Adelaide* has been purchased by the Brunette Saw Mills Company, of New Westminster.

The generators and dynamos for the electric light and street railway company have arrived at Vancouver.

The fruit crop in and around New Westminster promises to be the largest they have had for some years.

Nebraska eggs were jobbing in Vancouver last week at 17c per dozen. A few Manitoba eggs have been received.

Prout & Insley, Leland House, Vancouver, are dissolving partnership. William Prout will continue the business.

J. Young and J. Bicklo, of Naniarno, have formed a partnership and will carry on a general merchandise business.

The contractor for laying the second main across the Narrows for the Vancouver Water Works Company, has commenced operations.

Roland Smith & Co. are starting a steam laundry at Victoria. R. B. May, of Cincinnati, has the contract for supplying the machinery.

A telegraph line is to be built from Revelstoke, on the line of the Canadian Pacific Railway, to Nelson, the mining town near the boundary.

Vancouver is building a half million dollar sugar refinery, and will draw the raw sugar from Japan, China and the West Indies, and send return cargoes of lumber.

The old Novelty Iron Works, at Victoria, are being transformed into a pottery. T. C. Nantivel, of Los Angeles, is putting in the new industry. The clay is procured from a pit at the northern end of the city.

Creamery butter is quoted at 23c at Vancouver, in jobbing lots. Large stocks of Manitoba dairy are still held, and slow sale at 10c per pound and upward to 20c, as to quality. Fresh California butter is offered freely.

A recent discovery at the coast shows that considerable quantities of opium are being smuggled into the States in salmon cans. The drug is packed in cans with an ordinary salmon label on the outside is shipped to San Francisco. The customs officers do not open hermetically sealed cans and the result is that the fraud is never detected.

J. A. McCrae, of Regina, one of the Indian instructors, has been ordered to proceed to British Columbia to organize the four industrial schools for the Indians recently erected by the Department at Kuper Island, Kamloops, Kootenay and Metlakatla.

A meeting of the council of the Vancouver board of trade was held last week to discuss a proposition from a Glasgow firm to improve the harbor at Vancouver. The company would have a capital stock of \$1,000,000 and the expenditure would be \$100,000 a year.

Vancouver was heavily stocked with Manitoba flour before the recent advances, and that commodity is now selling for less than it can be laid down for. Considerable California flour is coming in, and can be laid down at \$5.10 per barrel for choicest brands, while Manitoba patent would cost \$6.45, laid down; Oregon flour can be laid down at Vancouver for \$1.75, and Washington at \$1.25 per barrel, for best brands.

Speaking of the fur trade of British Columbia the *New Westminster Columbian* says: "As the Indians arrive from their winter quarters the fur market is becoming more lively. This week the receipts of furs and skins have been much larger than at any time since the beginning of the year. The varieties have been land otter, bear, mink, mountain goat and sheep, raccoon and rat skins. All the furs are prime in quality, which is always the case after a severe winter. W. H. Vianen, the principal dealer in furs, has made some large deals with the Indians, and he will have an unusual quantity to ship this season."

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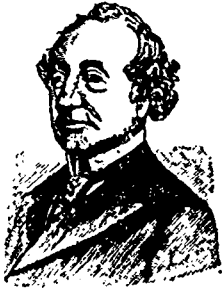
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For Flour, Bran, Oats, etc.—Jute and Cotton.
Frost Proof and Cold Storage. Consignments Solicited.

Toronto Hide & Wool Co

Wholesale Dealers in

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We will be in the market this season as usual for all classes of Wool, and are prepared to pay the highest market prices.



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FAST TRAINS with Pullman Vestibled Drawing Room Sleepers, Dining Cars and Coaches of latest design, between CHICAGO and MILWAUKEE and ST. PAUL and MINNEAPOLIS.

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THROUGH PULLMAN VESTIBLED DRAWING ROOM AND COLONIST SLEEPERS via the NORTHERN PACIFIC RAILROAD between CHICAGO and PORTLAND, ORE.

CONVENIENT TRAINS to and from Eastern, Western, Northern and Central Wisconsin points, affording unequalled service to and from WAUKESHA, FOND DU LAC, OSHKOSH, NEENAH, MENASHA, CHIPPEWA FALLS, EAU CLAIRE, HURLEY, Wis., and IRONWOOD and BESSMER, Mich.

For tickets, sleeping car reservations, time tables and other information, apply to Agents of the Line, or to Ticket Agents anywhere in the United States or Canada.

S. R. AINSLIE, General Manager, Milwaukee, Wis.
J. M. HANNAFORD, Gen'l Traffic M'gr, St. Paul, Minn.
H. C. BARLOW, Traffic Manager, Milwaukee, Wis.
LOUIS ELKSTEIN, Ass't Gen'l Pass'r and Ticket Agent, Milwaukee, Wis.

February 1st, 1890, the St. Paul, Minneapolis & Manitoba Railway and Branches became the

Great Northern R'y Line

- With 3,300 miles of steel track it runs through 62 counties in Minnesota, North Dakota, South Dakota and Montana, reaching all principal points from St. Paul, Minneapolis, West Superior and Duluth.

It furnishes through close connections, the best and cheapest route to all points in Idaho, Utah, California, Oregon, Washington, British Columbia, Alaska, the Canadian Northwest and Manitoba.

It is the only American line west of Chicago having a track laid with 75 pound steel rail and owning its entire magnificent equipment of elegant Dining and Sleeping Cars, handsome Day Coaches and Free Colonist Sleepers.

