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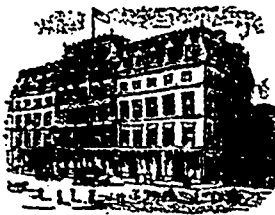
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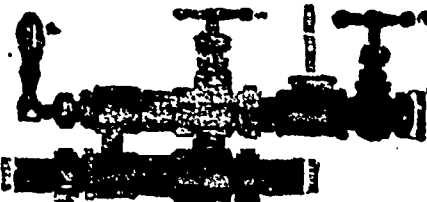
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The Commercial certainly enjoys a very much larger circulation among the business community of the country between Lake Superior and the Pacific Coast, than any other paper in Canada, daily or weekly. By a thorough system of personal solicitation, 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; JANUARY 30, 1888.

L. FRENCH, of Banff, is opening a store at Anthracite.

W. F. ROSS, dealer in shoes, Banff, was burned out.

STONEWALL business men want a telephone system for that place.

THE Ellis house, Manitou, has changed hands. J. Gray is now in charge.

J. FAWCETT, M. D. and drugs, Killarney, is about to remove to Dakota, U.S.A.

THE Regina board of trade will publish a report of the trade of that town for 1887.

M. HUGHES & Co., dealers in furniture, Winnipeg, are about to dissolve partnership.

A NEW passenger traffic to the Pacific coast will likely go into force at an early date.

Bell Farming Co., Indian Head, have sold out their mill and elevator to W. R. Bell.

HENRY COLLINS, dealer in dry goods, Calgary, has sold his tailoring department to Y. C. Kitley & Co.

MCCASKILL BROS., tailors, Winnipeg, are closing out business here and moving to Emerson.

J. B. STEWART, lately in the implement line at Brandon, will open a book and stationery business at that place.

MRS. J. A. FRASER, millinery and fancy goods, Prince Albert, Sask., is giving up business and selling out at auction.

T. H. BROWNLEE will shortly issue a pamphlet showing the desirability of the Brandon district as a field for immigration.

JOHN A. TEES, wholesale grocer, Winnipeg, has admitted D. A. Diamond into partnership under the style of John A. Tees & Co.

ADAMSON & Co. have opened a banking house at Virden, Man.

—BELL, of Winnipeg, has opened a general store at McGregor, Man.

J. J. FORD has opened a livery, and sale stable at Treherne, Man.

PROVINCE of Manitoba bonds were 1 higher in the London market, last week. The Northwest Land Co's. shares had advanced to 3.

THE Brandon Planing Mill Co., Brandon, Man., has dissolved partnership. The business will be continued by J. A. Moor, of the late firm.

THE bankrupt stock of McCORMACK BROS., general storekeepers, Oak Lake, was been sold their stock to M. A. Henderson for 55c on the \$.

NOTICE is given that at the next session of the Legislation of Manitoba, the Northwest Fire Insurance Company, will apply for an act to amend their act of incorporation by granting the company power to insure against loss by hail storms or frost, also for reducing the number of the company's directors.

A NEW railway company, under the name of the Duluth, Northwestern and Winnipeg, has been incorporated at Duluth. It is proposed to open the country which it was expected the old Duluth and Winnipeg scheme would take. The new company is said to have ample capital to carry out its designs. It is claimed sixty miles will be completed next summer, to the Mississippi river, at Grand Rapids.

THE St. Paul, Minnesota, board of trade passed the following: "Resolved, that our senators and members in the present congress be and they are hereby requested to use their influence to secure a commercial treaty with the Dominion of Canada; and resolved, that in the opinion of this board, free trade and uninterrupted trade and intercourse between the people of the United States and the people of the Dominion of Canada of the products of both countries, would be alike advantageous to both.

AT Brandon last week wheat deliveries were fairly active on some days. Total deliveries for the season now amount to over 700,000 bushels. It is estimated that not one-half the crop tributary to this market has yet been brought in. There is still plenty of elevator accommodation. The top price paid farmers last week was 52 cents. From 22 to 25 cents per bushel is the quotation for oats, with a good demand. Fresh roll butter quoted at 18 to 20 cents per pound; pickled eggs 20 to 23 cents per dozen.

THE evidence has been closed in the celebrated case of Mann et al vs. Winnipeg and Hudson's Bay Railway Co., and judgment will be rendered to-day. At the conclusion of the evidence, Justice Killam remarked that after considering the contract between the parties he did not think its terms, gave as contended by the plaintiffs, a right to possession and occupation of the road, except in case the government bonds were not handed over, and the provision having been fulfilled the contractors were not entitled to possession, but only to a judgment for the amount that might be due to them, and he asked council to direct their argument to this point in the first instance,

FORT QU'APPELLE business men will probably organize a board of trade.

MALCOLM THOMPSON has been appointed agent at Rapid City, Man., for the firm of A. Harris Son & Co.

THE goods and chattles of the Huronian Mining Company, Thunder Bay, have been seized by the sheriff.

THE annual general meeting of the Northwest Fire Insurance Co. will be held on Thursday, Feb. 9th, at Winnipeg.

R. B. BARNES & Co. have purchased a stock of drugs and stationery and will open business at Lethbridge, Alberta.

MUNICIPAL treasurers in some of the rural districts report that taxes are being paid more promptly this season than usual.

THE annual general meeting of the Saskatchewan and Western railway will be held in Winnipeg, on Thursday, Feb 2nd, next.

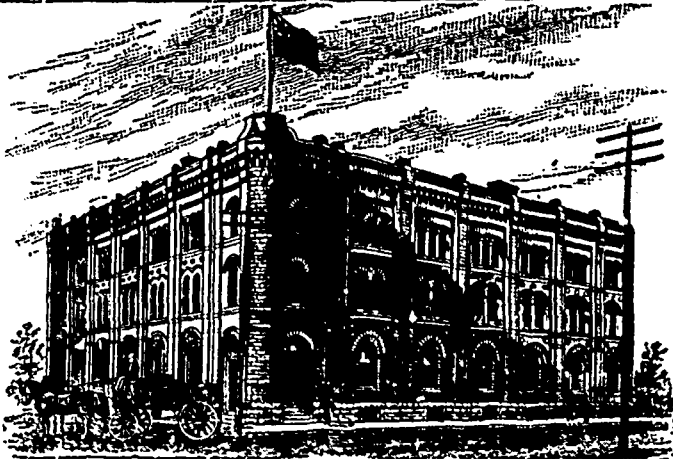
J. D. PIERSON, has sold out his interest in the Commercial Hotel at Maple Creek, Assa., to Cowles & Yerec. Pierson has gone to the Pacific coast, where he thinks of looking for an opening to establish a furniture business.

SIR JOHN LESTER KAYE will bring out two or three hundred farm laborers from Britain in the spring to work on his farms. His scheme, which has been previously discussed, is to establish a number of large farms at different points in the Territories, for stock raising and general farming.

GEORGE H. ROGERS & Co., Winnipeg, have purchased the bankrupt stock of J. A. Wright, of this place, merchant tailor and furnishings. The stock amounted to something less than \$10,000, including fixtures and \$1,800 of book debts, and was sold for 31 cents in the dollar all around.

B. J. BOND, butcher, and C. A. Baskerville, hardware dealer, Winnipeg, were burned out. Bond's loss is placed at \$650; insurance \$500. Baskerville had lately bought out his partner's interest in the business. His loss is placed at \$11,000, including building. Insurance \$3,000. J. C. Sproule owned the building occupied by Bond, and also a vacant shop which was burned, upon which there was no insurance.

A COUNCIL meeting of the Winnipeg board of trade was held on Tuesday last. City engineer Rutan read a paper on the improvement of the water ways of the country. A committee consisting of J. H. Ashdown, Wm. Bathgate, W. A. Hastings, C. N. Bell, C. S. Drummond, G. R. Crowe, J. E. Steen and G. F. Galt was appointed to take up the matter and co-operate with the city council in any steps that may be taken to obtain information and data bearing on the question. The car shortage was next vigorously discussed, and the great loss to the commercial interests if the entire country thereby was set forth. The following resolution was unanimously adopted: "That a committee consisting of the president, treasurer and secretary be appointed to collect information, and devise some definite course of procedure by which the expression of opinion of this board can be made upon the question of the Canadian Pacific railway car shortage, the said committee to report at as early a date as is possible to a general meeting of this board."

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TRADE ONLY.GOODS SOLD TO THE
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SEVERAL complaints have reached us of late from commercial sources of the insufficient baggage accommodation provided by the C.P.R. One car is usually attached to the express trains, which is made to do duty as a mail, express and baggage car. This frequently proves quite inadequate to the requirement, to the great annoyance and loss of commercial travellers and others. Several instances have occurred where commercial men have been obliged to leave their baggage at a way station, owing to the lack of space in the baggage car. With only one train a day, the serious loss to the traveller can be imagined by the trade. The loss of a day in this way may derange a traveller's calculations for an entire trip, and perhaps throw him out of the sale of a bill of goods.

THE Canadian Pacific Algoma bonds to the amount of £750,000, have been placed on the London, England market. The bonds are 5 per cent., first mortgage, in denominations of £1,000, £500 and £100 each, to mature the 1st of July, 1937. The issue price is 98½ per cent. Sir Charles Tupper and Lord Revelstoke are trustees for the bondholders. The bonds have the direct guarantee of the Canadian Pacific, and also a first mortgage on the Algoma branch, which was expressly excepted from the lien of the Canadian Pacific first mortgage bonds and is now free from any lien of Government loans to the Canadian Pacific. The bonds have met with a great reception on the London market, and were taken up actively, a cable stating purchases were being made at 3 per cent. premium. The issue was expected to meet with a favorable reception, from the fact that the old C.P.R. shares and bonds have been steadily rising in the stock markets for some time. It has been asserted in some quarters, that the hints that the C.P.R. monopoly would be bought out at a handsome profit to the company, were thrown out to "boom" the market and prepare the way for the placing of these Algoma branch bonds. At any rate, the faith of the British public in the commercial success of our big monopoly, seems to be daily strengthening, as is indicated by the steady

appreciation in value of C.P.R. bonds and shares.

