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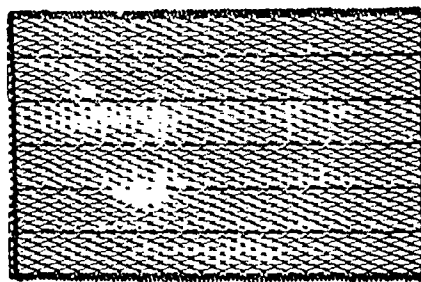
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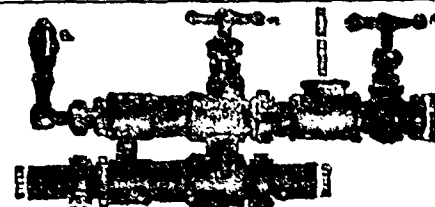
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*The Commercial certainly enjoys a very much larger circulation among the business community of the country between Lake Superior and the Pacific Coast, than any other paper in Canada, daily or weekly. By a thorough system of personal solicitation,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

WINNIPEG, FEBRUARY 20, 1888.

DONALD McCASKILL, restaurant, Winnipeg, sold out by sheriff.

M. MOSES, furrier, Winnipeg, is burned out. Stock insured for \$2,500.

MR. LEE, sr., has opened out in the saddlery line at Indian Head, Assa.

HENDERSON, M. A., general store, Carberry. Style now Henderson & Burton.

R. DEACEN has bought out the blacksmith shop and business of W. Farney, at Prince Albert, Sask.

WARE & GORHAM, law office, Port Arthur, have dissolved partnership, each one continuing for himself at the same place.

C. P. R. GENERAL SUPERINTENDENT WHYTE states that the discrepancy between the report published by him and the report furnished by the agent at La Riviere, regarding the grain blockade, referred to in another column, arose through a mistake in copying. He disclaims any intention of "cooking." This is given in fairness to Mr. Whyte; but where so many misleading statements have been made in behalf of the company the public can be excused for judging somewhat harshly.

BRANDON TIMES: Owing to the severe weather of last week and the wretched state of the trails, the receipts of wheat dropped to 23,500 bushels, for the season, 830,534 bushels. The price has also been declining as 50c. is the highest now offered for No. 1 hard. A few loads on old contracts brought 51c. Oats in good demand at 24c. for light to 28c. for choice milling. Barley, 30 to 35c.; butter, 16 to 18c. to farmers; eggs, 20 to 22c.; hogs, 7c. per lb.; mutton, 7 to 9c. per lb.

The Rapid City, Man., woolen mill has a sufficient amount of wool on hand to last till clipping time in the spring, the mill runs till 24 o'clock every night.

A typographical error in last week's issue made the quantity of wheat marketed at Brandon from last season's crop, 305,872 bushels, instead of 806,872 bushels, as it should have been.

A vote on a by-law forbidding the Neepawa town council to receive money for licenses to sell intoxicating liquor, will be taken at that place on March 10th, under the Act of 1880. No liquor licenses are at present granted in the place.

It is announced that the new Manitoba Government has received an offer to build the Red River Valley Railway. The offer embraced a voluntary statement that the firm would put up a marked cheque for \$100,000 as a guarantee of good faith. Mr. Greenway said the offer was to build the road from West Lynno to Portage la Prairie, the Government to pay a small cash bonus and an annual subsidy for a period of twenty years.

CALGARY TRIBUNE Our readers will remember that a few weeks ago it was announced in the papers that the C. P. R. agent in Belgium could procure about 500 good Belgian families for the Northwest, provided a tract of land suitable to their habits and occupation could be obtained. The Belgians are great butter and cheese makers, and it is to this industry the proposed colony wish to direct their particular attention. McTavish, C. P. R. land commissioner, being fully cognizant of the superior advantages which Alberta possesses for this great industry, is looking up a couple of unsettled townships to the northwest of Calgary on which he proposes to locate the new comers.

THE annual meeting of the Manitoba Pharmaceutical Association was held at Winnipeg last week. There were present: W. J. Mitchell, president; B. M. Caniff, vice-president; W. H. Jackson, W. R. Bartlett, John F. Howard, A. W. Measdale, Dr. W. B. Hutton, H. E. Neelands, D. L. McIntyre and J. K. Patton, Minnedosa. Reference was made to the fact that members of the college of physicians and surgeons of Manitoba were carrying on the drug business without registering, as required by the Pharmaceutical Act, and a letter from Hough & Campbell, solicitors of the association, expressing the opinion that it was absolutely necessary for all medical gentlemen dealing in drugs to register, was submitted. Arrangements have been concluded for an interchange of diplomas with the Ontario and Quebec colleges of pharmacy. It was stated that the council kept a stock of "poison books" on hand and that the Canadian Pharmaceutical Journal had been supplies, as formerly, to all apprentices, clerks and licentiates in good standing. The financial statement was as follows: Balance from last year, \$345.50; received during the year, \$652.05; total, \$997.55. Expenditure, \$469.90; balance on hand, \$527.65. The election of a new council resulted as follows: Messrs. W. J. Mitchell, John F. Howard, W. H. Jackson, D. J. McIntyre, Winnipeg; B. M. Caniff, Portage la Prairie; R. H. Gilhuly, Selkirk, and S. W. McLaren, Morden.

THE North Shore Gold and Silver Mining Company, of St. Paul, has filed articles to do a mining business in the Thunder Bay district, Ontario. Its capital stock is \$2,000,000; directors—O. N. Murdock, Duluth; H. S. G. Craswell, and John M. Lynch, St. Paul; F. J. Blotcher, Ashland, Wis.

Cook's hotel, Dr. Wright's drug store, Brotherton's jewelry and Larkin's shoe store, all owned by Alfred & Co., Oak Lake, Man., were burned. Not much of the contents of the hotel was saved. The others saved all their stock, though in a demoralized condition. The buildings were valued at \$5,000; insurance, \$1,000.

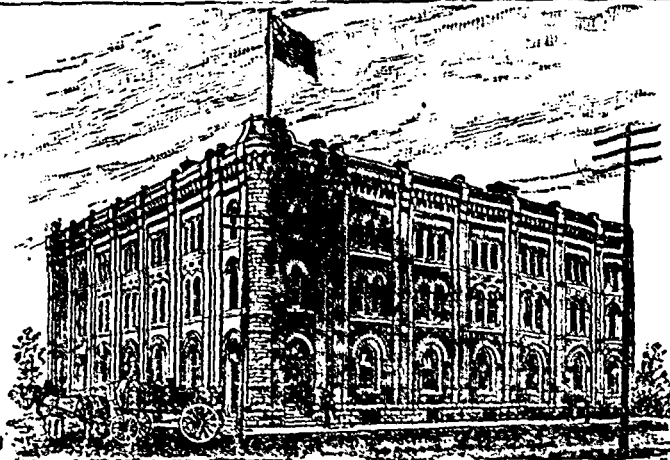
THE report of the Northwest Coal Company, (Lethbridge mines), to be presented at a meeting on February 23rd, shows a debit of £4,173. The directors regret this result, which was caused by the severe winter and the miners' strike. Business has now improved, and it is decided to issue new bonds to the extent of \$28,500, and in order to obtain advances for such capital as is needed, they intend to push the sale of lands of the company.

THE many kind notices which THE COMMERCIAL received from the provincial press, last week, are thoroughly appreciated. Several papers stated that our last number was the best issue of any journal ever published in Manitoba, in the interests of the province at large. THE COMMERCIAL will continue to work in the interests of the Great West as a whole, regardless of party, creed, or local cliques, and any encouragement in the way of kind words from its contemporary press, will always be received with thanks.

SHERIFF CARNEY, Mayor Biggings and other prominent men of Sault Ste. Marie, have interviewed the Attorney-General of Ontario. They want the Government to take hold and develop the great water power of St. Mary's River. Biggings said he had received over 1,000 inquiries for mill sites from capitalists and manufacturers. The deputation asked the Government to construct a short canal through the narrow neck of land without delay. Mayor Marks and several Port Arthur gentlemen also interviewed the Attorney-General. They asked the Government for a bonus in money or land to aid the Port Arthur, Duluth & Western Railway, running from Port Arthur to Gunflint Lake, where it will form a junction with the American road from Duluth now under construction.

This is the way the compromise resolutions have been received by the Conservatives, outside of a few officials and wire-pullers: "Resolved, that the Liberal-Conservative association, of Morris, desires hereby to put on record that the disallowance of railway charters granted by the Legislature of Manitoba is detrimental to the vital interests of the Province, and hereby protests in particular against the obstacles put in the way of the construction of the R. R. V. R.; and, further, be it resolved, that this association uses its influence in every possible direction to further the construction of the said R. R. V. R." The Conservatives of Turtle Mountain: "Resolved, that this meeting condemns, in the strongest terms, the resolutions passed by the Brandon Conservatives at their late meeting, embodying a platform for the Conservative party in Manitoba."

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TRADE ONLY.



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

The C. P. Railway's Winnipeg, organ urged the remarkable "argument" a few days ago in favor of the slow grain movement, that if the railway company moved the grain east as fast as it could be marketed here, Ontario millers would be overstocked with wheat and prices would tumble. Monopoly is certainly driven to hard straits when such utterly absurd statements are advanced as "arguments" in its favor. A Toronto wholesale dealer, who was in Winnipeg last week, informed the writer that the stock of wheat in Ontario were about exhausted, and the mills were being closed down all over the country for want of supplies. These eastern people are now getting a taste of monopoly and it is to be hoped it will have a good effect upon them, and cause them to give this country some assistance in its efforts to obtain relief. The wholesale dealer, referred to above, stated that sidings all along the railway between Winnipeg and Sudbury were crowded with loaded wheat cars. There appeared, he said, to be a great shortage of locomotives, and it was his opinion that the locomotives were used to haul wheat and flour from Minneapolis, since the opening of the "Soo" line, to the neglect of the Manitoba traffic. It is evidently the intention of the C. P. R. officials to leave the Manitoba crop until the dull season, and then move it at leisure when their rolling stock is not otherwise engaged. They have the Manitoba traffic under their thumb and can handle it just as they choose, but at competing points they will lose the traffic unless cars are on hand when wanted. Hence the difference.

The compromise proposals have fallen very flat. One short week of general denunciation has killed them. Though endorsed by a few wire pullers and civil service officials in some quarters, they have been denounced by the people, both Conservatives and Liberals alike. Several leading Conservative associations have passed resolutions roundly denouncing any compromise which has for its object the continuation of railway monopoly in Manitoba. The chief monopoly organ, the Winnipeg *Call*, after one week's fighting for compromise, during which time a leader was daily devoted to

the cause, has ignominiously surrendered. The *Call* frankly admits that the people of Manitoba will not listen to compromise, and it is therefore useless to continue further efforts in that direction. Such a dismal failure the wire pullers here have never before been forced to acknowledge. In announcing the utter failure of the compromise proposals, the *Call* again makes an appeal in favor of the purchase of the C. P. R. monopoly rights. The people of Manitoba certainly would be pleased to see the monopoly in the added territory and country beyond extinguished; but this is not the principle at stake in the present issue. The C.P.R. has no monopoly rights in old Manitoba, and what the people now demand is the immediate recognition of the right to build railways in old Manitoba. The extinction of monopoly west of old Manitoba is not the pressing question at the present time, and to bring it up is to draw the proverbial herring across the scent. However, with cessation of disallowance, as applied to railway charters in old Manitoba, monopoly in the West would prove a very harmless scarecrow, as well as a very worthless institution to the railway company, and if the Dominion chose to buy it out at a fair valuation, people here would be quite well pleased.

ATTORNEY GENERAL MARTIN, of Manitoba has issued an order for which he deserves commendation. He has intimated to his dead beat civil servants, that unless they pay up their little bills around town, things will be made rather uncomfortable for them. This is no more than right. Civil service officials are protected by an absurd regulation which forbids their being garnisheed, and they can, therefore, practice dishonesty with impunity. Without reflecting on honest officials, it is notorious that there are perhaps a larger number of rascally dead beats in the civil service, both Dominion and Local, than in any other line, pro rata. Just why this class should be exempt from garnishee is an absurdity. The writer has heard some of these scoundrels glory in the fact that they were exempt from prosecution of their honest obligations. As the Attorney-General puts it, this state of things is discreditable to

the Government. Parties who have claims against any of these dead beat civil servants, should at once notify their superior officers, or heads of departments.

As a consequence of the inability of the C. P. Ry. to move the grain, Manitoba farmers will suffer a heavy loss on their oats and barley crops. Ontario is now drawing its supply of oats from the lower province, as the grain cannot be got through from Manitoba. A lower province paper says: "It appears that the Manitoban supply has fallen off lately, and consequently the demand has been forced to come this way. The oatmeal mills in the West have been laying in their supplies pretty freely, and it is said they will require to draw on this province considerably before all their wants are supplied."