It is the only line running through the great Milk River Reservation, with solid trains without change to Chinook, Benton, Great Falls, Helena and Butte. It has three lines in the Red River Valley, is the only line to the Turtle Mountains and has three lines in South Dakota.

It reaches the largest area of free Government land of agricultural value now remaining in the country. It is the principal line to Lake Minnetonka and the of Minnesota.

It is the direct route between St. Paul, Minneapolis, Anoka, St. Cloud, Duluth, West Superior, Fergus Falls, Crookston, Moorhead, Fargo, Grand Forks, Grafton, Winnipeg, Devils Lake, Ellendale, Aberdeen, Huron, Watertown, Sioux Falls and Sioux City.

For pleasure, fishing and hunting resorts of the Park Region. For rates, tickets, maps and guides apply to

H. G. McMICKEN, General Agent, 376 Main St., Corner Portage Avenue.

F. I. WITZNER, Gen. Ticket and Pass. Agt., St. Paul.

Chicago, St. Paul, Minneapolis & Omaha Ry

THE NORTHWESTERN LINE, The best equipped line to CHICAGO, OMAHA AND KANSAS CITY.

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

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

Trains Eastward will run as follows: Leave Minneapolis 6.50 p.m.; St. Paul 7.30 p.m. Arrive Milwaukee 7.40 p.m.; Chicago 6.50 a.m.

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

Tickets at LOWEST RATES, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 159 East Third Street; Minneapolis, 13 Nicollet House Block; Duluth, 112 West Superior Street; also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

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

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

Canadians, Attention!

Minneapolis & St. Louis Railway Albert Lea Route

In connection with the Northern Pacific and St. Paul, Minneapolis & Manitoba Railways, will during the months of November, December, 1889, and January, 1890, run a series of

CHEAP EXCURSIONS To Ontario and Quebec Points.

\$10 - FOR THE ROUND TRIP - \$10 TICKETS GOOD 90 DAYS.

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

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

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

Northern Pacific & Manitoba Ry.

Time Table taking effect Sept. 1, 1889.

Table with columns for North Bound, South Bound, Stations, and Time. Includes stations like Winnipeg, Kennedy Avenue, Portage Junction, St. Norbert, St. Arthuro, Union Point, Silver Plains, Morris, St. Jean, Letellier, W. Lynne, Pembina, Grand Forks, Winnipeg Junction, Minneapolis, St. Paul, Bismarck, Helena, Spokane Falls, Pascoo Junction, Portland, Tacoma, and Portland.

PORTAGE LA PRAIRIE BRANCH.

Table with columns for Daily ex Su, Stations, and Daily ex Su. Includes stations like Winnipeg, Kennedy Avenue, Portage Junction, Headingly, Horse Plains, Gravel Pit Spur, Eustace, Oakville, Assiniboine Bridge, and Portage la Prairie.

MORRIS BRANDON BRANCH

Table with columns for Mixed Monday, Stations, and Mixed Friday. Includes stations like Morris, Lowe's, Myrtle, Roland, Rosebank, Miami, Deerwood, Alta, Smermet, Swan Lake, Indian Springs, Marquette, Greenway, Balder, Belmont, Hilton, and Wawanesa.

Pullman Palace Sleeping Cars and Dining Cars on Nos. 53 and 54. Passengers will be carried on all regular freight trains. Nos. 53 and 54 will not stop at Kennedy Avenue.

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

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

Table with columns for Read Down, Stations, and Read Up. Includes stations like Lethbridge, Woodpecker, Purple Springs, Grassy Lake, Cherry Coulee, Winifred, Seven Persons, and Dunmore.

E. T. GALT, Manager, Lethbridge. J. BAILEY, Sup't, Lethbridge.

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Table with columns for Pass Tuesday, Miles from Portage, STATIONS, and Pass Monday. Includes stations like Portage la Prairie, Gladstone, Neepawa, Minnedosa, Rapid City, Shoal Lake, Birtle, Binscarth, Russell, Langenburg, and Salcoats.

*Trains for Binscarth leave Birtle Tuesdays and *aturdays only at 23.00; returning, leave Binscarth Wednesdays and Mondays only at 6.47. For Russel leave Birtle Tuesdays only at 23.00, returning leave Russel Wednesdays only at 6.10. For Langenburg and Salcoats leave Birtle Saturdays only at 23.00; returning leave Salcoats Mondays only at 4.40. For Rapid City leave Minnedosa Tuesdays, Thursdays and Saturdays at 20.10, returning leave Rapid City Mondays, Wednesdays and Fridays at 9.15.

Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.

For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant General Freight and Passenger Agent, Portage la Prairie, or to

W. R. BAKER, General Superintendent.

Northern Pacific And Manitoba Railway.

ARE SELLING THROUGH TICKETS

To all Points in Canada and the United States at

LOWER RATES THAN EVER

The Northern Pacific and Manitoba Railway run a DAILY TRAIN fully equipped with the latest improvements, including palatial Dining Cars and Pullman Sleepers, affording its patrons a quick, pleasant and interesting trip East, West and South. Close connector at all Union Depots.

All Baggage destined for points in Canada Checked Through, doing away with Customs Troubles.

Ocean Passage and Berths Secured To and from Great Britain and Europe. All first-class Steamship Lines represented.

Round Trip Excursion Tickets

To Pacific Coast. Good for Six Months.

For full information call on or write to any of the Company's Agents,

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

HERBERT SWINFORD, General Agent, 486 Main St., Winnipeg.

J. M. GRAHAM, General Manager.