THE suspension of E. S. Cox & Co., brokers, Toronto, has caused quite a stir in that city. Cox had a number of branch bucket-shops established at different points in Ontario. His Kingston establishment, operated by no less than the Mayor of the city, it is said, has got into bad odor by its failure to meet the gains of its patrons with that punctuality which it expects them to exhibit when they have incurred losses. Operators there claim to be out all the way from \$200 to \$7,000 by the failure. There were a large number of outstanding deals at other places, amounting to many thousands of dollars. Cox has gone to Buffalo, and it is thought by some he will not return. It is claimed that he obtained \$100,000 from the defunct Central Bank, without security. His liabilities are estimated at \$250,000 to \$300,000.

THE Emerson *International* calls for the abolition of the official *Manitoba Gazette*, and its arguments are not without reason. An official mouthpiece may be necessary under our system of Government, but in many respects it may be considered an expensive luxury. As far as giving publicity to acts or announcements, it is a complete farce. Almost any country paper in the province would serve a more useful end in this direction. The *International* states the truth in a more forcible than elegant manner in the following words:—"It is an indirect tax upon every municipality that has lands to sell for taxes or requires official notices; upon every property owner who desires to put his property under the Torrens System; and it increases the cost of that system; and upon every poor devil who gets into the hands of the sheriff, as well as upon other persons and corporations that might be mentioned." The forced publication of the matter referred to by the *International*, in the official *Gazette*, may be considered as simply an expensive and useless form or red tape, and anything which is useless and expensive should be abolished. As it is at present many notices

have to be published in the *Manitoba Gazette* and in the newspapers as well to render them legal, when for all practical purposes the latter are the only useful and necessary mediums through which to make announcements. Here is another chance for our new Government to make a reform.

The Chicago *Journal of Commerce* evidently thinks the United States authorities should retaliate on account of the restrictions placed by Canadian customs officials upon the shipment of grain from Emerson via the Northern Pacific. It discusses the matter in this wise: "Canada has a couple of railways skirting American borders and not under the regulation of the Inter-State, and yet the United States allows them to receive goods in bond in competition with American roads. Besides this it is stated that the Dominion Government has issued instructions to the customs officials in Southern Manitoba to refuse to grant re-entry certificates to parties who desire to ship grain over the Northern Pacific and Grand Trunk Railways to Montreal and other points in Eastern Canada. The object of this is to compel shippers to send their grain over the Canadian Pacific line, no matter how high the freight may be, as parties shipping grain through American territory for Montreal would have to pay duty when the grain reached Canadian territory again, unless entry certificates are granted. Now, is there not some injustice in helping the Canadian Pacific against our own roads? Either have commercial union, reciprocity, annexation or fair trade or no trade."

THERE has been great rejoicing over the opening of the through line via Sault Ste Marie to the East, in a number of directions. Minneapolis greatly rejoices over the establishment of the line from the fact that it is thus given another outlet, independent of Chicago. Though the twin cities of St. Paul and Minneapolis have the choice of half a dozen railways to Chicago, and a summer route thrown in via Duluth and the Lakes, yet they were not satisfied. The great flour men of Minneapolis decided that a line independent of Chicago was a necessity for the prosperity of their industry, and through their efforts mainly the "Soo" line was built. The road will undoubtedly have a large traffic from the start, and will be known as the great flour line. The first train over the road was a flour train, billed through to New England. It will cut the trade heretofore enjoyed by the Chicago roads, and instead of all east-bound winter traffic being subject to Chicago, a portion will now pass hundreds of miles to the north of that city. The people of the two Sault towns naturally went into extacies of delight over the breaking of their winter isolation. Henceforth both winter and summer a vast traffic will be passing their doors between the East and the West. Other railroads will follow, and the narrow neck of land between Lakes Superior, Michigan and Huron will soon form a point of concentration for several trunk roads. A large portion of the traffic of the Northwest, including parts of Minnesota, Dakota and the country beyond, will go and come by the Sault, and with in

creasing settlement this traffic will assume immense proportions. It may be expected that the great water power at the Sault will also be developed, with the opening up of the region to railway communication. With the advantages of both railway and water traffic, it should be a favorable point for the location of manufacturing industries. Montreal also expects to reap advantage from the opening of the new route. Already it is claimed that it will make Montreal a Canadian Chicago. Montreal is certainly so situated that she should profit very materially from the opening of the Sault route, if her business men avail themselves in time of the opportunities placed in their way.

AND what about Manitoba's interests in considering the Sault Ste. Marie route? If half a dozen winter routes and a cheap summer route were inadequate to the requirements of Minneapolis, how is Manitoba to drag along with a single monopoly road? If the Minneapolis milling industry was being crushed by a seven cent rate per 100 pounds on wheat and flour to Chicago, how is Manitoba to prosper with a thirty cent rate on the same commodities to Port Arthur? And yet the very road which is giving Minneapolis and its tributary country an additional outlet, is the one in whose interests Western Canada is bound down by an iron-heeled monopoly. In many parts of Manitoba the settlers are suffering most severely from lack of railroad communication. On this account some have even been compelled to abandon their farms. The progress of the country is seriously retarded. And all the time independent roads are prevented from constructing lines in the country. The C.P.R. people claim they have no money to build roads here, yet they seem to have had no trouble about raising funds to build this Sault and other Eastern lines. Then there is the shortage of cars here which is working such sad havoc to the commercial interests of Manitoba and the West generally. But whilst the trade of Manitoba is allowed to suffer from an almost complete stoppage in the railway service, the C.P.R. Co. will doubtless find plenty of cars to keep up its new Sault and Eastern connections. The Government which forces a railway monopoly on the country, should see that the railway provides at least a half decent service. The people of Manitoba have nothing to say against the Sault route. They hope to have a competing line via the Sault themselves at no distant date. But the opening of that line, and the part the C.P.R. Co. is playing therewith, only brings forcibly to view the great injustice which is at present being done the Canadian West in the the matter of railway monopoly.

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The Commercial

WINNIPEG, JANUARY 30, 1888.

COMMERCIAL UNION FOR BRITISH COLUMBIA.

The San Francisco Board of Trade is in favor of commercial union, as it would, in the opinion of the Board, greatly increase the trade of that city and state. The Board is undoubtedly right in this respect; but the benefit to the trade of California would mean the injury of Manitoba's trade with the Pacific coast. There is now a very large trade between California and British Columbia, both export and import. British Columbia finds the chief market for her large coal output in California, and lumber is also sent in that direction to some extent. With the duties removed from these articles under a commercial union arrangement, the trade would undoubtedly be greatly extended and rendered more profitable to the British Columbia producers. Commercial union would also assist in the development of the fishery wealth of the Pacific Province. On the other hand, many articles in the line of produce, fruits, grains, flour and meal, hogs, sheep, malt, wines, confectionery and biscuits, etc., would be imported more cheaply from the Pacific coast states. These and many other articles are now imported from the United States to some extent, though since the opening of railway communication with the East, Manitoba flour and produce and Eastern Canadian goods have come freely into competition with the imports from the south, to the curtailment of trade in that direction. Without the duties, however, Manitoba and Eastern Canada would stand a poor chance to compete for the British Columbia trade, with the cheap water freights in favor of California and Oregon, and the result would be the complete destruction of the growing trade between Manitoba and the coast.

So far as British Columbia is concerned, the purchase of these goods in the cheapest market would naturally seem to her advantage, and therefore a commercial union arrangement would seem favorable, from a superficial glance at the case. There are, however, other ways of viewing the question. The farmers of British Columbia are already complaining very greatly, owing to outside competition

which they are obliged to meet. Commercial union would render that competition much more severe, and would probably compel many to abandon agriculture altogether. The expense of clearing and cultivating land in British Columbia is a considerable item, and necessitates some protection to the agriculturist. This protection he has against the farmers of Manitoba in the form of very high freight rates, and against the farmers of the states to the south in the Customs duties. Remove the latter and he would be at a disadvantage. Then there are a number of manufacturing industries in the Pacific Province which would be injuriously affected, if not wiped out, by commercial union.

There is also another idea which may be referred to. The climate of British Columbia is very favorable to fruit culture. There is a large market in Manitoba and the Territories for fruit. The possibility of developing the fruit-growing industry in British Columbia with the object of supplying Manitoba and the Territories, has been freely discussed, generally in a favorable way. Under commercial union there would be little probability of extending the fruit-growing industry. Instead of growing fruit for shipment, British Columbia would be almost entirely supplied with fruit from California and the other Pacific Coast States, for the home farmers would not grow fruit to compete with the imported, if the duties were removed.

RAILWAY BONUSES.

The unpleasant situation in connection with the financial affairs of a number of municipal corporations in Manitoba, is a matter of regret. Of course the "boom" was the cause of a great deal of the trouble. In those inflated times of great expectations, there was nothing too great for the future. Towns were expected to become cities in a few years, and there would be no trouble in meeting the expenditures. Property owners usually took the most active part in agitating for expenditure for local improvements, bonuses, etc., with the hope of having their property increased in value and enabling them to sell out at fancy prices. The assessments of the municipalities were inflated to enormous proportions by the purely imaginary values placed upon outside lots, which were really only of value as farming lands, though at the time changing hands freely as town lots. Thus

in the case of the town of Emerson, in 1882, the assessment was placed at \$1,626,970, whereas in 1887, it only amounted to \$293,457, and this last amount is still considered too high. In some other towns the shrinkage in the assessed value, has been even greater. A debt which would not seem very heavy in proportion to the inflated assessment, became enormous when the imaginary value of outside property had disappeared, and the assessment had been reduced to reasonable proportions. As soon as the "boom value" of property had disappeared it was found impossible to collect taxes on worthless "town" lots, and there was nothing left but to place such property in the list as farm lands.