A LATE issue of the Montreal *Witness* contains a very complete historical and descriptive sketch of the Grand Trunk Railway. This great corporation has played a most important part in Canadian history for the past thirty-five years. Its history is almost the history of the country and to it Canada owes a great share of its present prosperity and development. The *Witness* article will therefore be read with interest by the Canadian public. In April, 1853 the original prospectus of the Grand Trunk Railway Company of Canada was issued in London. It proposed to raise a total capital of £9,500,000 sterling for the purpose of completing and constructing 964 miles of railway in Canada. The bonds and shares were eagerly taken up by the British public, and the Company soon had the work in hand. About fifteen thousand men and two thousand horses were engaged on the various sections, and the line was opened from Montreal to Portland in 1853, from Richmond to Quebec in 1854, from Montreal to Toronto in 1856 and through to Sarnia in 1859. The total cost of building the lines, including the erection of Victoria Bridge, amounted to about £9,500 per mile. At the present time the rolling stock of the Company consists of 709 engines, 361 first-class cars, 217 second class, 69 post office cars, 131 baggage cars, with 18,005 freight cars and 49 ploughs. The number of people directly employed by the Company is about 15,000, besides an innumerable army of temporary hands and others engaged by business firms constantly connected with the Company. About 5,000 mechanics are employed at the various shops along the line. The enormous increase of traffic can easily be seen from the following figures:

REPORT FOR THE YEAR 1854.

Number of passengers.....	117,806
" tons of freight .....	116,571
Passenger receipts .....	\$153,920
Mails and express receipts .....	29,380
Freight receipts .....	299,290

REPORT FOR YEAR 1887.

Number of passengers.....	5,535,097
" tons freight .....	6,942,194
Passenger receipts .....	\$5,533,555
Mail and express receipts .....	637,545
Freight receipts .....	12,216,600

In 1862 the length of the Company's lines in running order was 1,090; and in 1887 it was 1,537 miles, besides 529 leased and partially owned, and 852 miles leased or rented, making a total length in 1887 of 2,918 miles. Within the last few days the absorption of the North

orn and the Northwestern lines by this Company has become an accomplished fact adding 450 miles to the Grand Trunk system.

THERE is one important feature of the present grain blockade which has not received much attention. This is the danger of an enormous loss to the Province as soon as soft weather sets in. The thousands of bushels which lie on the ground in bags at the various railway stations, exposed to the weather, are liable to destruction almost any day after this time of year, by a sudden thaw. But this is not all. A very large majority of the farmers are yet without facilities for storing their grain, and when the grain is thrashed, it is simply piled up loose and covered with straw. No damage can result from this mode so long as the grain is marketed in the winter, but once a thaw sets in, it is ruined. Many farmers are now threatened with the destruction of their crops, owing to their inability to dispose of the grain, on account of the car shortage. The grain might as well be exposed at the farm, as piled up in bags at the stations, for in the latter case it could not be sold often for weeks. Farmers who had grain lying in bags out doors at the railway stations, have been obliged to make trips for long distances and in the worst of weather, repeatedly, before they could get a buyer to touch the grain, and then they were often obliged to sell the wheat as a merchant would do an awkward length of remnant of cloth, namely, any price to get rid of it. One poor farmer writes: "I had a stack of bagged wheat among others at one of the stations and got tired of running (a day's journey) to see when I could get it into a car, get it weighed and get my money. I was on hand at daylight one morning when three cars were run off to load. I begged each of the buyers to take my lot (about 500 bushels) but no, there were others who had waited several weeks longer than I had, and the only way I could get that sold and rid of the expense and trouble of racing about was to say "give me what you like for it, I would rather lose five or ten cents a bushel than be running here every day for a month to catch a supply of cars;" and then I had to hire five or six men to throw it into the car quick to prevent others crowding me out, and selling for less than I did." Another farmer writes: "This grain blockade will be a very serious loss to the country as well as a ruinous loss to individuals. If you look about anywhere that grain is stored, and more especially where it is thrashed, you will see good No. 1 wheat wasting wholesale simply because it cannot be marketed with reasonable labor, and it looks to me as if one-half of last year's crop would not find a market at all, for it cannot now be got out before the snow goes off. Talk about keeping in condition and marketing in spring and summer during the time the frost is coming out of the ground and in the June rains; I tried it in a small way twice and found it was all wheat was worth to market it any time but in the fall and winter." From another quarter comes the statement that "farmers report thousands of bushels of grain laying in the country surrounding this point, protected only by a straw covering, which in the event of a thaw will be totally destroyed unless

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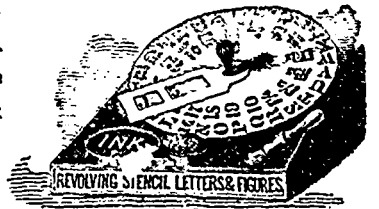
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marketed forthwith." Another farmer writes: "Fortunately a large number of farmers in the municipality have good granaries; but numbers of farmers are less fortunate. They have hundreds of bushels piled on the ground in a rough square pen made of poles and firewood and covered with straw. So long as the weather remains cold the grain is all right; but all grain so stored will be spoiled when the thaw begins to melt the snow. The prospects are that many thousands of bushels of fine hard grain will sprout and be utterly lost. Under these circumstances the farmers are naturally very much disheartened." A country merchant, in a letter, after describing the situation says: "Such a near-sighted policy is far from being beneficial to Manitoba or the C. P. R.; it will not only have a very serious effect on immigration, but it will have a serious effect on the increase of acreage under cultivation, as farmers will decrease, instead of increase, the number of acres, as many of them will be obliged to draw grain when they ought to be at their spring work." Hundreds of similar utterances coming directly from the sufferers, could be given, if space would permit. These statements should be sufficient to draw forth the sympathy and support of all classes of people throughout Canada, for the struggling pioneer farmers of the west. And all this trouble is caused by the narrow-minded trade policy of the Dominion Government, and the dog-in-the-manger policy of the C. P. Ry. corporation.

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# The Commercial

WINNIPEG, FEBRUARY 20, 1888.

## THE CUSTOMS DIFFICULTY.

The investigation made by the Winnipeg board of trade, regarding the refusal of the customs authorities to sanction the shipment of grain from Manitoba via the Northern Pacific Railway, pretty effectually disposes of the contentions of the Minister of Customs, at Ottawa, in connection therewith. This matter has been referred to in these columns on previous occasions, but in order that our readers at a distance may clearly understand the nature of the difficulty, it will perhaps be advisable to preface remarks by a few explanatory notes.

During last fall a branch of the Northern Pacific Railway was completed to the Manitoba boundary at West Lynne, with the object of connecting with the Red River Valley Railway. The failure to complete the latter road of course prevented the Northern Pacific from being any great service to the Province this season. Still it was thought grain grown in the district around West Lynne and Emerson could be shipped by the Northern Pacific, and thus have the advantage of competition in freights. Grain so shipped would have to go through in bond or be subject to duty on entering the United States, and again on re-entering Canada.

In due course of time applications were made by grain shippers to the customs authorities for the usual certificates to enable them to ship grain in bond via the Northern Pacific to Ontario. These applications were refused, and although correspondence was carried on with Ottawa in the matter, the customs authorities remained firm in their dog-in-the-manger policy. Thus in the face of a most severe grain blockade all over the Province, grain shippers at the points named were prevented from availing themselves of the facilities and lower rates offered by the Northern Pacific Railway, though that road was completed to the boundary right at their doors. Just across the boundary, in the United States, wheat was bringing six to ten cents more per bushel than could be paid on this side of the line, owing to the competition there enjoyed, yet by the arbitrary policy of the Dominion authorities, Canadian shippers were pre-

vented from availing themselves of the competition offered.

This briefly explains the situation. Now for the other side of the question. The Canadian Minister of Customs at Ottawa declares that it would be entirely foreign to the bonding system to certify to wheat loaded in cars in the United States. He goes further and states that it was impossible to give certificates necessary to bond the wheat through to Ontario, when it had to be loaded into the cars in the United States. These are the only excuses offered, which it will be seen are merely equivocations, and actually untrue by the following facts:—

Up to the year 1880, and previous to the construction of the railway into Manitoba via Emerson, grain was shipped yearly from Manitoba, loaded in cars in the United States, and taken through to eastern Canada in bond. The only difference between the shipments made previous to 1880, and the present case is, that whereas the grain was then loaded in cars many miles from the Canadian boundary, now the cars would be loaded right at the boundary. In the case of these former shipments the grain was loaded into barges in sacks and taken up the Red River and into the United States territory, a distance of over 100 miles, before it was placed in the cars. In the present case, the grain would be loaded in the cars within a few rods of a Canadian customs house and under the supervision of a Canadian customs officer. So far as the United States customs are concerned, there would be no trouble whatever about bonding the wheat, the Winnipeg board of trade having received the most positive assurance that the customs officials on the other side of the line would do everything in their power to facilitate such shipments, and that there was nothing connected therewith to interfere in any way with the United States customs regulations.

## PART OF THE POLICY.

Another article in this issue deals with the customs difficulty regarding the shipment of wheat from Manitoba via the Northern Pacific R'y. A little investigation has placed this matter in its true light and made it clear that the whole affair is only in keeping with the narrow-minded policy of the Dominion Government, in discriminating against everything in the interests of the O. P. Railway. The refusal to sanction the shipment of

grain in this way is another direct discrimination against the interests of Manitoba, in aid of railway monopoly, and it shows to what small things the Government will stoop, to enforce that policy in every particular. Although there is double the grain in the country that the O. P. R. has shown itself competent to handle, yet the shipment of a few cars of wheat from the Emerson market, via the Northern Pacific, is blocked by an arbitrary and unfriendly line of action on the part of the Canadian customs authorities.

How strangely is this policy of the Dominion Government in comparison with that of the Government of the United States. The C. P. R. corporation has received nothing but the most friendly treatment from the United States, and its large traffic drawn from the United States has been in every way facilitated by the government of that country. In return for such friendly treatment, the Dominion steps in to block the shipment of a few cars of wheat by a United States road. Through the sufferance of the American authorities, the C. P. R. has been allowed to compete actively for the traffic of American railways, and especially to compete against the Northern Pacific railway, whilst the latter is prevented in every possible way from participating in Canadian traffic. The Canadian road, built with public funds, is shown every favor in the United States, whilst the Northern Pacific is blocked out of Canada.

It was long ago urged that the narrow-minded policy of disallowance and trade exclusiveness, worthy of a Chinese government of a century ago, and forced upon Western Canada by the Dominion, was in danger of jeopardizing international relationship with the United States. Though disallowance was actually used to prevent the construction of railways in Manitoba, which had received a charter from the Manitoba Legislature, yet practically it meant the blocking of United States roads out of Western Canada. Such a policy is certainly unfriendly towards the United States, in view of the friendly treatment accorded Canadian roads in that country. This still more arbitrary move of refusing to grant customs facilities to ship wheat via the Northern Pacific, is another very unfriendly act towards a United States railway.

It is therefore no wonder that attention at Washington has been drawn to

wards the unfriendly and arbitrary policy of the Dominion, and that proposals of retaliation have been made. It was stated before the interstate commerce commission at Washington recently, that the Canadian Pacific had diverted traffic to the amount of \$400,000 from the Northern Pacific. The exclusive railway policy of the Dominion in the West has also received attention at Washington, and in the present state of affairs it would not be a matter of surprise should some measure of retaliation against Canadian railways be brought forth. Already it has been proposed that the United States should block out Canadian roads by refusing to allow bonding facilities for the transport of goods from one point in the country, through Canada, and back again into the country. It was pointed out that the United States has the power to bankrupt the leading Canadian roads by the adoption of a general policy similar in principle to that enforced by Canada at Emerson as to shipments via the Northern Pacific. Should a measure of retaliation against Canadian railroads be resorted to by the United States, it would therefore be directly traceable to the unjust treatment of United States railways desiring to do business in Western Canada, in the furtherance of a policy which is not only endangering international relationship, but at the same time bringing rapid ruin upon this portion of the Canadian Dominion.

#### THAT LETTER.

It was at once evident to all who cared to understand the real state of affairs, that the statement prepared by the C. P. R. general superintendent, regarding the grain blockade, was very misleading. Mr. Whyte's letter was prepared as a refutation of the charges of incompetence, made against the company in handling the Manitoba grain crop, and, as we pointed out last week, was made up from the statements of the paid agents of the company at the various points through the Province, which was in itself sufficient cause to doubt its reliability. Since the publication of Mr. Whyte's letter of defence, data has been pouring in from every quarter, giving the most reliable evidence to prove the falseness of many of the statements made by the C. P. R. officials, but it goes to prove in every particular the substance of the report made by the committee of the Winnipeg board

of trade, regarding the car shortage and traffic blockade.