In looking over the position of the embarrassed municipalities, the most striking feature is the fact that in almost every instance the trouble has been brought on by voting bonuses, principally to railways. A large slice of the Portage la Prairie debt was incurred by granting a railway bonus. In the case of Emerson, by far the largest item in the list of the town's liabilities (considerably over one-half the entire debt) was incurred with the same object in view. Gladstone, Morris and Minnedosa owe their financial troubles almost entirely to the same cause. And so on throughout the entire list, almost every municipality having a burdensome debt, can trace it to the cause of giving bonuses, especially railway bonuses. The C. P. Ry. Co. has fallen in for a share of these bonuses, notwithstanding the vast amounts it has been granted in cash and lands by the Dominion, and it still stands ready with an open maw, to extract whatever sums it can from the people in this way, and charge exorbitant freight rates in return. Other railway companies have extorted bonuses from municipalities in the most shameless way, notwithstanding the Government assistance they have received in the shape of land grants and guarantees.

Evidently what is required is legislative enactment restraining this bonus business. Every mile of railway built in Manitoba, has been done, to some extent, with Government aid, either Dominion or Provincial, or both. It would seem but right, that when such aid is granted, the railway corporations should be prevented from accepting bonuses from the municipalities on any conditions. This would prevent the companies from extorting bonuses by threats to build their roads

some distance from towns, and by other well-known, questionable proceedings. If the Legislature had enacted some such measure as this a few years ago, many of our municipalities would not now occupy such unenviable positions financially as they do. But it is not too late to take action to advantage for the future, though too late, to undo the past. There is still a disposition in some quarters to excessive municipal expenditures, in various directions, which should be checked. Stricter legislative control over municipal expenditures, not only for bonuses, but in general, is still required in Manitoba, and could be exercised to advantage. This is a matter which our new Government might find it advisable to deal with.

EMERSON'S FINANCIAL POSITION.

A commission, appointed under the provisions of the Act passed at the last session of the Manitoba Legislature, has lately made an investigation of the financial affairs of the town of Emerson. From statements presented the debt of the town, with interest to Jan. 14th, was summarized as follows; First issue of debentures for traffic bridge, \$35,000; interest, \$12,950. Debentures for fire protection purposes, \$8,000; interest, \$2,960. Notes held by the Merchants' Bank as collateral security for advances on \$30,000 debentures for public improvements, for which judgment has been obtained, including interest for \$45,738; additional interest, \$5,410. School debentures, principal, \$5,000; interest, \$1,520. Federal Bank, \$216,313. Floating liabilities, \$5,542. Eastern Judicial Board, \$4,627. In 1883 the town of Emerson and West Lynne were united as the city of Emerson. This union was dissolved in 1886, and on this account the financial affairs are rather mixed, portions of the debt being chargeable to West Lynne. The Act separating the towns provides that "all liabilities of the said towns before amalgamation are to be assumed and discharged by the towns of Emerson and West Lynne, respectively, and that each is to pay its just share in proportion of all liabilities incurred in the name of Emerson since the amalgamation and before the repeal of the Act of amalgamation takes effect, according as the same shall appear on the last revised assessment roll." The Act, however, further provides that "nothing in the Act shall affect the vested rights of creditors existing at the time the in-

debtedness was incurred." The Ontario Bank has a claim of \$26,700 against West Lynne, for advances made before the union of the two towns, which may be taken as a joint liability. In accordance with the Act of dissolution, the Commissioners have portioned the debt chargeable to Emerson alone as follows:

To the Federal Bank of Canada . . .	\$140,855 21
To the Merchants' Bank of Canada. . .	51,148 57
On debentures issued for the Park street or north traffic bridge. . . .	47,950 00
On debentures issued for fire protection purposes.	10,960 00
On school debentures	6,520 00
To the Eastern Judicial District Board say	3,061 00
On floating liabilities say	5,542 58
Total	\$266,037 36

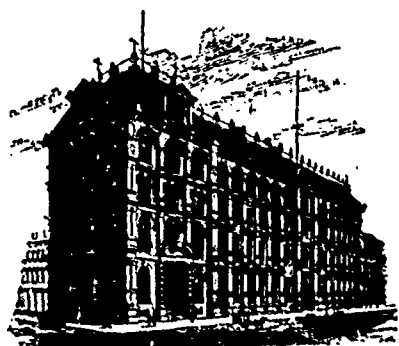
The indebtedness to the Merchants' Bank was for money advanced for improvements, such as building a town hall, grading streets, etc., and for which debentures were handed to the bank as collateral security. The claim of the Federal Bank originated with the building of the joint traffic and railway bridge, for which the bank holds a judgment against the city of Emerson. It will be remembered that this bridge was built as a sort of bonus to the Canadian Pacific Railway Company to connect Emerson with the Southwestern branch. The bridge remains, and is used as a traffic bridge simply. The commission is of opinion that the two bridges cannot be taken into account as assets. The expenditure for fire protection is represented by a steam fire engine, fire hall, water tanks, etc. The first issue of debentures for the bridge, together with the fire debentures, are held by one McLaren, of Ottawa, in trust. The school debentures were expended in purchasing a site and building a brick school. The debentures are held by the Dartmouth, New Hampshire Savings Bank.

In 1882 the assessment of real and personal property of Emerson was \$1,626,970. For 1887 the assessment was \$293,457. This last assessment the commissioners are inclined to think is too high. A large amount of outlying property is now only valuable as farm land, and should only be assessed as such. Besides direct taxation the town has no other source of revenue, save licenses, which would perhaps return \$500 annually. The population is placed at 500. The commission is of the opinion that there are no good reasons for expecting any great increase in the population and

resources of the town, or in the value of its real property. Considering all these various circumstances, the commission has concluded that the gross sum upon which the town can pay interest is \$85,131, or about 32 per cent. of the total indebtedness. Even on this reduced amount the interest which can be met is only placed at 2 per cent for the first year and thereafter at 3 per cent. The expense of maintaining the municipality is estimated at \$4,050, including \$2,000 for school maintenance, which is considered very low. To meet this necessary expenditure and provide interest on the reduced debt, it would require a rate of 20 mills on the dollar for the first year and 23 mills for subsequent years. It is further advised that it would be undesirable to attempt the payment of interest on the debt for the first year, owing to the bad state in which municipal affairs are now placed, and that it would take one year from the date of a settlement with the creditors before the town would be in a position to meet the proposed arrangement.

The above gives in brief the substance of the report on the financial condition of Emerson, and though it will not prove a document of much satisfaction to the creditors, yet it is fully as favorable as could have been expected by those intimate with the situation. On the portion of the debt placed against West Lynne there will also be a loss, as the latter place will hardly be in a position to assume its liabilities in full. These investigations of the financial affairs of the bankrupt towns are not very pleasant to contemplate, and the sooner they are settled and put out of sight the better.

Many are of the opinion that the amount stated by the Commission is really greater than the town is able to carry, and that if a settlement be concluded on this basis it will only result in further trouble later on. The amount does seem rather heavy, but there is the possibility of the town increasing in size and wealth, though the Commission holds out very little hope of progress in this direction. As compared with the report of the Commission which investigated the affairs of Portage la Prairie, the statement regarding Emerson is much less favorable to the latter town. Portage la Prairie, with a population of about 2000, is only considered able to pay interest at 3 per cent on \$113,791. The assessed value of Emerson is also placed at a very much higher figure in proportion to real value, than in the case of Portage, and the latter town is allowed a sum over two-thirds greater for current expenses.



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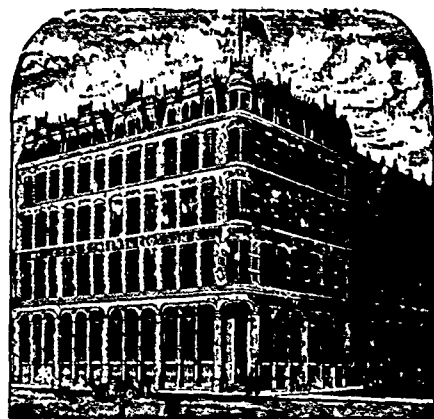
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ton's Artists Materials.

WINNIPEG MONEY MARKET.

The financial situation in the city during the past week has been a little stirred up over the sudden turn affairs have taken in connection with the Federal Bank. Not that anything that would happen to that institution would seriously interfere with business matters here, but at a time when a block to our grain traffic exists, and the demands of legitimate business are taxing the resources of banks heavily, such occurrences have a depressing effect. At present the grain shipped from this country for nearly a month is still in transit, and some all through consignments are even longer so. Under such circumstances the banks are bearing a heavy strain, which is in no way lightened by the increased financial wants in other branches of trade, caused by the want of shipping facilities on the C. P. R. At present the whole Northwest is not realizing by grain export more than \$75,000 a week, whereas grain value for at least half a million dollars a week would go out for several weeks, if shipping facilities could be had. With this pressure upon the country a great scarcity of money in circulation is unavoidable, and only the fact that all calculations are based upon solid values, and not speculation, prevents trouble. Banks make every effort possible to meet regular business demands, and so far have done so, but how they will act with a prolonged block remains to be seen. That there is a feeling of uncertainty existing is a fact, but the uncertainty is all about the immediate present, as the future is clear and solid once it is reached. It is unnecessary to state that, under these circumstances the discount rate holds firm, and only the very best paper will be taken at 8 per cent. In mortgage loans there is practically nothing doing. Interest payments have dropped to a very low ebb, and there is no great effort being made to get new loans out, while money is so high in the east. The nominal quotation for interest is 8 per cent., but several companies are careless about doing business at that figure.

WINNIPEG WHOLESALE TRADE.