Additional evidence goes to show that with very few exceptions, the grain storage capacity at the various points is filled to its utmost capacity, and that grain arriving has to be piled up outside in bags, where it is liable to destruction from atmospheric changes, at many points from 1,000 to 15,000 bushels being thus exposed; that farmers in many districts are not marketing their grain in anything like the quantities they otherwise would do, owing to the lack of shipping facilities, which in some instances has caused a reduction in price, and in other instances has made a ready sale of the grain impossible; that trade is almost at a standstill and business all but paralyzed; that the trouble has existed since the very commencement of the grain movement last fall, and long before there were any storms to interfere with the railways; that unless the grain is moved out quickly, there will be an enormous loss to the Province as soon as soft weather sets in, owing to the fact that very few farmers have granaries or facilities to protect their grain from the rains; that it is impossible to collect accounts, owing to the quantity of grain locked up, to the very great loss to the business interests of the country, and on which account there would have been many failures in trade, but for the general forbearance shown all around; that grain dealers have been unable to take orders from the east, on account of the impossibility of filling them in time. These and many other calamities, it is clearly shown, have been brought about by the inability of the C. P. R. Company to move the grain crop of the country in anything like reasonable time.

Not only have the statements of the C. P. R. officials been disproved by abundance of evidence spontaneously sent in from all parts of the country, since the publication of Mr. Whyte's letter and the report of the board of trade, but it has been shown that the defence of the company was a "cooked" document, and that the reports sent in by the company's agents were garbled, before being published. Evidence has come to light in at least one instance to the effect that the statement of a C. P. R. agent was very materially altered before published; and if done in one case, why not in others?

In Mr. Whyte's report in defence of the company, the following is stated to

be the situation at La Riviere station:—

Four thousand bushels of wheat on hand. Only one warehouse here and that very small. Prices have dropped on account of lack of accommodation. Car supply short. No storage room.

A meeting of grain dealers, merchants and farmers was held at La Riviere, at which Mr. Whyte's statement was read and condemned. The local O. P. R. agent at that place, who was present, stated that the report published was not such as he had sent in, and he read the following as a correct copy of the report he had sent Mr. Whyte.—

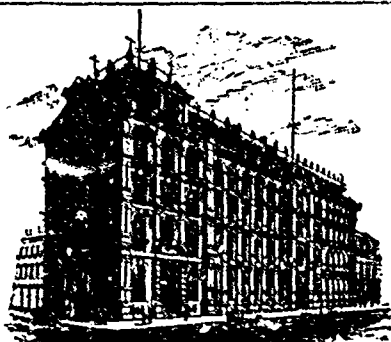
Grain in and around warehouses as follows: Wheat for Eastern Ontario, 4,000 bushels. Wheat for Port Arthur, 6,000 bushels. Oats for Ontario, 3,530 bushels. About twenty cars. The farmers have not been able to market their grain for the last two months on account of no room in warehouses, and scarcity of cars. Prices have been lower on account of a shortage of cars.

It was stated at the meeting that there are five grain warehouses instead of one, as claimed by Mr. Whyte, and that fully 8,000 bushels of wheat were lying exposed to the weather in sacks.

So the General Superintendent has been convicted of misrepresenting even the reports of the company's agents, in order to make out a favorable case for the monopoly, and deceive the people of Eastern Canada, for he knows well that his letter could have no influence here where the true state of affairs is understood.

The effects of the grain blockade is now commencing to be felt in Eastern Canada. A Montreal commercial journal recently reported, that owing to the inability to obtain supplies of oats from Manitoba, prices for that cereal materially advanced. Now it is stated that owing to the light wheat crop in the East, and the blockade which prevents the receipt of Manitoba wheat, stocks of wheat in Ontario are all but exhausted, and as a consequence the mills are obliged to close down. Millers have been making great efforts to get wheat through from Manitoba, but to little purpose. Eastern wholesalers doing business in the West will also feel the effects of the blockade in the reduction in payments, though in a less degree than local wholesale dealers, on account of the practice of retailers here of giving the preference to eastern houses in making their first payments. In view of the appeal of the Winnipeg board of trade to the East, the time is opportune for eastern people to get a taste of monopoly, which, it is hoped, will spur them up to give this country some assistance in its struggle for relief.





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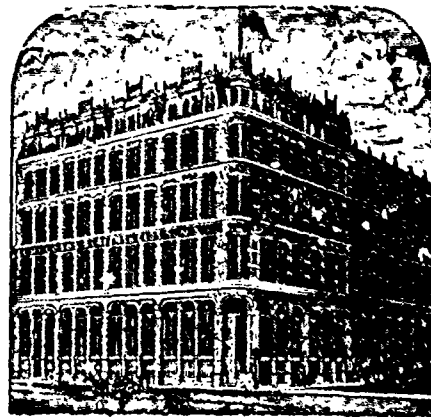
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ton's Artists Materials.

## WINNIPEG MONEY MARKET.

There is still a steady strain in connection with monetary affairs in the city, and if complaints on the subject are not so strong as they were some weeks ago, the fact is due to people becoming accustomed to it. A slight cessation of the constant demand upon banks was noticeable during the week, and this may be attributed to the continued paralysis of trade from grain block, and consequent lessening of any new financial demands connected therewith. Still the strain on the banks is heavy, and a very conservative course on their part is necessary, and yet the feeling is a hopeful one all round. The 8 per cent. minimum rate of discount for commercial paper is still maintained, but there are indications that with a good free movement of grain this figure might be slightly lowered before long, for while the state of affairs in the east makes money high there, the feeling of safety in this Province makes banks more willing than they would otherwise be to let out funds here. In real estate mortgage loans almost no new business is reported for the week. Payments of interest have come in slowly but regularly, and there seems to be a disposition with both customers and companies to postpone new undertakings until a more settled state of affairs is reached in the Province.

## WINNIPEG WHOLESALE TRADE.

Conditions in wholesale trade circles in the city have remained very similar to what they were a week ago. Of course every week brings the time nearer for an active movement in sending out spring stocks, and in some lines this work is now progressing to some extent, but it will be a while yet before it can become general. A continuation of the mild weather enjoyed during the middle and latter portion of the week, would facilitate the spring movement, and start purchasing in sundry lines. There is yet no apparent hope of immediate relief in the direction of raising the grain blockade, and the serious effect which the sad state of affairs has had upon business, is every day becoming more apparent. The winters trade, which last fall had every appearance of being an excellent one, has been very greatly curtailed, while the financial depression continues to be felt most severely. Wholesalers are straining every nerve to overcome the trouble and are showing great leniency to customers, but it is yet feared that some failures will result, of merchants who but for the grain blockade would have been in a fairly good shape.

## BOOTS AND SHOES.

The soft spell last week caused some call for immediate supplies of rubber goods, from the city trade, and there was also some improvement in the city trade generally for present wants. Spring stocks are now going out.

## CANNED GOODS.

No feature of importance to note. Prices steady, and are as follows: Tomatoes, \$3.25; peas, \$3.25 to \$3.45; beans, \$2.75 to \$3.00; corn, \$3.25 to \$3.40; peaches, (Canadian) \$7.00 to \$8.00; apples, \$3.25 to \$3.50; pears, \$3.25 to \$3.50; plums, \$4.50 to \$5.00; strawberries \$5.25; raspberries, \$4.75 to \$5.25; peaches (California) \$8.50; pears, \$8.00; Plums, \$7.50; apricots, \$8.00.

## DRY GOODS.

There was perhaps some improvement in the call for present requirements. Importations of spring goods are coming to hand and spring orders are being sent out. In clothing little movement has yet taken place. Collections are as close as ever.

## DRUGS.

Quotations last week were as follows: Howard's quinine, 75 to 90c; Gorman quinine, 65 to 75c; morphin, \$2.75 to \$3.25; iodide of potassium, 65 to 75c; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerine, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$9 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.25 to \$2.50; chlorate of potash, 25 to 30c; alum, \$4 to \$5.00; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5.00; sulphur, roll, \$4.50 to \$5.25; American blue vitrol, 7½ to 9½c.

## FRUITS—GREEN, VEGETABLES, ETC.

There is yet little in the market outside of a few staple lines, but larger assortments of miscellaneous varieties are expected soon. Prices for such as are in the market are as follows: Apples, \$5 to \$5.50 with a few poor quality at \$4.50; Florida oranges are worth \$7 to \$7.50 a box; Mesinas, \$6.50 to \$7; Mesina lemons, 300 count boxes \$7 to \$7.50; 420 count boxes \$8.50 to \$9; cranberries, \$10.50 to \$12 a bbl.

## FRUITS—DRIED, AND NUTS.

Prices very little and are: Dates 10c per lb., in 50-lb. boxes; Valencia raisins, \$2.50 to \$2.85 per box; Morand's Valencias, \$2.50 to \$2.75 per box; Malagas, London layers, \$3.50; Elersa figs, in different sized boxes, 18c per lb.; Walnuts, 18c per lb.; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb.

## FISH AND OYSTERS.

No change to note in this line. Prices are: Fresh cod and Haddock are in the market, and held at 8c per pound. Fresh white quoted at 8c, and Lake Winnipeg jackfish at 3½c per pound. Finnen haddies 10½ to 11c. Oysters are steady and quoted: Selects, \$2.10, and standards \$1.90 per gallon. Cans, selects, 40c, standards 35c.

## GROCERIES.

Business holds steady, and without important change in prices. Prices are: Sugars—raw, 7c; yellow, 7½ to 8c; granulated, 8½ to 9c; lumps, 9½ to 10c. Coffees—Rios, from 24 to 26c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan New season's 23 to 40c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. Syrups, corn, \$2.25 to \$2.60; sugar cane, \$2.50 to \$2.75; T. and B. tobacco, 56c per pound; P. of W., butts 47c; P. of W. caddies, 48c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace 6s, 48c; Brunette Solace, 12s, 48c.

## HARDWARE AND METALS.

Quotations are unchanged as follows: Cut nails, 10d and larger \$3.75; I. C. tin plates, \$6 to \$6.25; I. C. tin plates, double, \$12.00 to \$12.50; Canada plates, \$4.00 to \$4.25; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot

tin, 40 to 42c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 7; per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs.; barbed wire, 32 to 7c.

## HIDES.

Prices are as follows: Winnipeg inspection, No. 1, 5c; No. 2, 4c; bulls, 3c; calf, fine-haired real veal, 6 to 11 pound skins, No. 1, 7c; No. 2, 5c; sheep pelts, 25 to 50c. Frozen lots of hides are taken at 3½ to 4c all around; tallow, rendered, 4c per lb; rough, 1½c per pound.

## LEATHER AND FINDINGS.

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

## PAINTS, OILS AND COLORS.

Quotations are as follows: Turpentine, 85c in five-gallon cans, or 80c in barrels; harness oil \$1.25; neatsfoot oil, \$1.25; linseed oil, raw, 70c per gallon; boiled, 73c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal. olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star 25c; water white, 28c. American oils, Eocene, 34c; water white, 31c; sunlight, 27c. Calcined plaster, \$4.25 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.25; No. 1 \$6.75; No. 2 \$6.25; window glass, first break, \$2.25

## WINES AND SPIRITS.

Prices are: Canadian rye whiskey, five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debouche & Co., 4.50; Martell, vintage 1895, \$6.50, vintage, 1880, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1895 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martel and Hennessy's brandy, one star, \$14 per case of 12 bottles; v. o., \$19; v. s. o. p., \$22.

## THE MARKETS.

## WINNIPEG.

## WHEAT.

The grain movement for the past week has shown very little (if any) increase upon that noted in our last report. The supply of cars has not increased, while the stocks on hand have, and the calls for cars are more urgent than before. At the meetings on change very little is done, and transactions are so few that representative quotations are hard to obtain. The fact of no cars being received by the C. P. R. consigned east of Port Arthur effectually stops all sales by sample, and those on grade are also few. Sales of cars shipped from Brandon and one or two other points

avored with a supply of cars are about the only transactions, and in most cases the shipper consigns to store in Port Arthur. Near the close of the week car lots sold on a basis of 57c. here for No. 1 hard, and 55c. for No. 2 hard and No. 1 northern, which may be taken as representative quotations.

#### FLOUR.

Ogilvie's mill has shut down, and others in the Province are expected to follow soon. The eastern markets are dull, and the Pacific demand is equally so. The local trade is also rather quiet. Prices are not changed quotations standing at Patent, \$2.05; strong bakers, \$1.80; XXXX, \$1.30; superfine, \$1.10.

#### MILLSTUFFS.

With mills shutting down prices hold firm, and there is still a good market in the east. Bran is still held at \$12 a ton and shorts at \$14.

#### BARLEY

Only a few cars reported during the week. Prices are somewhat easier, and towards the close of the week No. 3 was offered as low as 40c. No high grades were to be had, although wanted.