The great scarcity of cars for shipping out the crop continues to paralyze business. Directly and indirectly the loss to the country will amount to many thousands of dollars. In the item of interest alone on accounts which would otherwise have been paid long ago, the loss will be great, whilst the scarcity of the circulating medium prevents new moves and creates a feeling of uncertainty, resulting in stagnation of business. The proceeds of the first active movement of crop seem to have been absorbed largely by the agricultural machine men and loan companies, and since then there has not been a sufficient movement to go very far towards reducing overdue store accounts. This state of affairs has retarded buying, and the effect has been felt in almost every branch of trade. The sorting season is therefore passing away with only actual necessities being called for.

BOOTS AND SHOES.

Orders for spring stocks are coming in to some extent still, and now aggregate a respectable total for the season to date. There is

little sorting trade doing as yet, and collections are as tight as ever.

CANNED GOODS.

Prices hold about the same as at the time of our last report; and the movement remains quiet. A despatch says: "Canned salmon is dull, but a firm feeling is manifested, as statistically the stock is in excellent shape. Dealers are beginning to show some interest on the subject of next catch, but packers on the Columbia are not ready to talk business. There are intimations that the opening price will be \$1.50 f. o. b., and should this prove to be the case, the consumption, it is believed, will be seriously restricted." Quotations are: Tomatoes, \$3.25; peas, \$3.25 to \$3.45; beans, \$2.75 to \$3.00; corn, \$3.25 to \$3.40; peaches, (Canadian) \$7.00 to \$8.00; apples, \$3.25 to \$3.50; pears, \$3.25 to \$3.50; plums, \$4.50 to \$5.00; strawberries \$5.25; raspberries, \$4.75 to \$5.25; peaches (California) \$8.50; pears, \$8.00; Plums, \$7.50; apricots, \$8.00.

DRUGS.

The movement continues steady. Prices are: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$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, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.25 to \$2.50; chlorate of potash, 25 to 30c; alum, \$4 to \$5.00; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5.00; sulphur, roll, \$4.50 to \$5.25; American blue vitrol, 6 to 8c.

CLOTHING.

Travellers have been over the road once for orders for spring stocks, though there are a few distant points which have not been finished yet. A number are now on the road for the second trip, and also picking up a few very small orders for immediate wants, though these are very light.

DRY GOODS.

There has been slightly more doing in sorting trade, and light orders for early sorts of spring goods. In heavier winter good business for the season is now practically over. Travellers are out working for spring orders. Cash returns continue very backward.

FRUITS—GREEN, VEGETABLES, ETC.

There is a fair demand for apples, which hold firm. Other staples, such as lemons and oranges, are moving to some extent. Miscellaneous sorts are very low, and not much call for such at any rate. Quotations 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, 360 count boxes \$7 to \$7.50; 420 count boxes \$8.50 to \$9; Malaga grapes in large kegs at \$11.50; Catawbas in 9 lb. baskets \$1.25; cranberries, \$10.50 to \$12 a bbl.

FRUITS—DRIED, AND NUTS.

The only additions to the former variety are filberts at 15c, and Brazil nuts at 17c; other lines are quoted as follows: Dates 10c per lb., in 50-lb. boxes; Valencia raisins, \$2.50 to \$2.65 per box; Morandi's Valencias, \$2.75 to \$3.00 per box; Malagas, London layers, \$3.50; Black Crown, \$5.25. Elemé figs, in different

sized boxes, 18c per lb.; Spanish onions, \$7.50 per crate. Walnuts, 18c per lb.; pecanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c.

FISH AND OYSTERS.

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. Finnon haddies 10½ to 11c. Oysters are steady and quoted: Selects, \$2.10, and standards \$1.90 per gallon. Cans, selects, 40c, standards 35c.

FURS.

Some lots are continually dropping in, but the active season has hardly commenced yet. The feeling is unsettled, owing to the sales which commence at London. Lower prices are expected to rule. In the following range of prices it will be understood that only a No. 1 prime skin will bring the highest figure, and that the bottom prices are for the lowest grade of unprime skins. There are usually about six grades from the lowest to the best quality. This will account for the wide range of quotations, as follows: Beaver, \$1 to \$6 per skin; badger, 10 to 50c, black bear \$3 to \$19; cubs do \$1.00 to \$5.00; brown bear or cinnamon, \$1 to \$17, cubs do. 50c to \$3, grizzly bear, \$3 to \$19, cubs do. \$1 to 12, white bear, \$5 to \$57 cubs do, \$4 to \$17, lynx, 10c to \$2.25, cubs do. 5 to 40c, wild cat, 10 to 30c, timber wolf, 25c to \$2.50, prairie do. 20 to 60c, wolverine, 25c to \$5, panther, 10c to \$2.50, fisher, 25c to \$5, red fox, 15c to \$1.25, kit fox, 10 to 50c, silver, grey or black fox, \$6 to \$40 according to color and quality, cross fox, 20c to \$4, blue fox, 25c to \$9, white fox, 10c to \$1.25, martin, 5c to \$1.50, mink 10 to 60c, muskrat, midwinter, 1 to 6c, otter, \$1 to \$8, do cubs 25 to 75c, raccoon, 10 to 60c, skunk, 5 to 75c. Skins may be so badly damaged or out of season that even the lowest price stated can not be obtained.

GROCERIES.

Trade holds very steady and rather quiet. Prices may be quoted as generally unchanged. Quotations are as follows: Sugars—raw, 7c; yellow, 7½ to 8c; granulated, 8½ to 9c; lumps, 9½ to 10c. Coffees—Rios, from 24 to 28c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan New season's 23 to 46c; 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.

The leading feature of note is a sharp advance of 15 per cent. in shot, to go into effect at once. Heavy hardware is steady and slow in demand. Quotations are as follows: Cut nails, 10d and larger \$3.75; I. C. tin plates, \$3 to \$6.25; I. C. tin plates, double, \$12.00 to \$12.50; Canada plate, \$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 7c per lb.; tarred felt, \$2.75 to \$2.95 per 100 lbs.; barbed wire, 6½ to 7c.

HIDES.

Prices are as follows: Winnipeg inspectio

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 3 1/2 to 4c all around; tallow, scarcely saleable at any price.

LEATHER AND FINDINGS.

Prices are steady as follows: Spanish sole, 28 to 31c; slaughter sole, 30 to 32c; French calf, first choice \$1.25 to \$1.50; Canadian calf, 90c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 75c; slaughter kip, 55 to 65c; No. 1, wax upper, 3 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, 80c in five-gallon cans, or 75c in barrels; harness oil \$1.25; neatsfoot oil, \$1.50; linseed oil, raw, 70c per gallon; boiled, 73c in barrels or 5c advance in five-gallon lots; real oil, steam refined, \$1; castor, 12 1/2c 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, Ecocene, 34c; water white, 31c; sunlight, 27c. Calcined plaster, \$1.25 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.

Quotations are unchanged and as follows: 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 1885, \$6.50, vintage, 1890, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1885 to 1890; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry \$2.50 and upwards; Jamaica rum, \$1.00 to \$1.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; 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 block on the C. P. R. is now complete, and promises to be permanent until spring opens. Even the C. P. R. officials here, while not making any verbal admissions on the subject, are no longer able to deny the utter inability of the road to in any way relieve the present strained condition of the grain traffic. For the week ending January 24th, the number of cars of every class of grain and flour passing east from this city was 268, and since then no record has been forthcoming, and the figures have, we believe, dwindled to a very small number. The block is complete, and the grain business of the whole country is paralysed. C. P. R. officials say relief may come in ten days to two weeks, but parties equally able to judge, say it will more likely be ten weeks, and in fact until lake navigation opens, or at least until snow disappears, there will be practically no movement of grain out of the country. At

the exchange meetings time is passed in prospecting in future business, and the near future is not seriously considered. Dealers are sullen and silent, and wear a look of unutterable disgust. On Friday, after hard plying, two members admitted that No. 1 hard was worth equal to 58c on track here, with 1 northern and 2 hard at 2c less, but even these quotations they considered purely nominal, for no business could be done with the block. Such was the status quo with the close of the past week.

FLOUR.

Mills are running and storing all their flour here, no shipments of any consequence being made either eastward or westward. The local trade is also far from lively, so that matters all round are quiet. Prices are steady here and as follows: Patent, \$2.15; strong bakers, \$1.90; XXXX, \$1.40; superfine, \$1.20.

MILLSTUFFS.

The brisk shipping demand still exists, and millers are using the few available cars for these products. Brand is still held firm at \$12 a ton and shorts at \$14.

BARLEY.

Only a few cars were heard from during the week. On Thursday one of No. 3 changed hands at 35c, but for brighter cars of the same grade as high as 38c was offered. Feed is scarce and is held at 30 to 32c.

OATS.

The feeling in the city has been easier during the week, mild weather greatly increased street receipts, and buyers have lost much of their anxiety. The highest paid for even milling lots was 31c, and 30c was the general figure.

OATMEAL.

Prices still keep trending upwards, although the demand is not heavy. The week closed with standard quoted \$2.60; granulated \$2.75; and roller oats \$3.

EGGS.

Prices hold at 25c per dozen in case lots, for pickled, which are the only quality obtainable in quantities.

BUTTER.

There is very little movement in butter to any quarter. The call from the city trade is very light, retail dealers here being stocked by farmers. A few inquiries have come from outside points, but there does not appear to have been any considerable movement in such lots, prices usually being considered too high. Receipts have not been quite as large of late, and stocks of choice are by no means heavy. There is, however, a large quantity in the market of what is here called good, though it is really only a good medium. From 17 to 18c appears to be the price at which most dealers are holding for what is called No. 1 here, though the movement is so light that these quotations are about nominal. Medium is irregular, and prices depend on bids. Sales of such were reported at from 15 to 15c.

CHEESE.

The business done is still confined to the sales of the wholesale grocers and provision dealers, and this has been light. Good qualities still sell at 13c.

LARD.

Local in 20 lb. pails held at \$2.30, and Chicago at \$2.25.

CURED MEATS.

The tendency is to higher prices. Home

cured quoted as follows: Long clear bacon, 11 to 11 1/2c; breakfast bacon, 14 to 14 1/2c; rolls, 12 1/2 to 13; hams, 14 1/2 to 15c; pork sausage, 10c per pound.

DRESSED MEATS.

Beef is firm. Sides are quoted, No. 1, 6 to 7c; No. 2, 5 to 6c. Hogs hold steady at 7 1/2c; mutton, 10c.

POULTRY.

Chickens are higher and in good demand and quoted at 9 to 10c; turkeys 13 to 14c; ducks and geese 11c.

HAY.

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

T. L. BRAY, of Wolsley, Ass., has cured a large quantity of pork for summer trade.

A. STEWART, baker, Morden, Man., has opened a restaurant in connection with his business.

J. McCART, of Winnipeg, and lately with McLean Bros., will go into partnership with D. Robinson, general merchant, Portage la Prairie.

T. B. WINNETT's furniture store at Banff, was burned to the ground on Saturday night. The fire was caused by the stove becoming red hot and igniting the wood-work. Loss, \$1,000 to \$1,500; no insurance.

The refusal of the Canadian Customs Department to grant bonding facilities to the Northern Pacific at Emerson, is attracting attention at Washington. Retaliation against Canadian railways is talked of. It is a nice state of affairs when such a petty piece of business is allowed to endanger international relations, simply to protect the C. P. R. against legitimate competition.

A MONTREAL despatch on Friday said: "Rumor came from the west to-day that the Federal Bank had closed its doors. Happily this proved to be incorrect, but at the same time it appears pretty well certain that the bank is seeking temporary assistance from Montreal banks. It is stated that the Federal will shortly be absorbed by the Dominion Bank."

The following comparative statement of customs receipts for 1886-7 at Regina, Assa., has been prepared:

	1886.	1887.
Value of goods dutiable..	\$ 9,807 00	\$ 8,480 00
" " " free.....	3,443 00	9,570 00
Total.....	\$3,250 00	\$18,050 00
Duty collected.....	\$2,602 00	\$ 2,686 74

A new tariff for west bound freight went into effect on the Canadian Pacific railway on Thursday the 25th inst. The tariff operates from Winnipeg to Victoria, Vancouver, New Westminster, Port Moody, Hammond and Port Haney in British Columbia; Tacoma, Seattle and Port Townsend in Washington territory, and San Francisco, California, and is as follows:—

	1	2	3	4	5	6	7	8	9	10	11
	2.80	2.20	1.75	1.55	1.25	1.15	1.00	95	85	80	80

The rates for the 11th, 12th, 13th and 14th class freight is the same as 10th class, 80c. The tariff is governed by Pacific coast classification westbound. Rates to Nanaimo, B. C., will be 10c per 100 lbs on all classes in excess of above figures.

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WHOLESALE DRY GOODS,
MONTREAL.

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

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MEDICINE HAT, - - - ASSA,

Headquarters for commercial travellers and tourists. Good sample rooms and clean and comfortable sleeping apartments.
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285 MAIN STREET,
FURNITURE WHOLESALE AND RETAIL Coffins and Caskets of every description in Stock. A great variety of Trimmings. Undertaking a specialty. Undertakers furnished on reasonable terms. Telephone.
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TOMATOES A SPECIALTY.

W. A. SNYDER & CO., - PROPRIETORS
Awarded Silver and Bronze Medals at the Toronto Industrial Exhibition.

Factory: 121 & 123 Front Street East
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ASK YOUR WHOLESALE FOR OUR GOODS.

J. H. ASHDOWN,
Wholesale Dealer & Importer of all kinds of

Shelf and Heavy Hardware,
STOVES AND TINWARE,
PAINTS, OILS AND GLASS,
RAILROAD and MILL SUPPLIES,

The Trade furnished with our Illustrated Catalogue on application.

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Lumber, Shingles and Lath,

DOORS AND SASH.

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

PASSENGER DEPOT, WINNIPEG.

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WHOLESALE

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NEW FIRM, NEW GOODS.

203 and 210
McGILL STREET, **MONTREAL**

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Wholesale Boots and Shoes

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Samples with **W. B. McArthur,**
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A Full Assortment of Drugs, Patent Medicines and Sundries at Lowest Prices.

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For Sale by all Leading Houses.

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Near McGill Street,
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JAMES O'BRIEN & CO.,
Manufacturers of Clothing

—AND—

Importers of GENTS' FURNISHINGS,

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VICTORIA SQUARE, MONTREAL

OGILVIE MILLING CO.

Mill at Point Douglas.

Capacity - - - 750 Barrels per day.

OFFICE:—Corner King and Alexander Streets, Winnipeg.

A Full Stock of Patent Hungarian, Strong Bakers' and Spring Extra Flour; Oatmeal, Pot and Pearl Barley, Graham Flour, Cracked Wheat, Bran, Shortst, Ground Feed, Otas, Barley.
Wheat buyers at all C.P.R. Shipping Stations

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Capital, - - - - \$1,250,000.
Res., - - - - 125,000.

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Importers and Wholesale Dealers in

Wines, Spirits and Cigars.

365 MAIN STREET,

WINNIPEG.

EASTERN MARKETS.

CHICAGO

Wheat was dull and easy on Monday. May opened at 82½c or ¾c under Saturday's close, advanced ¼c, and then fell slowly away to 82¼c, closing at 82¼c. Near futures moved little. The decrease in the visible supply for the previous week was announced to be 882,000 bushels, nearly one-third of which was at Minneapolis. Closing prices were:

	Jan.	March.
Wheat	78	76½
Corn	47½	48½
Oats	—	—
Pork	13.85	—
Lard	7.35	7.42½
Short Ribs	7.42½	7.50

On Tuesday May opened at 82c, and ranged from 81½ to 82¼c, closing at the bottom. January opened at 75½c, advanced to 75¾c, and fell away again. Trading was dull. Closing prices were:

	Jan.	March.
Wheat	75½	76½
Corn	47½	48
Oats	—	—
Pork	13.85	—
Lard	7.32½	7.40
Short Ribs	7.40	7.47½

Wheat was dull and active by spells on Wednesday. The break in pork brought on the late decline. The dealing in pork was of a professional nature. Closing prices were:

	Jan.	March.
Wheat	76½	76½
Corn	47½	48
Oats	—	—
Pork	13.85	—
Lard	7.32½	7.37½
Short Ribs	7.40	7.50

May Oats, 33c; May Pork, \$14.27½

Wheat opened strong and ¾c higher on Thursday, but weakened, May going down to 81¾c. A sharp advance in pork again strengthened prices, and caused an advance to opening figures. May closed at 81¾c. Pork advanced 40c, but lost some of the gain. Closing prices were:

	Jan.	March.
Wheat	75½	76½
Corn	48	48½
Oats	—	—
Pork	14.12½	14.25
Lard	7.37½	7.42½
Short Ribs	7.45	7.55

May Oats, 33½c; May Pork, \$14.52½

Friday was a strong day in wheat, prices advancing steadily and closing ¾c higher. The advance was caused by the report that leading operators were investing heavily in wheat. May opened at 81¾c, and advanced, closing at 82¾c. Pork was strong, and opened 7¼c higher for May, declined 5c, and then advanced steadily. Closing prices were:

	Jan.	March.
Wheat	76½	77½
Corn	48½	49½
Oats	—	—
Pork	14.35	—
Lard	7.57½	7.62½
Short Ribs	7.55	7.65

Prices closed on Saturday, as follows:

	Jan.	March.
Wheat	76	—
Corn	—	—
Oats	48	—
Pork	14.15	—
Lard	7.47½	—
Short Ribs	—	—

MINNEAPOLIS.

The Northwestern Miller says:—"Wheat has now lost five cents of the eight which it gained in the November-December bulge, and it has less friends to-day, apparently, than any other speculative article except pork. The simple facts are that the recent bulge was a wild one, and as was here said at the time, too rapid and heavy to be sustained for any great length of time. Prices are now very close to the bottom, in the opinion of conservative observers, and it is safe to look for liberal buying of wheat, both by foreign consumers and native speculators, at present values." On Thursday closing price were from 1 to 1½c lower than a week ago, and were as follows:

	Jan.	May.	On track
No. 1 hard	76½	80	78
No. 1 northern	75	78½	76½
No. 2 "	73	76½	74

Quotations for flour in car lots were:—patents, \$4.15 to \$4.25; straights, \$4 to 4.15; first bakers', \$3.40 to \$3.65; second baker's, \$2.85 to \$3.00; best low grades, \$1.75 to \$1.85 in bags; and dog, \$1.40 to \$1.50, in bags.

Of the flour market the Miller says: "There is no life in this market, and prices have declined heavily without attracting purchasers. Some heavy sales of patents at the low figures now ruling are reported from New England, but otherwise there is no movement. The heavy purchases made in November-December by British buyers are beginning to arrive and have apparently gorged the market to such an extent as to preclude new business."

DULUTH WHEAT MARKET.

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

	Cash	Jan.	May.
Monday	76½	76½	81½
Tuesday	—	76½	81½
Wednesday	—	75½	80½
Thursday	—	75½	80½
Friday	—	76½	81½
Saturday	—	76½	81½

MONTREAL MARKETS.

GRAIN.

There was little to note in the way of change. Quotations were: Red winter wheat, 85c to 87c; white winter, 85c to 87c; spring, 83c to 85c; No. 1 hard Manitoba, 86c to 87c; No. 2 do, 83 to 84c; No. 1 Northern, 83 to 84c; peas, 72½c to 73c per 66 lbs. in store; oats, 40c to 41c per 34 lbs; barley, 65c to 70c.

FLOUR.

Strong bakers, \$4.10 to \$4.30.

OATMEAL.

Oatmeal quoted: Standard, \$5.20; gannulated, \$5.45; rolled meal, \$5.75; rolled oats, \$6.00, in barrels.