#### OATS.

Street receipts have been on the increase, but car lots moving have been few. Prices are not changed much, although weakening. Feed lots sold at 27 to 28c. and prime milling at 30c.

#### OATMEAL.

Exports are going slowly, and the local business is rather quiet. Prices are steady and are as follows: Standard \$2.45; granulated, \$2.60; roller, \$3.

#### EGGS.

Prices are even at 20c. per dozen in large lots, and 22c. in single case lots. If the mild weather continues, receipts of fresh will soon come up. Stocks in the city are light. A shipment of 600 dozen was made to British Columbia last week.

#### BUTTER.

Prices continued to rule about as last reported. No further outside shipments have been reported. There is a good deal of common and medium in the market, and sales for such grades have been made as low as 10c. From 17 to 18c. is still the top price for No. 1, with the tendency easier as the time draws nearer for fresh butter to come in.

#### LARD.

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

#### CURED MEATS.

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

#### DRESSED MEATS.

Beef continues in good demand. Receipts of hogs do not improve, but prices have been kept from advancing by importations in car lots from Eastern Canada and the United States. Quotation: Farmers' sides beef, 5 to 5½c; butchers' sides, 6 to 6½c; hogs, 7½ to 7¾c; mutton, 10c.

#### POULTRY.

Supplier limited and prices as follows: Chickens 9 to 10c; turkeys, 13 to 15c; ducks and geese, 11c.

#### HAY.

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

A. STONE, barrister, Virden, Man., who left that place suddenly and apparently without cause, is said to have been discovered at

Barnsville, Minnesota. It was at one time supposed he had perished on the prairie.

The Winnipeg board of trade has offered to pay the expenses of delegates from the Montreal and Toronto boards, to investigate the real state of the grain blockade in Manitoba.

### Russian Wheat.

The following is the report of the Winnipeg board of grain examiners re the samples of Russian wheat submitted by Professor Saunders superintendent of the central experimental farm at Ottawa:—

Your board of grain examiners have to report that they have carefully examined the samples of Russian wheat forwarded to the board by Prof. Saunders, director of the Government experimental farm at Ottawa, and which he requests the board will express an opinion on.

Your grain examiners find as follows:

The original sample of Ladoga wheat and some of its best matured products grown in Manitoba would value with grades of northern classes.

We find that most of the samples submitted are not fully matured, and they are all lacking in good color.

Sample No. 3 (grown at Souris, Man.) would seem not to belong to the Ladoga variety of wheat, being a wholly soft specimen which would grade as No. 3 spring.

Nos 1 and 11 (grown at Lethbridge, N.W.T. and Touchwood Hill, N.W.T.) show the effects of frost action.

No 2 (grown at Edmonton) has a bleached look, which might arise from a very slight touch of frost or the effects of hot winds.

For seeding purposes we recommend the original sample from Russia in preference to any of the others submitted. The best sample, No 13 (grown at Mowbray, Man.) and the original from Russia would be worth 5 cents less than No. 1 Manitoba hard (containing 85 per cent of red fufe) for milling purposes. Necessarily this opinion must be subject to a milling test or chemical analysis.

None of the eleven samples of the Ladoga variety bear any close resemblance to the original sample forwarded and are for the most part unlike one another. This may be owing to the lateness in sowing or other unfavorable conditions, and we are of the opinion that a test during another year or two must be made before its value for this country could be positively ascertained.

Prof. Saunders has asked also for the board's opinion as to the relative value borne by certain samples of Kubauka and Saxonka wheat forwarded by him to Red Fufe and Ladoga.

In the opinion of this board of grain examiners, the Manitoba millers and grain dealers would not buy Kubauka wheat at any price, though it might, however, be useful for feed purposes. Your examiners understand that this variety of wheat is being sold this season in Manitoba for seed. In the opinion of your examiners the sample viewed is none other than "zoose" or "rice" wheat, and of little value. The Saxonka variety belongs to the spring or soft classes of wheat. The sample submitted by Prof. Saunders however, is so poor that it would only grade as "rejected." Your grain

examiners are firmly of the opinion that the cultivation of Red Fufe wheat should be persevered in, and that farmers will speedily discover the system of soil preparation by which they can insure early seeding, and the early and safe maturing of this invaluable variety.

### The Fur Trade.

"The following cable advices of the January sales in London have been received: Raccoon, 10 to 15 per cent. higher than in June; skunk, old skins, 5 per cent. do.; skunk, fresh, 10 per cent. do.; opossum, 17½ per cent. do.; beaver, 5 per cent. do.; muskrats, 10 per cent. do.; lynx, 20 per cent. lower than in June; grey fox, same as in June; mink, 5 per cent. lower than in June; marten, 12½ per cent. lower than last March; wolf, 30 per cent. lower than last June. The advance obtained for racoon and rats was almost wholly on the unprime and small skins. The catch has come forward slowly thus far, and the demand runs ahead of the supply." This makes matters more favorable than was at first reported, and the outlook for the March sales is correspondingly brightened.

### To the Front.

Minneapolis again comes to the front this year and beats every other city in the United States in the extent of the grain trade and the manufacture of flour. The receipts of wheat the past year show the enormous total of 46,000,000 bu., an increase of 11,000,000 over the unprecedented receipts of last year. While it has always been contended that the extent of the grain trade at Minneapolis would be limited by the capacity of the flour mills, the record of wheat shipments during the past year proves that this is not true. In addition to the 27,000,000 bushels she has converted into a little more than 6,000,000 barrels of flour she has sent out to other markets and to supply eastern and southern mills over 12,000,000 bushels.—*Pioneer Press.*

The Eau Claire Lumber Co., of Calgary, Alberta, announce the following rates: Rough lumber and dimensions, \$18 per M.; flooring, ceiling, siding, wauncoting and base-boards, \$25; fencing, \$16; laths, \$4 per M.

1. Only the smallest piece of business that the Interior Department has yet got down to is the closing of MacKenzie Bros.' saw mill at Red Deer. These men came from Manitoba some four or five years ago with considerable capital which they invested at once in establishing a settlement on the Red Deer, at the mouth of the Blind Man. The small saw mill which they then brought in has since done good service to the settlement although it has not been very profitable to the owners owing to the limited demand for lumber. Now, when the demand is likely to increase the MacKenzies are told that they must secure timber limits or give up cutting. Government favorites have already secured all the limits of value on the river, and the MacKenzies have not the capital necessary to acquire and hold a large tract of timber land, so that they are practically frozen out of business to their loss and that of the surrounding settlement.—*Edmonton Bulletin.*

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**EASTERN MARKETS.**

**CHICAGO**

May wheat opened at 81½c. on Monday, and ranged from 81½c. to 81¼c. during the day. The visible supply statement showed a decrease for the week of 799,000 bushels. The greatest decrease was at New York, 553,000 bushels, Baltimore decreased 137,000 bushels, Buffalo 116,000 bushels, and St. Louis 155,000 bushels. The only considerable increase was at Minneapolis, 86,000 bushels. The visible supply now stands at 40,297,129 bushels, against 61,319,982 bushels a year ago. The visible supply of corn is 3,501,907 bushels, against 16,824,566 bushels a year ago. Closing prices were:

	Feb.	May.
Wheat	76½	81½
Corn	49½	51½
Oats	—	31½
Pork	14.00	14.27½
Lard	7.60	7.80
Short Ribs	7.37½	7.55

Wheat was weak on Tuesday. May opened at the closing prices of Monday, and ranged from that figure downwards to 80½c. Corn declined ½c. on expected large receipts. Provisions slow. Closing prices:

	Feb.	May.
Wheat	76½	81
Corn	49½	50½
Oats	—	31½
Pork	14.12½	14.37½
Lard	7.65	7.82½
Short Ribs	7.37½	7.55

Wednesday was again a weak day in the wheat pit, May opened at 80½c., which was the highest point touched, and sold down as low as 79½c. Prices were forced down by free selling from every quarter. Corn was also weak, and May sold down to 49½c. Closing prices were:

	Feb.	May.
Wheat	75½	80½
Corn	45½	50½
Oats	—	31
Pork	14.07½	14.30
Lard	7.57½	7.75
Short Ribs	7.52½	7.50

Prices were weak all around at the opening on Thursday, pork dropping 50c. Prices recovered 20c. but another break followed. \$13.50 or May was the lowest point reached. Wheat was quiet. Closing prices were:

	Feb.	May.
Wheat	75½	80½
Corn	46½	50½
Oats	—	31½
Pork	13.77½	14.00
Lard	7.60	7.75
Short Ribs	7.22½	7.40

Wheat continued dull on Friday. The activity in provisions was again the leading feature. Closing prices were:

	Feb.	May.
Wheat	76½	80½
Corn	47	51½
Oats	—	31½
Pork	13.80	14.02½
Lard	7.70	7.80
Short Ribs	7.22½	7.50

Prices closed on Saturday, as follows:

	Feb.	May.
Wheat	76½	81
Corn	47½	51½
Oats	—	31½
Pork	13.95	14.17½
Lard	7.80	7.92½
Short Ribs	—	—

**MINNEAPOLIS.**

Closing quotations on Thursday as follows, did not show much variation from the previous week:

	Feb.	May.	On track
No. 1 hard	70½	78½	77-78½
No. 1 northern	75½	78½	78
No. 2 "	72½	73½	74

Of the flour market the *Market Record* says: There was no tone to this market and prices were hard to sustain at recent values and sell the current production. There is very little stock here, the policy of millers having been to let it go at what the trade would take it at. There is no profit in the deal now but millers are in the swim and cannot afford to draw out. They are looking forward for something in the future but just what form that something is to take none seem to know. There is a heavy demand for wheat to mill from all sections which keeps the price of it relatively too high for flour.

Patents, sacks to local dealers, \$1.40 to \$4.50; Patents to ship, sacks, cat lots, \$4.10 to \$4.25; in barrels, \$4.25 to \$4.35; baker's, here, \$3.20 to \$3.45; superfine, \$2.00 to \$2.65; red dog, sack, \$1.45 to \$1.50; red dog, barrel, \$1.65 to \$1.75.

**DULUTH WHEAT MARKET.**

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

	Cash	Feb.	May.	July.
Monday	75½	—	80½	82½
Tuesday	76	—	80	82
Wednesday	—	—	79½	—
Thursday	75½	—	79½	81½
Friday	—	—	78½	81½
Saturday	—	—	79½	—

**MONTREAL STOCK MARKET.**

The following quotations on February 17th as compared with prices on the same day of the previous week, will indicate the course of the stock market:

	Feb. 10.		Feb. 17.	
	Offered.	Bid.	Offered.	Bid.
Montreal	215	214½	214½	214
Ontario	113	110	113	110
Toronto	195	190	195	190
Merchants	124½	124	125	124
Dominion	—	—	—	—
Commerce	111½	110½	110½	110
Imperial	—	—	—	—
Federal	—	—	—	—
Molson's	147	137	145	130
Union	95	90½	95	90
N. W. Land Co.	59	56	59	50
C. P. R.	57½	57½	58½	58½

**CANADIAN SECURITIES IN ENGLAND.**

The *Canadian Gazette* of Jan. 5th, gives the following quotations of leading Canadian securities in the London market:

	Price.	Rise.	Fall
Canada 4 per cents., 1860	106	½	—
Ditto 3½ per cents.	104	½	—
Ditto 4 per cents., 1885	100½	½	—
British Columbia 4½ per cents.	109	—	—
Manitoba 5 per cents.	108	—	—
Quebec 5 per cents., 1883	114	1	—
Winnipeg 5 per cents.	107	1	—
Canadian Pacific shares (N.Y. register)	26½	—	1½
Ditto shares (London register)	29	—	1½
Ditto mortgage bonds	103½	—	½
Grand Trunk ordinary stock	12½	—	—
Ditto first preference	74½	—	—
Bank of B. C. fully-paid shares	32	—	—
Ditto £10 paid	16	—	—
Bank of N. A.	70	—	—
Manitoba Mortgage	4	—	—
Trust and Loan of Canada, £5 paid	5½	—	—
Canada North-West Land	3	—	—
Hudson's Bay	22	—	1

**Machinery and the Laborer.**

In reply to the question, "When motive power gets to be four times as cheap as it is, what will become of the laboring man?" Edison, the electrician and inventor, said: "He will be enriched by it. Machinery will be his slave. See how machinery has multiplied in the last fifty years. As a direct result, workmen get double the wages they did then, and the necessities of life cost only half as much. In other words, a hand worker can to-day buy four times as much with ten hours of work as his father could fifty years ago.

"For the first time in the world's history, a skilled mechanic can buy a barrel of flour with a single day's work."

"The machinery in the United States represents the labor of a thousand million men, or fifty times as much labor as that of all the men in this country. When motive power is still further cheapened—say in another generation I believe that the unskilled laborer, if sober and industrious, can have a house of his own and a horse and a carriage and a library and a piano. It is terrible stupidity that leads some laboring men to suppose that machinery is their foe. It is the thing that gives them independence and even freedom. Without machinery society would drift into the condition of master and slave.