DAIRY PRODUCE.

Butter is weaker, and as the month has passed away without any export movement, holders are becoming anxious to sell. Quotations will be shaded. Prices: Creamery is quoted at 20c to 22c; townships, 17c to 21c; western, 15c to 18c; medium and low grades, 10c to 14c; cheese is quoted at 9c to 9½c for medium; 10c to 10½c for fine; and 11c to 12c for finest.

MISCELLANEOUS.

Dressed Hogs, car lots, \$6.90 to \$7.00; small

lots, \$7.25 to \$7.40; eggs, 17c to 18c; fresh, do, 18c to 20c; turkeys, 8c to 9c; geese, 6c to 7½c; ducks, 7c to 9c; chickens, 5c to 6½c per pound; mess pork, \$17.50 per bbl; city hams, 11½c to 12c; bacon, 10½c to 11c; shoulders 8½c; Tallow, 3½c to 4c; lard, 9½c to 9½c.

MONTREAL STOCK MARKET.

The following quotations on January 27th as compared with prices on the same day of the previous week, will indicate the course of the stock market:

	Jan. 19th		Jan. 27th.	
	Offered.	Bid.	Offered.	Bid.
Montreal.....	217½	217½	218	217½
Ontario.....	112	110	113½	110
Toronto.....	195	190	199	191½
Merchants.....	124	122	125	124
Dominion.....	—	—	—	—
Commerce.....	111½	111	112½	112
Imperial.....	—	—	—	—
Federal.....	—	80	55	—
Molson's.....	140	133	—	132½
Union, ex. div.,.....	95	89½	95	90
N. W. Land Co.....	58	56½	58	57
C. P. R.....	61	60½	69½	59½

Another Order.

What are we coming to? The C. P. R. issued an order on Saturday to the effect that no grain would be received for shipment east of Port Arthur. Verily the ways of monopoly are past finding out. The country would be just about as well off with no railway at all, and then people would know what to expect. Railway monopoly has been most disastrous to this country from the commencement, but never more so than during the past few months.

A CORRESPONDENT writes: Leitch Bros. have leased the mill at Moosomin and intend remaining there with part of their staff about two months.

CONSIDERABLE excitement was caused in the city on Friday by a despatch to the effect that the Federal Bank was in difficulties. There was quite a run on the local branch here, but the bank remained open all day. The bank is known to have sustained heavy losses some time ago, but the election of a new board of directors very recently, gave renewed confidence, and the stocks advanced ten point. It now appears that the new directors, after an investigation of its affairs, have decided to wind up the bank. Since the failure of the Central Bank, there has been a steady run on the Federal, and it is said about \$1,500,000 have been paid out. In consequence of the loss of public confidence the bank will be wound up. The other chartered banks have given necessary assistance, and note holders and depositors will be paid in full.

"ISAAC."

"Vatt?"

"I see der brice uf t'read vas goeing oop."

"Yah."

"Rip dose buttons on dose coats what haf got two t'reads and stitich dose buttons mit one t'read. You hear, Isaac?"

MUNROE & CO.,

Wholesale Dealers in

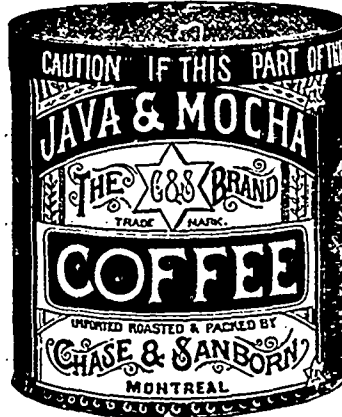
Wines, Liquors and Cigars

OF THE BEST BRANDS

9th STREET, BRANDON.

THE BEST

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



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

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

525 Main St., WINNIPEG.

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

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

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THE LEADING COMMERCIAL HOUSE.

Free Sample Rooms for Travellers. Opposite C.P.R. Station.

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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

Works,

Manufacturers of Hydraulic, Steam and Hand Power Passenger and Goods Elevators,

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McCLARY MANFG CO.

OF LONDON, TORONTO, MONTREAL, WINNIPEG, AND LONDON, ENG.

Manufacturers of

McCLARY'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 Show Rooms and Offices,

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Samuel Gray,

Manufacturer of

SASH, DOORS, BLINDS

Mouldings, Stairs, Handrails, Newels
Baulsters, etc.

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pared to furnish the trade with the above mentioned
articles manufactured from the very best seasoned dry
cedar and white pine. All work guaranteed. Correspond-
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British Columbia Soap Works,

Manufacturers of a full line of

LAUNDRY SOAP

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Red, White and Blue Mottled Soaps,
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FULLY EQUAL TO ANY IN USE.

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Fruits and all kinds Produce

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Colonial Hotel,

WESTMINSTER, B.C.

Largest hotel in the city; centrally located in
business portion. Headquarters for tourists
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rooms, etc. Fire-proof building. First Class.

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

PRODUCE AND COMMISSION

MERCHANT,

Vancouver, B.C.

MANITOBA PRODUCE a Specialty.

Consignments Received in All Lines.
Correspondence solicited.

British Columbia.

A. & W. Wilson; tinsmiths, Victoria, will
erect a large business block in that city.

The matter of providing for free postal
delivery for Victoria is being considered.

Geo. Jones has opened the Cowichan hotel at
McPherson station, on the Island Railway.

Henderson Bros., Vancouver, have received
a car load of very choice Eastern creamery
butter.

The recent cold snap played havoc with the
water pipes in Victoria, and gave the plumbers
a rich harvest.

An empty hotel building at Donald, known
as the Branch, was burned last week. Loss
\$500; no insurance.

Alexander Begg has arrived at Victoria
to interview the Government regarding the
scheme to settle a large number of Crofters
in the province.

J. H. Grady, from Winnipeg, has leased the
old Winnipeg house, Vancouver, and has
opened it as a first-class hotel under the name
of the Britannia.

The saloons and hotel bars now close in
Westminster on Sundays in compliance with
the Sunday Closing Act. A great deal of
opposition was manifested at first to the
enforcement of the act.

The following are the customs returns for
Vancouver, for the six months ended Dec. 31,
1897, the first since the place was made a
customs port: Duties, \$26,469; Chinese tax,
\$1,736; miscellaneous, \$659. Total, \$28,864.

The steamship Mexico has arrived at Van-
couver from San Francisco with 232 tons of
freight, as follows: Boston, 241 bales of
scoured wool; Hartford, 79 ditto; Englewood,
Ill., 5 packages household goods; Toronto, 50
boxes dried fruit.

E. G. Prior has been returned to the
Commons for Victoria by acclamation. He will
support the Government. The vacancy was
caused by the resignation of Mr. Shakespeare,
who accepts the position of postmaster at
Victoria.

A Victoria dispatch says: Hon. John Rob-
son, acting premier of the province, has secured
a verdict of \$1,000 and costs against Mr. Suter,
editor of the Westminster Guardian, for libel.
Editor Suter imputed sinister motives to Rob-
son in influencing a case in the assize court and
said he ought to be in the chain gang.

The Spallumcheen country is settling up
rapidly. This is one of the farming districts of
British Columbia. A roller flour mill, the first
in the province, has lately been established
there, and the supply of wheat is said to be
sufficient to keep the mill at work. Kamloops
is the market town, though some distance
away.

Vancouver Herald: It is reported that
times are pretty lively around Granite Creek,
where there are 150 white men and 200 China-
men wintering with a good stock of provisions.
Many miners have gone to Rock Creek where a
boom is expected next spring on account of the
late discovery of quartz ledges which are said
to be very rich. Rock Creek is surrounded by
beautiful grazing lands, and many people in-
tend taking up land for stock raising purposes.

O'Brien & Hill, saloonkeepers, Victoria, B.C., have dissolved partnership; S. O'Brien continues alone.

Louis Davis, of the late firm of Davis & Fleishman, has purchased from James H. Ross, assignee for Woods & McBride, the bankrupt stock of the latter estate at Donald, at 43 cents on the dollar, and \$100 for the building.

The estate of Wilson Bros & Co., founders, of Victoria, is now in the hands of trustees and it is the intention of the creditors to allow them to continue the business. If the concern does not prove successful in their hands it will be wound up. These trustees assume no financial responsibility. Liabilities are \$21,000 and the assets, plant, etc., are valued at \$33,000.

Affairs at the Westminster fish hatchery are progressing very favorably, and already a large number of young fry, about 1,000,000, have been hatched, and will soon be sufficiently well developed to be sent out to battle in the world of waters. Mr. Mowat, the Inspector of Fisheries, has put eggs to the number of about 4,000,000 in the different waters of the province.

The death has been announced at San Jose, Cal., of Joseph Spratt, a well-known citizen and pioneer of Victoria. Mr. Spratt was the founder of the Albion Iron Works, now the largest industrial institution of the province. He was also interested in shipping. The foundry was sold to a stock company in 1882, and about a year ago he undertook the establishment of a machinery depot at Victoria, in connection with A. Gray, an institution which was described a few weeks ago in this journal.

The Canadian Pacific Navigation Co. has cabled their acceptance of the terms of the shipbuilding firm on the Clyde for their new steamer, which, as before stated, will cost in the neighborhood of \$200,000, and will run between Victoria and Vancouver. In the course of a couple of weeks Capt. J. Irving will leave for Scotland and will personally superintend the construction of the steamer, which he states will be fitted out with every comfort and convenience, and furnished and ornamented with the best of material. The steamer will be completed and ready to go on the route by August next.

Capt. Clarke, of Winnipeg, who was in charge of the agricultural section of the Canadian exhibit at the Colonial and Indian Exhibition in London, 1886, of the Canadian exhibits at the Jubilee Exhibitions in Liverpool and Saltaire, 1887, and will be in charge of the Canadian section at the coming International Exhibition which opens in Glasgow in the spring, is at present doing the province. He will visit the different settlements so as to be able to answer from personal knowledge the many questions asked him in the Old Country by intending emigrants, concerning British Columbia.

General Notes.

There are now about 60,000 bales of raw cotton, in value about \$3,000,000, used annually in the Dominion—an increase in ten years of nearly fifty thousand bales. There are altogether in the Dominion about half a million of spindles employing about nine thousand hands, with an invested capital of about eight million dollars.

A number of failures throughout Ontario have resulted from the assignment of W. J. McMaster & Co., of Toronto.

Twenty-one creameries were in operation in Ontario last season, turning out an aggregate quantity of 764,630 pounds of butter. The average price obtained by the different creameries for the season ranged from 19½ to 22½ cts.

A stringent law against the fraudulent sale of butter substitutes has gone into effect in Great Britain. The law provides that such butter substitutes shall be branded with the real name, in a conspicuous manner, under pain of heavy fine for infringement.

The receipts of hogs in Montreal from Nov. 1st, 1887, to Jan. 10th, 1889, aggregate 30,011 head, against 22,610 head for the corresponding period last year, showing an increase of 7,401 in spite of which there has been an advance in prices over those of a year ago.

The *Illustrated London News*, (American edition) is to hand this week full of interesting illustrations, gathered from various parts of the world. With this number commences a new story of "Adventures in a House Boat," which cannot fail to be interesting.

Brazil coffee forms the basis of the supply for this country. The visible supply is 255,000. The expected Brazil crop due shortly is believed to be larger than ever. No fears are entertained of a scarcity.

At a meeting of the creditors of Thibadeau, Girard & Co., wholesale dry goods, Montreal, last week, a statement was submitted showing the liabilities \$37,953, and assets \$58,120. A proposition for quarterly payments was made and will probably be accepted.

Hamilton, Brown & Co., wholesale clothiers, Montreal, assigned on Wednesday last, liabilities, \$40,000; assets, about \$24,000. The mysterious disappearance of Lawrence C. Rose, one of the partners, who was a defaulter with \$10,000, is the sole cause of the failure.

In an article on dairy produce in the *London Quarterly Review* the writer says: "Canada has doubled her exports of cheese, having improved the quality and gained in reputation, while the Americans have been ruining the reputation of their cheese, by depriving it of cream and introducing lard and other kinds of fat."—The *Toronto Empire* sees in this an argument against commercial union.

Montreal Journal of Commerce: We have some complaints from Western traders concerning the quality of the yellow refined sugar in the market. They say it contains considerably greater proportion of moisture of late, and that its inferior sweetening qualities and impurities are beginning to tell upon the housewife's preserves. There is a gaining tendency toward the general use of granulated, which, since the recent organization, has been of uniformly good quality—from 99 to 99.5 per cent. of pure saccharine.

Montreal Journal of Commerce: The sugar combination has now succeeded in forcing all but one wholesale grocery firm in this city into its ranks. The combine's rate for granulated is now 7½c, less 2½ discount, whilst to non-consumers it is 7½c, or a difference of about 85c a barrel, which those outside the combine have

to pay. Yellow are 6½ to 7c, but there is hardly any obtainable. In addition to this, the only firm now outside the ranks is bound to buy two barrels of yellow sugar for every barrel of white they require, which in the present state of the supply, practically cuts them entirely off so far as Canadian refineries are concerned.

Henry Taylor, the defaulting president of the London Bank, was committed for trial at the assizes duly. The Grand Jury brought in a true bill on two counts, one for embezzlement of \$5,000, the other for \$10,000. The case was adjourned to the spring assizes.

Western Trade Notes.

EDWARD LEE, shoemaker, Portage la Prairie, has commenced business in his line at Neepawa, Man.

A postoffice was opened on February 1st, at Langenburg, on the M. & N. W. Railway, with C. Hinek as postmaster.

The total amount of money realized at the late sale of lands for taxes at Fort William, reached the sum of \$4,709.36.

The Rat Portage Council lately passed a motion asking the C.P.R. to change its timetable so that trains would pass that place in the day time, instead of at 11.30 p. m. and 4 a. m. as at present. Better station accommodation was also demanded.

A committee from Rapid City has arranged with the Municipal Commissioner for a settlement of the \$2,000 due by that town to the judicial district. One half the amount will be paid, and the commissioner has agreed to wait until the next tax sale for the balance.

An application for incorporation is being made by "The Chinook Belt and Peace River Railway Company," authorizing and empowering the said company to construct a railway, at or near to, or between Calgary and Gleichen, thence to at, or near the town plot of Edmonton, and thence to the Peace River in the Northwest Territories of Canada, with the usual powers to build a telegraph or telephone in connection therewith.

Calgaryites are greatly exercised over the natural gas question, and only lack of funds prevent the council from making a test for gas. The *Tribune* thus refers to the subject: "There is scarcely a citizen who does not believe that a test should be made, and not many would not be in favor of the Town Council making the test if they had the means to do it. As to that, the Town Council, if it was certain of making a successful test, would be quite justified in spending the money. There can be no doubt of that. But there is an element of speculation in such a test, and question is,—supposing the test was unsuccessful, could the town stand the loss? We believe ourselves that the test would be successful, and in such a case this town would be in a more blessed condition than any other on the continent. Out of the revenue that would be obtained from natural gas all the liabilities and current expenses of the town could be met and taxation practically done away with. Besides this the cost of fuel and light would be only a fraction of what it is now,—so cheap that if a manufactory or a smelter were about to be established in the Northwest it would necessarily come to Calgary."

OUR PACIFIC PROVINCE.

VICTORIA INDUSTRIES.

Our last letter dealt with the lumbering and kindred branches of industry established at Victoria and throughout Vancouver Island. A few miscellaneous references will close our brief review of the trade of Victoria. The biscuit and confectionery branch is one which has so far been overlooked. There are two cracker factories in the city doing a wholesale trade. Manitoba flour is used in these establishments for mixing, but Oregon flour is mainly used for biscuits. The main competition in this line comes from Oregon and other parts of the Pacific Coast States, where crackers and biscuits are manufactured very cheaply, owing to the low prices of flour. Eastern competition is not so much felt in this line. A good deal of attention is given to the manufacture of pilot bread, sometimes known as hard tack. Ships' bread, another variety of hard tack, is also largely turned out. Pilot and ships' bread are supplied largely to the marine trade. M. R. Smith, proprietor of one of the establishments, has been established since 1858. Though burned out last summer, he went to work at once, and was soon in shape to continue business again. He has the contract for supplying the British war ships at the Esquimalt naval station. Nesbitt & Co. are proprietors of the other cracker factory. This firm has also been established since 1858. In confections W. J. Tippins does the principal business, and puts up candies, etc., for the jobbing trade. He is enlarging his establishment with the intention of prosecuting his wholesale trade more vigorously.

PORK PACKING

is an industry which is carried on to some extent at Victoria, though under certain disadvantages. The home supply of hogs is not sufficient for requirements, and the live animals have to be imported from Oregon, Washington Territory and Montana. Then the cured product has to compete with imported provisions. Packing is therefore principally for local use, those who like a nice, fresh quality of goods being willing to pay from one to two cents more than for the imported article. On account of the cool climate, packing can be carried on to good advantage. Formerly hogs brought a very high price at Victoria, 10 cents per pound live weight being a common price. Last fall, however, they could be laid down at Victoria from the States; duty paid, at 5½ to 6 cents live weight. On account of the gradual decrease in the price, the home farmers have given up growing hogs to a great extent, as they consider that 6 cents per pound live weight does not leave a sufficient margin. The inference is that either British Columbia farmers are in a hurry to get rich or they must find other branches of agriculture very profitable, for the price named certainly should afford a large profit, though even higher prices are now paid for home-grown hogs. W. W. Evans & Co. do a pork-packing business. The founder of the business—established in 1858—retired on a competence some time ago, which shows that the industry has been a profitable one in times past, even with the big prices paid for hogs. Some beef is also cured. Van Volkenburgh & Bro. do a large trade as wholesale and retail butchers and

packers. They have branches at Westminster and Vancouver, and also run ranches in the Kamloops district and at Calgary, Alberta. They report the supply of cattle sufficient for local requirements. Cattle were worth 3 to 3½ cents at Victoria, and beef retailed at 7 to 12½ cents, with choice cuts running up to 15 cents. Sheep are extensively imported from the States to the south, and are worth about 3½ cents at Victoria, at a close price, live weight. Julius Burran also does a pork-packing business exclusively.

Wagon and carriage manufacturing is an industry which was formerly carried on to a considerable extent. Of late, however, eastern competition has greatly curtailed the business. There is a certain amount of work done in special lines and for articles out of the ordinary style, or for parties who want an extra good rig and can afford to pay for it in proportion; but standard lines of carriages and wagons are now mostly imported from the east in car lots.

In a country such as British Columbia, which may be termed the sportsman's paradise, it is but natural to expect a large development of the sporting goods trade and gun manufacture. There are a number of establishments in this line, of which Henry Short's is the best known. Mr. Short is a practical man, having learned his trade with the Richardsons and Allshorts, of Cork, Ireland. He established business in Victoria in 1862, as gun and rifle maker and importer. General sporting goods, fishing tackle, pocket cutlery, pipes, fancy lines, etc., are also handled, in which branches a jobbing trade is done.

BEVERAGES.

There are two establishments doing an extensive business in all kinds of aerated waters and temperance beverages, biters, extracts, essences, etc. These are A. Phillips & Son and C. Morley. From the number of breweries in Victoria, one would think that the people must be excessive beer-drinkers. None of the eight or nine breweries established in the city, however, manufacture on a very extensive scale, which will account for their number. The malt is all imported, and some effort has been made to procure malt from Winnipeg, but the freight rates were found too high. The malt can be laid down from California; duty paid; several dollars per ton cheaper than from Winnipeg. Home barley is malted to some extent, but the quantity procurable is very limited. The hops used are grown in the province, and there is a surplus grown for shipment, usually to Eastern Canada, but sometimes to the United States. The province is well adapted to hop culture. If the freight rates could be reduced so as to allow of the importation of malt from Manitoba, quite a trade could be worked up in the article. About 450 tons of malt are used annually in British Columbia.