"The multiplication of machinery means for every worker more food, better clothes, better houses, less work. In fact, I believe that the indefinite increase of machinery is going to solve what folks call 'the labor question'—that is, the desire of hand workers to get a bigger slice of the margin of profit."

TWELVE telephones are in use at far off Edmonton, Sask.

THE law partnership of Strachan & Prieur, Edmonton, Sask., has been dissolved. Prieur will open an office in St. Albert.

G. J. Jones & Co., boots and shoes, Vancouver, B.C., have dissolved partnership. A. M. Winters retires, and Geo. J. Jones continues.

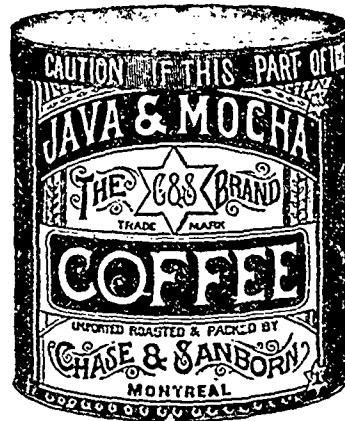
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WOLSELEY, ASSINIBOIA,  
E. A. BAMBURY, PROPRIETOR.

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

**PALMER HOUSE,**  
REGINA, ASSINIBOIA,  
THE LEADING COMMERCIAL HOUSE.  
Free Sample Rooms for Travellers. Opposite C.P.R. Station.

CHAS HARLEY, PROP.

**QUEEN'S HOTEL,**  
QU'APPELLE, ASSINIBOIA,  
G. S. DAVIDSON, PROP.

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

**The Fensom  
Elevator  
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Manufacturers of Hydraulic, Steam and Hand Power Passenger and Goods Elevators,  
34, 36 and 38 Duke Street  
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**McGLARY MANFG CO.**

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Manufacturers of  
**McGLARY'S "FAMOUS" STOVES,**

Stamped and Pieced Tinware, Japanned Ware, Stove Boards, etc., and Dealers in Granite Ironware, and  
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WHOLESALE ONLY.  
Warerooms: Cor. Rachel St. and Point Douglas Avenue  
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**EAST and WEST INDIA PRODUCE**

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**GENERAL GROCERIES,**  
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**PARSONS, BELL & CO.,****Wholesale Paper Dealers****GENERAL STATIONERS.**

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**Canada Paper Company,**  
Manufacturers Printing, Wrapping & Writing Papers  
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facturing Stationers, Printers, etc., Printers and  
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of Printing Papers, Flat Papers, Cardboard, &c  
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**TORONTO.**

SPECIALTIES.

Account Books Paper—all kinds  
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Wallets. Pocket Books  
Ladies Hand Satchels  
Pocket and Office Diaries  
Leather Goods Binders Material  
Printers' supplies**J. C. DEVLIN,**  
**FLOUR**

MILLSTUFFS, GRAIN,

Farm Produce &amp; Commission Merchant.

Correspondence Solicited.

GOVERNMENT STREET, **Victoria, B.C.****THE DRIARD,**

VICTORIA, B.C.

The only strictly first-class hotel  
in the province.**Samuel Gray,**  
Manufacturer of  
**SASH, DOORS, BLINDS**Mouldings, Stairs, Handrails, Newels  
Baulsters, etc.

VICTORIA, - B.C.

Having made arrangements with the C.P.R. I am pre-  
pared to furnish the trade with the above mentioned  
articles manufactured from the very best seasoned dry  
cedar and white pine. All work guaranteed. Correspond-  
ence solicited. P.O. Box 39, Victoria, B.C.**British Columbia Soap Works,**

Manufacturers of a full line of

**LAUNDRY SOAP**Consisting in part of Yellow Soap, Brown Soap  
**Red, White and Blue Mottled Soaps,**  
Toilet Soaps, Coconut Oil Soap, Soda Crystals  
Washing Powders, and their **Shaving Soap**

FULLY EQUAL TO ANY IN USE.

PENDRAY &amp; CO. - - VICTORIA, B.C.

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COMMISSION MERCHANTS

AND MANUFACTURERS AGENTS,

Dealers in—

**Fruits and all kinds  
Produce**

YATES ST., VICTORIA, B.C.

Representing D. Richards, Manufacturer of Laundry  
and Toilet Soaps, Woodstock, Ontario; Jas. Hall & Co.  
manufacturers and dealers in Gloves, Mitts and Moccasins,  
Brockville, Ontario.**Colonial Hotel,**

WESTMINSTER, B.C.

Largest hotel in the city; centrally located in  
business portion. Headquarters for tourists  
and commercial men. Sample rooms, bath  
rooms, etc. Fire-proof building. First Class.LUKE PITHER, *Proprietor.***LELAND HOUSE, VANCOUVER,**

British Columbia.

The leading commercial hotel of the city.  
Directly above the C.P.R. Station and Steam-  
boat wharf. All modern improvements. Sample  
rooms for travellers.

J. E. INSLEY, Mgr. WM. PROUT, Prop

**HY. ARKELL,**

WHOLESALE

**PRODUCE AND COMMISSION**

MERCHANT,

Vancouver, B.C.

MANITOBA PRODUCE a Specialty.

Consignments Received in All Lines.  
Correspondence solicited.**British Columbia.**W. E. Loyd, saloon-keeper, Vancouver, has  
sold out to George McCookery.R. E. Dodds, dealer in hardware and tins,  
Vancouver, offers business for sale.Mrs. E. Gold, of the Gold Hotel, Vancouver,  
offers premises and business for sale.M. A. MacLean, ex-Mayor of Vancouver, has  
opened a real estate office at that place.Brackman & Kerr, dry goods dealers and oat  
meal millers, Saanich, have opened a feed and  
produce store at Victoria.McDonald & Co., soap manufacturers, etc.,  
Victoria; McDonald, of this firm has retired.  
Business continued under same style.The bridge of the Esquimault & Nanimo  
Railway across the harbor at Victoria, has been  
completed, and trains will now come into the  
city.Anderson & Hastie, furniture dealers, Vic-  
toria, have dissolved partnership. E. A.  
Anderson retires, and James Hastie continues  
alone.Kamloops *Sentinel*: An enterprising man,  
with moderate outlay of capital, could realize a  
handsome remuneration by sinking artesian  
wells throughout the inland districts this  
summer.In the case of the C. P. R. vs. Greer, the  
Chief Justice has given judgment in favor of  
the C. P. R. His Lordship said that the only  
course left open to the defendant for redress  
was through the Legislature.Hall, Goepel & Co., coal, commission and in-  
surance, Victoria, have dissolved partnership,  
L. G. Dumbleton retiring. The business will  
be continued by Richard Hall and William J.  
Goepel, under the name of Hall, Goepel & Co.The handsome new brick hotel lately com-  
pleted at New Westminster, by W. A. Duncan,  
is 66x70 feet in size, which is considerably  
larger than was recently stated in these  
columns. It is fitted with all modern improve-  
ments throughout.Owing to the coal mining accident at Wellin-  
gton, a fuel famine has almost been brought  
about. The mines are now working, but at-  
tention was first given to filling export orders,  
for which vessels were waiting. Coal has been  
brought in from Banff, Alberta, and Seattle,  
Washington Territory, to meet the demand,  
and prices have been away up.The contract for the erection of a handsome  
two-storey building, on the property of Mrs.  
Nelson, at Kamloops, has been secured by D.  
A. McGillivray. The building will have a  
frontage of 30 feet and a depth of 40 feet. A  
basement the full size of the building, with a  
twelve foot ceiling, will be used as a store-  
house. The ground floor will be fitted up for  
a public hall.Kamloops *Sentinel*: John Howard was ar-  
rested at Ashcroft, for passing Consolidated  
Bank bills. He purchased in the vicinity of  
Ashcroft 155 head of cattle paying therefor  
wholly in those bills. The cars of cattle were  
shipped without suspicion when a blockade  
occurred and Howard began to sell the re-  
mainder of his stock at \$15 per head. This  
aroused inquiry and led to his arrest.

In consequence of the failure of the Columbia and Kootenay Railway and Transportation Company to comply with the terms of their agreement, the cash deposit made under the Act has been forfeited, and now forms part of the Consolidated Revenue of the Province, and the Act incorporating the company is void.

The public accounts of the Province for the fiscal year ending 30th June, 1887, have been laid before the Legislature. The balance sheet shows assets amounting to \$798,008.37, and liabilities of \$1,157,001.41, being a sum in excess of assets of \$359,836.06. Of the million dollar loan there were £150,000 negotiated, realizing \$4.85 per pound, equal to \$727,500. The revenue from all sources for the year was \$576,281.47, and the expenditure, \$772,412.25, a deficit for the year of \$256,130.78.

Dunsmuir & Co. will commence immediately the opening up of coal lands in Comox. They include a district some ten miles in length, and will necessitate the construction of about thirteen miles of railway and a large extent of wharfage. Railway surveys will be completed in two weeks' time, and 700 men will then proceed to build a railway and the wharves and develop the mines. The owners anticipate being in a position to ship coal from the new mines early in the fall. Mr. Dunsmuir expects the daily output, when the mines are thoroughly opened up, to reach 2,000 tons.

Capt. Clark has returned from a trip through British Columbia. He has secured much information that will be of great service to him in promoting emigration from the old country. He visited the leading agricultural districts in the Pacific Province and secured a vast amount of data affecting agriculture. He has also informed himself on the timber, mining and fishing industries of the country. On the trip he visited Banff, Calgary, the Crofter settlement at Moosomin and other points where he could improve his fund of knowledge regarding the resources of the Northwest. The captain will leave shortly for England.

The following is the verdict of the jury in the coal mine disaster:—We, the jury, according to the evidence produced, unanimously agree that Robert Greenwell, on the 24th day of January, 1888, came to his death from the effects of an explosion in the east level of No. 5 shaft of the Wellington collieries, caused by a blown out shot in Launcelot Robinson's place igniting the powder and dust. We believe that No. 5 pit was a well ventilated mine. We also agree that the management of the mine was good and attach no blame to the managers. We would recommend that the doors in all the mines be supplied with "white" trappers or that double doors be constructed and that the mining act be more strictly carried out in regard to cross-cuts, and that less powder be used in blasting and that competent men be employed to over-see the firing of the shots.

The Bank of British Columbia meeting was held in London, England, on Wednesday. President Gillespie says the business of the bank during the half year was the largest and best it had known, despite increased competition and reduced rates for money. General business on the Pacific coast was steadily advancing,

pointing to the existence of sound prosperity. The directors decided, owing to expansion of business, to strengthen the available resources by calling up the remaining unpaid capital of £10 per share on the last issue of £12,500. A dividend was adopted making with the interim payment 9½ per cent. on the year. Mr. Gillespie was re-elected.

A bill has been introduced into the Legislature giving the same rights to foreign companies as to provincial. The measure is for the purpose of protecting foreign capital awaiting investment in mineral wealth. It is expected that there will be wonderful developments of gold and silver ores during the coming year.

The East Wellington colliery shut down on Thursday last on account of a strike of miners. It appears that Manager Chandler sent down several Chinese during the night to bail water and next morning the miners said they would not work if the Chinese were allowed. Chandler told them he would do as he pleased, and shut down all work, though the sinking of a new shaft is being continued. The action throws a large number of men out of work.

### Lumber Cuttings.

The Calgary Lumber Co. will begin the manufacture of bricks at Cochrane this year.

It is said that the Alberta Lumber Co. are taking out a great number of logs this winter.

The Hastings Mill Co., Vancouver, have added to their plant a picket mill of latest pattern.

The barque Nanaimo, of Victoria, has sailed from Moodyville, B.C. for Tientsin, China, with 423,532 feet of lumber.

The Brunette saw mills at Westminster closed down for repairs. Some new machinery will be added and additions made to the building.

A number of cars of bridge timber have been shipped from Westminster, B.C., for bridges on the C.P.R. through the mountains, including several for the Bow river valley, Alberta.

The Royal City Planing Mills at Westminster, B.C., are filling an order of spruce for the Bell Organ Company of Guelph, Ont., to be used in sounding boards in their organs and pianos.

George Butchart, of Port Moody, along with his two brothers from Ontario, are making arrangements for the erection of a fine saw mill at the head of the Inlet. The machinery used will all be of the latest and most improved make, which will enable the mill to turn out sawn lumber at the lowest cost. The firm have secured extensive timber limits and will commence the erection of the mill early in the spring. The growing demand for lumber from Manitoba and the Northwest has given rise to this enterprise and it is principally for supplying these markets the mill will be operated.

### Western Trade Notes.

The coal find near Battleford has been examined by experts who express themselves as delighted with the prospects.

A telegram received from Hon. Mr. Carling states that it is finally decided to locate the Territorial experimental farm at Indian Head, Assa.

Calgary Tribune. It is stated that the Anthracite Coal Co. have already expended over \$300,000 in the development of the mine, and that they will have to lay out nearly as much more before they see much in return for their money.

Calgary Tribune: The Monetary Times says Calgary merchants did a business of \$100,000 last year. It might be interesting to the Times to know that Calgary has half-a-dozen firms who have each done over that amount of business in the past year.

### Dairy Matters.

John Gayton who was engaged to audit the accounts of the Manitou cheese factory, has got through with the work and the result of the season's operations is of the most satisfactory description. The total amount of cheese made is 52,386 pounds, the average price per pound 11 cents, and the total value of the product \$5,757.91. The average amount of milk required to produce a pound of cheese has been a trifle over 9½ pounds. John Davidson who supplied the milk from eighteen cows, has gathered in about \$540 during the season. The factory was in operation five and a half months. At a meeting held lately it was decided to continue operations next season, and Mr. Rockett, who had charge of the factory last year, will again have charge. The following managing committee was appointed: Jos. Tees, J. Robson, W. Tait, W. E. Baldwin and Jas. Fargey. It is expected the number of patrons will be considerably increased during the coming season, as operation so far have been decidedly profitable.

### General Notes.

H. E. Empey, tinsmith, Brockville, has assigned.

The twenty-fifth annual meeting of the Western Canada Loan & Savings Co. was held recently at Toronto. The financial results of the year's business show that the profits, after deducting all charges, amount to \$153,782.42, out of which have been paid two half-yearly dividends at the rate of 10 per cent. per annum, amounting, together with the income tax thereon, to \$133,199.40. The balance remaining, \$20,583.02, has been carried to the Contingent Funds. The amount placed with the company by investors, on deposit and in debentures, continues to increase—the deposits now being \$1,292,807, and debentures \$2,641,002; or a total of \$3,933,809, as against \$3,784,672 last year. The amount of money loaned on mortgage security during the year is \$1,105,339.02; and there has been paid back by borrowers \$1,339,256.74, viz: in Manitoba \$123,969.59, and in Ontario \$1,215,287.15. A ballot was taken for the election of three directors, and the three retiring members were re-elected, viz., the Hon. Geo. W. Allan, Thos. H. Lee and Sir David Macpherson, K.C.M.G. These gentlemen and Messrs. George Gooderham, Geo. W. Lewis, Alfred Gooderham, with Walter S. Lee as Managing Director, constitute the full board. At a meeting of the directors held subsequently, the Hon. Geo. W. Allan and Mr. George Gooderham, were re-elected president and vice-president respectively.



**Business East.**

**ONTARIO.**

F. Lalonde, grocer, Ottawa, is dead.  
 D. Boyle, bookstore, Toronto, has sold out.  
 S. Craig, grocer, Windsor, was burned out.  
 A. Chatfield, jeweler, Ottawa, has closed up.  
 Jas. Goodall, tailor, Chatham, has assigned.  
 Fisher and Co., grocers, Toronto, have sold out.  
 Wait and Walsh, tins, Wingham, have sold out.  
 A. R. Hosier, upholsterer, Toronto, has assigned.  
 W. J. Hubbard, tinsmith, Simcoe, has assigned.  
 Rudolphe Chevrier, tailor, Ottawa, store closed.  
 Merner & Jensen, foundry, Elmira, have dissolved.  
 J. A. Glenn, dealer in stoves, Toronto, has assigned.  
 Miss M. Corliss, milliner, Kingsville, has assigned.  
 Jas. Shields and Co., grocers, Toronto, have assigned.  
 J. A. Atcheson, wood turner, Toronto, has assigned.  
 J. Pecover, dealer in furniture, Hamilton, has assigned.  
 Jane Wyness, general storekeeper, Harriston, has assigned.  
 A. W. Vance and Co., tailors, Owen Sound, have assigned.  
 Geo. Carberry, hotelkeeper, Caledon East, has assigned.  
 Sanderson Bros., hardware dealers, Gorrie have dissolved.  
 N. S. McColl, hotelkeeper, St. Thomas, is moving to Thorold.  
 Barker and Co., jewelers, Toronto, was granted an extension.  
 Evans & Co., tailors, Hamilton, have called a meeting of creditors.  
 Hugh Livingston, dealer in wagons, Nanticoke, has compromised.  
 P. C. Auclair, clothing, Ottawa, stock advertised for sale by tender.  
 Montgomery & Philp, dealers in furniture, Hagersville, have assigned.  
 Daniel McCaskell, hotelkeeper, Thorold, has removed to St. Catharines.  
 F. E. Walker & Co., dealers in furniture, Hamilton, are asking an extension.  
 Skelton, Decatur and Co., general storekeepers, Shelburn, were burned out.  
 Chabot & Bellemare, clothing, Ottawa, have dissolved—J. E. Bellemare continues.  
 McIlworth & McMaster, dealers in dry goods, Hamilton, have dissolved—McIlworth & Trezenza continue.  
 Wm. Newlands, jr., architect, Kingston, has admitted J. B. Reid as partner under style of Newlands & Reid.

**QUEBEC.**

Moise Valade, hotelkeeper, Montreal, is dead.  
 H. L. Gilbert, physician, Sherbrook, is dead.  
 Cote and Frere, grocers, Quebec, have dissolved.  
 J. E. A. Renaud, grocer, Montreal, has assigned.  
 D. B. Viger and Co., tailors, Montreal, have assigned.

Dechene and Gingras, hatters, Quebec, have dissolved.  
 Leclero and Peltier, tins, Montreal, have dissolved.  
 Miss M. St. Marie, Milliner, Montreal, has compromised.  
 A. Meunier, tailor, Montreal, advertises business for sale.  
 Geo. Gagnon, dealer in sables, Quebec, has assigned.  
 Theo. Malo, dealer in dry goods, Montreal, has assigned.  
 F. and L. Payette, hotelkeepers, Montreal, have dissolved.  
 Beauty and Co., dealers in leather, Montreal, have dissolved.  
 Chiarest and Boudreau, hotelkeepers, Montreal, have dissolved.  
 De B. Macdonald and Co., hoopskirts, Montreal, have dissolved.  
 A. H. Germain and Co., Stanislas, demand of assignment made.  
 L. F. T. Buisson, dealer in dry goods, Three Rivers, has assigned.  
 Irwin, Jenkins and Co., saloonkeepers, Montreal, have assigned.  
 Payette and St. Amant, dealers in butter, Montreal, have dissolved.  
 Jos. St. Denis, general storekeeper, St. Justine de Newton, has compromised.  
 C. Mongeon and Co., dealers in dry goods, Sorel, demand of assignment made.

**Pacific Salmon Pack.**

The statistics of the salmon pack upon the Pacific coast are now to hand. They read as follows:

	Cases.
Columbia.....	373,800
Sacramento.....	36,000
Rogue.....	17,400
Shoalwater.....	23,700
Gray's Harbor.....	31,300
Puget Sound.....	13,400
Alaska.....	190,200
Other streams.....	109,600
	795,900
British Columbia.....	201,990
<b>Total.....</b>	<b>997,890</b>

This is an increase of 64,436 cases over last year, the figures for the previous year being:

	1886.	1885.	1884.
Cases.....	933,354	835,715	985,295

This enormous output was scattered all over the habitable globe, the separate deliveries comparing as follows:

	1887.	1886.
Great Britain.....	359,466	346,000
Australia.....	58,162	70,875
Canada and Eastern States.....	510,247	453,071
China.....	13,540	.....
Local.....	33,400	.....

The stock on hand remaining on the 25th January was 67,064 cases thus showing a total product and carry over of 1,039,879 cases, or an increase of 73,475 cases as compared with the year previous.

By an arrangement of the Transcontinental Railway association the passenger rates from Winnipeg to Vancouver have been fixed at \$49.50, first-class, and \$29.50 second class, and to San Francisco \$60.80 first-class, and \$40 second-class.

It is said that the Barb Wire Manufacturers' Association at a recent meeting resolved to advance the price of their product to \$3.40 per hundred, to take effect at once. This is a raise of 25 cents. The association practically controls the price of barb wire throughout the United States. There are 222 members in the organization. The reason they give for their action is the advance in the price of wire caused by the combination of foreign wire-mill owners supplying the American market and the advance made in spelter.

The decision of the arbitrators appointed to adjudicate relative to the dispute between the Province and Ryan & Haney touching the Red River Valley Railroad contract, has been awarded in favor of the contractors to the extent of \$58,904. This award was made by C. J. Brydges, the contractors' arbitrator, and W. D. Barclay, the referee; the Government arbitrator, Mr. Mulock, dissenting and refusing to sign the award. The actual award was \$55,804.46, the other \$3,000 being for arbitrators' fees. The award includes some \$16,000 for materials for which payment had been made by the contractors, whose total claim, as submitted to the arbitrators, amounted to \$146,455.

Grain dealers, though the best informed as to the real state of affairs regarding the car shortage, and always willing to give private information thereon, have kept their names in the background, from fear of the C. P. R. J. E. Woodworth, a grain dealer at Deloraine, Man., however, speaks out as follows: In an interview, he said the exact state of affairs was very bad, if not worse, than represented. They had been very short of cars at Deloraine for six weeks. There were piles of wheat in bags lying all around. Grain warehouses and all available buildings were all full to overflowing, and there was no place but the open prairie to stow it. Last week he was compelled to withdraw from the market because he could not get cars. The district tributary to Deloraine would have nearly a million bushels of wheat, and one half of it was not out of the country yet. If the C. P. R. kept on at the present rate of supplying cars, it would take to the end of next harvest to carry the grain out. Mr. Woodworth says that one of the worst features of the case is that most of the farmers having no granaries in which to store their wheat simply piled it on the ground, covering it with straw, in the hope that they would get it to market early in the winter. So long as dry weather continues it is all right, but when warm weather sets in and it begins to rain the loss will be incalculable if the grain is left on the ground.

A vote of the citizens of Neepawa will be taken March 10th on a by-law to exempt from taxation for 5 years an elevator of 50,000 bus. capacity, also a by law to exempt from taxation for 15 years a roller mill of at least 100 barrels per day capacity.

Port Arthur Herald: The elevator and grain sheds here are full, the last car having been put in the shed on Thursday night. About 120,000 bushels have been put into the Fort William new sheds. These are of 700,000 bushels capacity and not 500,000 as heretofore stated. Only bag stuff will be placed in the C.P.R. general freight sheds here.

### Grain and Milling News.

The Wolsley Milling Company have opened a branch at Indian Head, Assa., for the sale of flour, etc.

J. E. Woodworth, grain dealer, Deloraine, Man., expects to build an elevator at that place next summer.

The Russian wheat sent to the experimental farm at Ottawa by Mr. Smellie, of Binscarth, Man., weighed sixty-five pounds to the bushel.

J. Law, of Neepawa, Man., has formed a partnership with F. Pearson, of Bridge Creek. The new firm will be known as Law & Pearson and will deal in grain and lumber.

The machinery is now being placed in the Keewatin flouring mill, but it is not expected to be in operation before May. The directors have decided to erect an elevator with a capacity of 350,000 bushels in addition to the 150,000 elevator already built.

The Chicago *Tribune* says: The wheat farmers of the Winnipeg region seem to be about the only ones who are not reaping some benefit from the competition of railroads in the West. The Canadian Pacific is reported to be holding them in a tight grip, and does not furnish cars as wanted even at the high rates of freight which are charged to shippers over its lines.

The disastrous influence of the blockade is continually widening. On Tuesday the flouring mill of the Ogilvie Company at Winnipeg shut down, because the blockade precludes shipment of the flour to market. Though the mill has been shut down, only 26 of the hands have been laid off. The 33 retained are the skilled millers and married men. It is stated that other mills are also likely to stop work unless the embargo on through shipments is speedily raised.

A meeting was held in Bagshaw's office, Dominion City, Man., to consider the question of securing the erection of a grist mill at that point. A proposition has been made by Reeve Lang to erect a 50-barrel per day roller mill, to cost about \$8,000, at this point if the municipality will give him a bonus of \$2,500. The meeting decided to petition the council to submit a bonus by-law to the ratepayers, the prime movers in the scheme agreeing that the submission of the by-law should not cost the municipality anything.

The *Toronto Mail* recently published a comparison of the prices of wheat in Northern Minnesota and Dakota, with prices in Manitoba on the same day. The Manitoba quotations were f. o. c. prices, and were actually from 1 to 3 cents above the mark as an average for the province, yet the comparison resulted as follows: "The average price of these eight Manitoba points was 53½ cents, that is to say, six cents per bushel below the Northern Dakota average and eleven cents below the average in Northern Minnesota. A comparison of prices in Southern Dakota and Southern Minnesota with those current in Manitoba would, of course, tell even more strongly against the monopoly and the blockade."

We commend the following, from the *Brandon Times*, the leading provincial Conservative

paper in Manitoba, to the *Toronto Empire*, which recently adopted Sir Geo. Stephen's style of libelling the people of Manitoba: "It is almost certain that the strain in Manitoba caused by the continuance of monopoly cannot last much longer. A crisis of some kind is certainly approaching if something be not done, and that speedily, by the Federal authorities. It's no use for us to shut our eyes to the fact that the people of Manitoba are terribly in earnest now, and that something will have to give before long. The resolutions of the Winnipeg Board of Trade are no idle meaningless words. Their utterances must not be treated lightly or there is no telling what the consequences may be. The fact that two of our foremost public men, have decided to seek their fortunes in the adjoining Republic is not without significance either. Those gentlemen fought against monopoly honestly and vigorously but its a hard thing fighting against ones political friends and they decided not to continue the struggle longer but to quietly withdraw, leave the land of their birth and start life over again in a foreign country. The question is, how long is this state of affairs to continue?"

DOCTOR SIBBET will reside and practice in Wapella, Assa.

MR. SCARTH offers the town of Regina property for a market square, providing the corporation will erect suitable buildings.

THE Gibson House, Whitewood, Assa., which has been closed for about two weeks is again to be opened by the proprietor, T. J. Pearson.

DAVIS & COSTIGAN, barristers, Calgary, Alb., have dissolved partnership. Each one will carry on business for himself, at the same place.

Birtle *Observer*: A Brandon tailor came into Birtle last week and took orders from the citizens for about one thousand dollars' worth of clothing.

POUND & KEANE, of the Morden carriage factory, Morden, Man., have made a change in the business. Keane goes out, having disposed of his interest to J. I. Pound, brother of the head of the establishment.

EDMONTON *Bulletin*: Wm. Haule, trader from Moose lake, this side of Lesser Slave lake, arrived with two trains of dogs loaded with furs. He reports fur scarce and traders numerous at that place.

THE North American telegraph company has long wanted a telegraph line through the Northwest, from Duluth to Winnipeg, and has been considering the advisability of constructing one. It is now stated on the authority of Supt. Tuttle, that the construction of the line will be begun in the spring.

Deloraine *Times*: Every warehouse and elevator was blocked on Saturday last. Cars came in Sunday. Wednesday again every place was full, and nine cars came in Thursday morning. The receipts were light, very light, and so was the supply of cars. Piles of wheat in bags around the siding. Prices keep at 48 cents; one buyer saying in our hearing that he would pay 50 cents per bushel if he could get plenty of cars, and so it goes on; anyway we venture the prediction that the price will go to at least 50 cents as soon as cars come in plenty.

THE erection of a first-class hotel at Regina, Assa., will be commenced about the first of May. The site chosen is the corner of Rose and South Railway streets. The hotel will be a three story structure, containing seventy-five rooms. J. A. MacCaul will erect the building, and it will be occupied by F. Arnold, of the Lausdowne.

THE *Brandon Sun* says: "The Winnipeg Board of Trade has assured Hon. Mr. Greenway of their unflinching support and expressed their confidence in his administration." This is somewhat misleading. What the board did do was to assure the Premier of its "unflinching support in any efforts for the immediate relief of the Province from railway monopoly." This very materially alters the idea conveyed in the *Sun's* paragraph.

THERE are a number of foreign-born citizens in the present Congress, says a Washington letter. There are nine Irishmen, seven Scotchmen, and two Norwegians. Minnesota, with a single exception, is entirely represented by men of foreign birth. Wilson was born in Ireland. John Lind came from Sweden. McDonald is a Scotchman. Knute Nelson came from Norway, and had the largest majority of any man in Congress. Leopold Morse, of Boston, is a Bavarian, and Roineis, the baggagemaster congressman, also came from Bavaria. Henderson and Kerr, of Illinois, were both born in Scotland, and John T. Caine, the Mormon, first saw light on the Isle of Man.

Col. McGregor, who went with a delegation of Newfoundland fishermen up the British Columbia coast to search for a suitable locality on which to establish a colony of Newfoundlanders who propose to come out here, returned to New Westminster on Friday last. The party explored Howe Sound and succeeded in finding several most desirable places on which to locate. A place about three miles above Point Aitkinson has been chosen as a site for part of the colony, and another place a few miles further up has been selected for the rest. The Newfoundlanders express themselves as perfectly satisfied with the location and fully hopeful of success. Fishing will commence at once. Arrangements have been made by a firm in this city to purchase all the fish they can get.

The recent advance of nearly 100 per cent. in the price of quinine is due perhaps to something more than speculative influences. The excessive production of the last few years in the European laboratories threw such a large quantity on the market that lower prices have prevailed for this drug than ever before known, selling a few weeks ago in the New York market at less than 30 cents an ounce. It is now quoted strong at 55 to 57 cents. Recent sales of bark in London have been made at an advance of 50 per cent. but the price of quinine does not always follow the fluctuations in the value of bark, and the two articles—the manufactured and the raw material—are more often at variant values than otherwise. Four years ago quinine was worth \$1.60 to \$1.75 per oz. and bark was relatively as high. Competition among manufacturers and increased production of bark have depressed prices until they have touched "bed rock," and the operations of the law of supply and demand has now caused a reaction, which has naturally created a speculative interest that has assisted the advance.

## Our Pacific Province.

### CITY OF VANCOUVER.

All the world has heard of the City of Vancouver the Pacific terminus of the great Canadian transcontinental highway. Though the youngest city in the Canadian Dominion, its fame has already gone forth to the four corners of the world. A few years ago the site of the present bustling little city was covered with the primeval forest growth; and the remains of some of these huge trees of the Pacific coast may yet be seen, in the form of stumps and sections of logs, about the back streets of the town. The cost of cleaning the land of these trees and stumps, in order to lay out and build the town, was a very important item. The rise and growth of Vancouver is familiar to all newspaper readers in Canada, and to many outside of our country. When the construction of the Canadian Pacific railway was decided upon it was at once acknowledged that a great city would rapidly grow up at the western terminus of the road. When Burrard Inlet was finally selected as the terminus of the railway, it was for a time understood that the site for the future city would be at the head of the inlet, and soon a little town grew up, known as Port Moody, about fourteen miles up the inlet from the present terminus of Vancouver. Here quite a real estate business was done for a time, and lots were sold at good prices. The railway company however, decided upon continuing the railway along the inlet to a point known as Coal Harbor, near the mouth of the inlet, where the final terminus would be made. A town was laid out here and given the name of Vancouver. The place grew very rapidly, and there was a great rush to secure lots in the infant city. The place had scarcely commenced to take on the appearance of a town, however, when it was almost completely wiped out by fire. This was on the 13th of June, 1886. Only two or three buildings were left standing. The fire was caused by the burning of the trees and logs in clearing the land for building. The business men who had staked their all in the place, lost heavily. Insurance rates were very high, and many carried no insurance. That pluck, characteristic of life in new western towns, was then made apparent, in the way in which the people went to work again to retrieve their fortunes.

Since the great fire the town has grown surprisingly, and now contains many fine brick blocks, and a population of about 5,000, and over 160 business institutions of various kinds. The town is admirably situated for shipping facilities. Burrard Inlet affords the most ample harbor accommodation for all sea-going craft, whilst on the other side of the town there is the fine roadstead of English Bay and the harbor of False Creek, the town being situated on a peninsula between the two harbors. Steamers connect with all points on the Pacific Coast with China and Japan.

### THE LUMBERING INDUSTRY.

Lumbering is the leading industry at Vancouver. Long before the construction of the railway, large saw mills had been established on Burrard Inlet, for the purpose of sawing lumber for export. The Moodyville Saw Mill Co. (limited), is one of the oldest concerns. This

business was established in 1863 by Moody & Co. The mill is located on the opposite side of the inlet from Vancouver, and the mills, and other buildings in connection, form quite a little village in themselves. Later on the mills fell into the hands of Andrew Welch, of San Francisco, and the present company was organized. The officers are: B. Springer, manager; R. P. Rithet, of Victoria, secretary. The mills have a capacity of about 100,000 feet in twelve hours, but will probably be increased. The output last season was about 18,000,000 feet. The lumber goes to Australia, China, South America and some to Northern California. The duties prevent the shipments to California reaching large figures. The lumber is shipped green, and carried direct from the saw to the ships. The company own their tugs and employ about 300 men at the mill, in the woods, and in connection with shipping. Logs 113 feet long and seven feet in diameter, can be cut in this mill.

The Hastings Saw Mill Co. (limited), is also an old established business. The mill was built twenty years ago. The present company was formed last season. R. H. Alexander is the manager. The mill has a capacity of about 75,000 feet of lumber in ten hours. The mill is being fitted extensively with new machinery. The output is largely for export.

The Commercial mills were built in 1886, by Leamy & Kyle, and were first put in operation in Feb. 1887. The capacity is 40,000 feet in ten hours. The mills are supplied with modern machinery throughout, including circulars, gang, edgers, trimmers, planers, moulding machines, etc. Machinery is also on hand for a large sash and door factory, of the newest designs. Shipments from this establishment have been made to Manitoba and the Territories, and the proprietors intend pushing this trade. A steam tug was built last season, at a cost of \$16,000, for towing logs to the mill.

The Royal City Planing Mill Co. also have a large mill at Vancouver, in addition to their extensive business at New Westminster. The Vancouver one is a new mill, established since the commencement of the town, and is fitted with modern machinery. Geo. Slater has a shingle mill, with a capacity of about 35 per day of ten hours. At the inlet at Port Moody a mill was established about three years ago by J. B. Tiffin, for the manufacture of shingles and lumber.

### INDUSTRIES.

Naturally in a town so young as Vancouver, it could not be expected that industrial development could have been carried to any great extent. Outside of lumbering, not much progress has yet been made; but manufacturing lines are being established, and soon the place will have more importance as a manufacturing centre. There are three breweries, a cigar factory, and a soap factory and some other branches represented, and a foundry and machine shop will soon be in operation. In furniture there are several establishments, including F. W. Hart, of the Pioneer Furniture factory. Lines of furniture and upholstered goods are manufactured, and crockery and glassware, cutlery, carpets, wall paper and general house furnishing goods are imported. From 8 to 12 men are employed. The business was estab-

lished in winter of 1885-86. Abrams & Co. manufacture furniture, mattresses, etc., and carry a large stock of house-furnishing goods of every description, including all the lines mentioned above. The furniture business on the coast always includes general house-furnishings. Jacob Sehl, of Victoria, also has a large branch furniture and house furnishing business at Vancouver.

In financial institutions the city is supplied with three chartered banks, namely, the Bank of British Columbia, Bank of Montreal and Bank of British North America. The first named was the first established, in September 1880, with Mr. J. C. Keith as manager.

### WHOLESALE TRADE.

In wholesale trade some progress has already been made. Oppenheimer Bros., importers of groceries and provisions, take the leading place in wholesale circles. They have been doing business in British Columbia since 1858, and established the business in Vancouver in May, 1887. They carry a large stock and do a straight wholesale trade.

Harry Arkell, produce and commission dealer, commenced business in Nov. 1886. He handles all kinds of produce largely, and was the first to introduce Manitoba flour. Though at first it was difficult to handle this flour, yet now hardly any other kind sells in Vancouver. He also handles Manitoba produce extensively, but complains that owing to the price at which butter has been held at in Manitoba, he has frequently been obliged to import from Ontario, though preferring to deal with Manitoba. He also handles California, Oregon and native produce extensively. Henderson Bros. also do business as wholesale and jobbing commission merchants, in flour, feed, grain, vegetables, produce, teas, tobaccos, etc. They also handle California and native fruits and Manitoba produce. The business was established in 1886.

The Vancouver Wine Co. commenced business in March, last. They do a wholesale trade in all kinds of liquors and cigars, and find business very satisfactory since opening. Elliot H. King is the manager of the company.

The Hudson's Bay Co. opened business in February, in groceries, provisions and liquors, and will add other lines. It is the intention to build a large warehouse for wholesale trade purposes, on the water front, in the spring, where facilities for shipping by rail and water will be convenient. Vancouver will be made the distributing point for the mainland business of the company. G. W. Weeks, well known in Winnipeg, manages the business at Vancouver for the company.

Thos. Dunn & Co., commenced business with the commencement of the town, in the hardware line. He has lately completed a large store which will be occupied in his business. He carries a large stock of general hardware, paints, oils, etc., and does a jobbing and retail trade.

Win. Skene represents S. Greenshields, Son & Co., wholesale dry goods, Montreal, and Evans & Son, Montreal.

In fruits quite a jobbing trade is done. J. Canning, who commenced business last summer, has shipped fruits eastward into the Territories, and proposes extending this business

R. V. Winch handles foreign and domestic fruits, fish, game, vegetable and dairy produce. G. Lacroix makes a specialty of native fruits. H. T. Adams also does a jobbing trade in fruits and produce.

J. W. Windsor, of New Brunswick Salmon Cannery fame, will establish a salmon cannery this season at Howe Sound, 30 miles north of Vancouver, and will have his head offices at Vancouver. Among some of the leading business houses not previously mentioned are: A. C. Thiek, groceries; C. S. Windsor, dry goods and boots and shoes; E. D. Edwards, groceries; W. Harrison, books and stationery; Thompson Bros., ditto; R. Mills, boots and shoes; Campbell & Martin, bakers and confectionery. G. L. Allan, boots and shoes. The latter has lately moved into a large brick store in an improved location.

Though a new town, Vancouver is well represented with hotels. There are a large number of hotels, including some very good houses. The Leland House is one of the best. This hotel is located near the railway depot and steamer landing, and meets with a good business from the commercial trade. Sample rooms are at the disposal of commercial travellers. The house is comfortably furnished throughout. Wm. Prout is proprietor, and J. E. Insley, manager. The Dougall House, corner Cordova and Abbott streets, also has sample rooms and all conveniences for travellers, and is a comfortably furnished house. The Gold House enjoys a considerable commercial trade.

The press is ably represented, there being two daily papers, morning and evening. The daily *News-Advertiser* is the morning paper, and a most creditable publication it is. Cotton & Gordon are the proprietors. It is a lively, enterprising and well edited journal. The *Herald*, the evening paper, is published by the Herald Publishing Co. and it is also a very creditable journal. The press of Vancouver is a surprise to the visitor from the east, and causes wonder at the publication of such vigorous journals in a city the size of Vancouver. Many much larger towns in Eastern Canada are entirely without a daily paper, and are furnished with news through the medium of a weekly paper only.

One of the institutions of Vancouver is a board of trade of which the officers last year were: D. Oppeheimer, president; John Devine, secretary. The board is a thoroughly representative institution, and has been able to accomplish good work in the interest of the progressive young city.

#### KAMLOOPS.

Kamloops, situated on the main line of the C. P. R., 1,230 miles west of Winnipeg, and 252 miles east of Vancouver, is the most important inland point in the Province. It is located at the forks of the north and south Thompson rivers, which are navigable for a considerable distance, thus assisting in making the place a leading distributing point. It thus commands the trade of several agricultural and stock raising districts of central British Columbia, including the Nicola, Spallumcheen, and Okanagan districts. In the immediate vicinity the country is mainly devoted to ranching. The farming districts consist of fertile valleys. A roller flour mill, the only one in the Province,

has been established in the Spallumcheen country during the past season. The rainfall throughout the Kamloops district is not sufficient for extensive agricultural operations, but where irrigation has been carried out, excellent results have been obtained. The country around Kamloops is rolling and hilly, some of the hills approaching to the size of mountains. Some sections are rocky. The country is not timbered, but dotted with small trees here and there. There are timber stretches tributary to the town by water. The valleys to the east and north are favored with more rain fall. The Kamloops country is admirably adapted to fruit growing, especially apples, and some very fine specimens were shown. Apples here grow to an enormous size, and the flavor is good. Apples stand the dry climate well, and it is thought that they would do without irrigation, once the trees get a good start. The dry belt extends southward to the United States boundary; eastward to Lytton; westward to the Shuswap Lakes; but not to any great distance northward. The climate is considered very healthy. The weather is usually mild up to nearly the commencement of January, and navigation remains open until nearly that time. The winter is therefore short, though sometimes quite a cold dip is experienced in January.

Since the opening up of the country by railway, Kamloops has made considerable progress. The point was selected some forty years ago by the Hudson's Bay Co. as a point for a trading post, and this is still one of the institutions of the town. Not much progress, however, was made in building a town until railway construction commenced through the district. The town now has about forty business institutions and a population of nearly 1,000, exclusive of Chinese, of which there are quite a number. The principal industry is the grist and lumber mills of the Shuswap Milling Company, established nine years ago. James McIntosh is the manager of the business. The capacity of the grist mill, which is on the stone process, is about 60 barrels daily. The wheat comes principally from the Spallumcheen country, and the establishment of the mill in the latter district has operated to limit to the supply of wheat obtainable. The saw mill has a capacity of 15,000 feet in ten hours; also shingle mill, planer, etc., in connection. The logs are brought from about 100 miles up the river, and consist of white and yellow pine, cedar, fir, and a little spruce and tamarac. Hemlock grows in this region, but is not cut for lumber. The trees, though not as large as on the coast, grow to a good size, the logs ranging from 13 inches to four feet in diameter. The Milling Company have established a system of water works for the town. The water is pumped from the river to a tank on the hillside, back of the town and 112 feet above the level of the town.

There are several merchants carrying large stocks. W. R. Megaw, general dealer, who has been established over three years, does quite a jobbing trade throughout the district. He handles every line of produce, including hides, which he ships to San Francisco. R. E. Smith also does a general store business, including dry goods, clothing, stationery, boots and shoes, merchant tailoring, etc. The busi-

ness has been established four years. J. L. Brown commenced business about the first of January, 1887, in gents' furnishings and general merchandise. His business is therefore one of the more recent additions to the town. Robson & Lee handle groceries, provisions, flour and feed. This is the only house dealing in groceries alone, and also the first to commence a town delivery system. This is also a recent addition to the business places, the business having been established last summer. James Vair has been established four years in business, and handles stoves, ranges, tinware, etc., also doing a manufacturing business in his line. W. E. McCartney does the drug trade of the town, and carries a full stock. G. B. Sciutto & Co., general merchants carry a stock in every branch of general trade. The Bank of British Columbia has a branch here, which proves a great convenience to the town. E. C. Davison manages the harness business, in which line a good trade is done in the manufacture of stock saddles, chaparejos and other perquisites for cow-boys and cattle men. Jas. Woodland, butcher, and in connection with Woodland Bros., ranchers, reports quite a business done in shipping cattle from the district. The supply of pork is about equal to the local demand, but mutton is imported to some extent. Sheep are driven in from the United States. Local raisers get usually about 4½ cents per pound, live weight, for sheep, and 5½ cents for pork, live weight. Imported sheep do not usually bring as high a price, the drive sometimes reducing their condition. Hull, Trounce & Co., who have shops at various mountain points and at Calgary, also do a meat and stock business at Kamloops. In the hotel line there are several good houses. The Grand Pacific, kept by G. W. Jones, is a new house, and a very comfortable place, convenient to the railway depot. The Cosmopolitan, kept by J. T. Edwards, is the old stand-by house, and is widely known throughout the district, having been established sixteen years. John O'Brien's is also a well known house. The press is represented by the *Inland Sentinel*, the only paper in British Columbia published outside of a coast town. The paper has a very extensive field to cover, and is meeting with success, under the management of H. McCutchen, proprietor. It is an excellent medium through which to gain information regarding central British Columbia.

The elections last week necessitated by the resignation of the Norquay Government, resulted in the return of the new ministers by greatly increased majorities. Two of the new ministers were previously returned by acclamation. Hon. Mr. Martin, who was elected by a majority of 15 at the last general election, has had his majority increased to 128. Hon. Mr. Prendergast has also had his majority largely increased. The compromise proposals, though generally repudiated by the Opposition, undoubtedly operated to greatly weaken the Conservative cause. So long as the new Government continues an honest effort to give the Province relief from railway monopoly, it will receive the support of a large an influential section of the local Conservative party, as well as the Independents and Liberals.

**The Cariboo Quartz Mine.**

From recent information received from reliable sources, there can be no doubt of the existence of very extensive and valuable quartz lodes throughout the whole district of Cariboo. This fact being well established a natural question occurs to the inexperienced, why are they not developed? The answer is very easy, they are composed for the most part of refractory ores and require the aid of the latest improved system of smelting to extract the precious metals. Even in the best worked and admittedly the most valuable mine in that district—the "Island Mountain"—fully one-third of the ore taken out is composed of sulphates and requires a scientific process to reduce. This is only one example and possibly the most favorable, hence, it will be readily understood, that the majority of the companies now holding the quartz claims, who are not so well "fixed" as the Island Mountain company, are discouraged and hesitate to sacrifice their time and money in the vain attempt to extract the gold which is plain enough to be seen in the quartz, but is just as comestable as it was before it was mined. Now the aggregate of the mines already explored is very considerable and the quantity of ore that would be delivered at a smelting works, supposing it was erected, would produce almost a cent per cent. profit. This is well known, but no one has the money handy to enable him to secure such a valuable chance for realizing a large fortune. The stream of gold and silver that would issue from a smelting works would enrich many of our best citizens and would greatly increase the revenue, in a variety of ways. It has, therefore, been suggested, that the local Government should borrow the money at a moderate rate of interest, erect the works and make them a constant source from which to fill the public exchequer which is so often empty. The public funds are apparently running into some bottomless pit and disappear for ever from view. By investing the moderate sum of \$50,000 (estimated as being all that is required to establish the necessary works, by the Government Assayer—Mr. Martin), the Government would be creating a richly reproductive enterprise from which they could retire if thought desirable, when the principal and interest were realized; they would also be doing their duty in helping our hardy and deserving miners who have done so much for this Province and who, by this means, will inaugurate a new era in mining, increase our population without pamphlets or immigration agents, and add immense wealth to the country. Surely Cariboo has earned this small modicum of aid from the local Government, even if the investment was not likely to be such a profitable one to all concerned. She, by the gold which she yielded in days gone by, laid the foundation of our present wealth and importance and cannot be refused a little aid in her sore need. We hope the sum required will be at once conceded and we shall have at least one meritorious action on the part of the Government, to record Westminster, B.C., Guardian.

THE board of grain examiners of the Winnipeg board of trade have examined a number of

samples of Russian wheat submitted for inspection, by Prof. Saunders of the Ottawa experimental farm. Their samples were mostly grown in Manitoba and the Territories, from imported Sussian seed. The best samples were declared to grade only equal to Manitoba northern and worth 5c per bushel less than Manitoba No. 1 hard. These were of the Ladoga varieties. The Kubauka varieties were declared worthless as a milling wheat, and would not be purchased by millers and grain dealers, except for feed. It was declared to be simply the old "goose" wheat under another name. This variety of wheat has been sold at high prices in Manitoba for seed, and those who have purchased have evidently been taken in. The Saxonka variety was described as a soft spring wheat. The examiners strongly recommended the cultivation of red Fyfe, in preference to any of the samples submitted.

She (to George, who is taking her out for a ride, and whose horse has balked): "Don't be annoyed, George; have patience, and he will move on presently."

He: "Patience, my dear! Why, I'm paying for this measly animal by the hour."—New York Sun.

**A Lover of Candor.**

Impecunious Man—"I wish you would be so kind as to lend me five dollars. I'll pay you back in a few days."

Candid Friend—"If you had asked me for the loan in a candid and straightforward manner I would have lent you the money, but asking me in the way you did causes me to distrust you."

"I don't understand you  
"You asked me to be so kind as to lend you five dollars?"

"Yes."  
"If you had been candid you would have said to me 'Be so stupid, be such an ignominious ass, such a hopeless idiot as to lend me five dollars,' and you might have got it."

**Manitoba and Northwestern Ry.**

**CHANGE OF TIME.**

Taking Effect Monday, August 15th, 1887

No. 4 MIXED	No. 2 PASS	STATIONS.	No. 1 PASS	No. 3 MIXED
LEAVE	LEAVE		ARRIVE	ARRIVE
13 00	13 00	Portage la Prairie	14 45	14 45
15 39	14 50	Gladstone	13 05	12 20
17 25	15 02	Nepawa	11 35	10 00
19 45	17 00	Minnedosa	10 45	8 40
	18 10	Rapid City	9 00	
22 30	18 48	Snod Lake	8 52	5 05
24 10	19 55	Birtle	7 45	3 30
	22 25	Binscarth	5 10	
	23 45	Russell	3 45	
ARRIVE	ARRIVE	Langenburg	2 30	
	1 05		LEAVE	LEAVE

Trains leave Minnedosa for Rapid City Tuesdays and Fridays at 17.10; returning leave Rapid City Wednesdays and Saturdays at 9. For Langenburg leave Birtle Fridays only at 21.00; returning leave Langenburg Saturdays only at 2.30. For Russell leave Birtle Tuesdays only at 21 returning leave Russell Wednesdays only at 3.45, making connection with main line trains. Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg. For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent Portage la Prairie, or to W. R. BAKER, General Superintendent.

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Chicago Fast Ex. ....	d 25 p.m.	d 7.05 p.m.
Des Moines Passenger. ....	a 25 p.m.	a 7.05 p.m.
Excelsior and Watertown. ....	a 3.00 a.m.	a 8.45 a.m.
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