MILLING ON THE ISLAND.

The Saanich flour and oatmeal mill, though not strictly a Victoria institution, is worthy of special notice from the fact that it is the only industry of the kind on Vancouver Island. It is located in the Saanich district, 20 miles north of Victoria, and is owned by Brackman & Ker. Saanich is one of the principal farming settlements on the island. Of late the proprietors have been importing oats to some extent from

Manitoba, owing to the high prices demanded by local farmers. The mill was established in 1870. It is the only oatmeal mill in the province. The introduction of roller process flour has curtailed the flour output of the mill.

The harness and saddlery business is carried on to some, but not to a large extent. English and California saddles are largely imported, and also Eastern Canada harness. Harness of home manufacture are mostly of fine goods for the city trade. The leather used is largely imported, though there is no reason why leather should not be almost entirely made at home. There is a plentiful supply of hides of good quality, suitable for harness leather. Hides are shipped out of the province to a considerable extent, green hides usually going to San Francisco, and dry hides to New York and the east.

Among the institutions of Victoria are also a match factory and broom factory, of which fuller particulars were not learned. Also job printing and lithographing establishments.

R. T. Williams is the proprietor of the *British Columbia Directory*, an annual publication covering the entire province, and giving a great deal of information about the country. The directory is a most useful volume, and includes many features of interest not usually found in such publications. In connection with the publication of the directory, a general book-binding, ruling, blank book manufacturing and stereotyping business is done. The business was established in 1862, and has grown until large premises are now required. The main building is 29x45 feet, office 15x20 feet, stereotyping room 40x10 feet.

THE PRESS.

This brief glance at Victoria would be incomplete without some reference to the press. The press of Victoria, as in other cities, is sometimes spoken of unfavorably by those who are very incompetent to give an opinion as to its value. The writer once heard a would-be critic condemning his local paper because it did not issue a sheet equal to the *London Times*, and this in a city of less than 25,000 population. So in Victoria, those ignorant of the cost of publishing a paper compare the local publications with those of large centres of population, and wonder why the local paper cannot issue a sheet which will compare with these metropolitan journals. When the cost of publishing a paper at Victoria is taken into consideration in comparison with the field which the paper has to work in, the people have every reason to feel proud of their local press. Victoria is a very expensive place for the publication of a daily paper, and the field, though very large, is small when the matter of profits is considered. The vast area of the province, computed at over 350,000 square miles, over which a total population of less than 50,000 whites is scattered, makes the publication of a provincial daily journal an arduous undertaking. There are three daily papers, the *Colonist* and *Standard*, morning, and the *Times*, evening. All issue weekly editions as well. The *Colonist*, now published by Ellis & Co., is an enterprising journal, and perhaps the most widely known paper in the province. It was established in 1858, and is therefore now in its thirtieth year. The cost of telegraphic matter published

in the *Colonist* exceeds that of eastern papers which have a field many times larger than the entire population of British Columbia. If the people of Victoria would consider these facts, they would be more inclined to appreciate the efforts made to supply them daily with the news of the world. The *Standard*, published by C. McKay Smith, is also a widely-known publication. Mr. Smith is one of the old-timers of the province. He travelled all over the country in the early days, and is one of the best informed men in Victoria regarding the history of the country. The evening journal—the *Times*—does not date its establishment as far back as its two morning contemporaries, but it has been rapidly coming to the front. It is managed with ability, and has shown great push and enterprise. The *Times* is published by the *Times* Publishing Company, and connected with it is J. C. McLagan, a well-known journalist, formerly of Winnipeg. It is the intention of the company to add a job printing department. The *Colonist* has very complete job printing and lithographing departments.

Business East.

ONTARIO.

Jos. Morgan, dealer in hats, Belleville, has assigned.
 Albert Johnston, grocer, Brockville, has assigned.
 Jno. S. Boswell, grocer and hardware dealer, Cannington, has sold out.
 Jas. Hay, grocer, Carleton West, has assigned.
 Wm. Bell, dealer in tins, Chatham, has sold out.
 Geo. McNaughton, grocer, Chatham, has assigned.
 J. C. Dixon & Bros., wool manufacturers, Dundas, have compromised.
 J. R. Kenedy, hotelkeeper, Fordwich has sold out.
 Ed. Llewellyn, printer, Hagersville, has assigned.
 Luke Doyle, hotelkeeper, Hamilton, is offering to compromise.
 Jas. Henigan, gents' furnishings, Hamilton, has assigned.
 E. L. Schwarz & Co., dealers in cigars, Hamilton, are reported to have left.
 B. Winnifrith, grocer, Hamilton, has compromised.
 H. C. Green, lumber dealer, London, is offering to compromise at 50c in the \$.
 J. D. LeBel, lumber dealer, London, is compromising.
 John A. Thorburn, grocer, London, has assigned.
 Isaac Webster, grocer, London; style now Webster & McCutcheon.
 H. King, furniture dealer, Morrisburg, has assigned.
 Booth Bros., furniture dealers, Orillia, have dissolved.
 Chas. McPherson, dealer in groceries and staves, Orillia, has sold out grocery.
 W. M. Matthews, hotelkeeper, Owen Sound, has called a meeting of creditors.
 Wm. McMaster, carpenter, Peterboro, has assigned.

Hugh Monro, grocer, Hamilton, is dead.
 Lawrence Way, general storekeeper, Tamworth, has assigned.
 G. O. Tester, general storekeeper, Fecterville, has assigned.
 Hogan Bros, bakers, Tilsburg, have assigned.
 W. Fistbrook, dealer in cigars, Toronto, has sold out.
 Wm. Lailey & Co., dealers in dry goods, Toronto, Wm. Lailey of this firm is dead.
 Jos. Aber, hotelkeeper, Wallaceburg, has sold out.
 Sloan & Mason, wholesale grocers, Toronto, have dissolved partnership, and have been succeeded by Sloan & Cowther.
 Aber & Son, dealers in harness, Wallaceburg, have gone out of business.
 R. H. Menzies, general storekeeper, Burks Falls, has sold out.
 J. C. Glover, dealer in billiards, Carleton Place, has sold out to G. McPherson, jr.
 Mrs. R. H. Couse, grocer, Fergus, has sold out.
 Gerhard Rheintzen, dealer in furniture, Florence, has sold out.
 G. D. Hawkins & Co., shirt manufacturers, Hamilton, has sold out to E. Van Allen & Co.
 Cyrus King, grocer, Hamilton, meeting of creditors held 23 inst.
 John Dunn, brass foundry, London, has assigned.
 Luney & Parsons, masons, London South, have dissolved; Luney continues.
 Jas. H. Noble, jeweller, London, bailiff in possession.
 M. G. Froats, dealer in furniture, Midland, is offering 25c in the \$.
 Keefer & Co., dealers in dry goods, Mitchell, Sheriff in possession.
 H. Buller, blacksmith, Thamesville, has advertised to sell out.
 Neal & Laidlaw, jewelers, Sarnia, have dissolved partnership; Laidlaw continues.
 H. Rochleau, dealer in clothing, Sarnia, has sold out.
 Barry & Co., grocers, Strathroy, have sold out.
 Blackburn & Hodges, office furnishings, Toronto, have dissolved.
 S. C. Kanady & Co., lumber dealers, Toronto, have suspended.
 Bartholomew Spain, tailor, Toronto, called a meeting of creditors for 24 inst.
 Thompson, Flanagan & Blong, butchers, Toronto, have dissolved.
 W. H. Sanford, druggist, Tottenham, has removed to Schömburg.
 A. E. Patching, hotelkeeper, Windsor, has sold out.
 R. S. Pritchard, grocer, Wyoming, has sold out.

QUÉBEC.

D. McCormack, shoes, Montreal, has assigned.
 R. M. Levine, general storekeeper, Fox River, has assigned.
 Michael F. Chahill, picture frames, Montreal, has assigned in trust.
 Granger & Martin, agents, Montreal, have dissolved.
 I. C. Grant, hotelkeeper, Montreal, called a meeting of creditors.
 A. Labelle, confectioner, Montreal, has assigned.

Wm. Rutherford & Sons, lumber dealers Montreal, have admitted Wm. Rutherford, jr., as partner under same style.
 Eugébo Senecal & Fils, printers, Montreal, have dissolved.
 Jos. Hamel & Co., wholesale dry goods dealers, Quebec, have admitted Earnest Hamel as partner under same style.
 H. Moffatt & Frere, painters, St. Henri, have dissolved.
 Emery Lefebvre, general storekeeper, Coteau Station, has assigned.
 H. Charlebois, dealer in shoes, Hull, has called a meeting of creditors.
 L. A. Lafortune, dealer in dry goods, Joliette, stock advertised for sale.
 Alfred Pare, Lachine, stages, has assigned.
 Beane & Frere, restaurant, Montreal, have dissolved.
 J. G. H. Brown, wholesale clothing, Montreal, called a meeting of creditors.
 A. Busseau & Co., tobacco, Montreal, have compromised.
 Michaud & Bronillet, shoe manufacturers, Montreal, have dissolved.
 A. Robitaille & Fils, dealer in shoes, Montreal, have compromised.
 Atkison, Garratt & Co., Japanese goods and J. S. Thompson & Co., auctioneers, Montreal, were burned out.
 B. Baker & Co., rubber stamps; M. Mitcheals, tobacco, Montreal, stock damaged by fire, smoke and water.
 P. A. Roux, general storekeeper, Stanfold, demand of assignment made on him.

NOVA SCOTIA.

J. J. Lawley, carriages, Jacksonville, has assigned.
 F. Thos. Fortune, grocer, Low Point, has assigned.

NEW BRUNSWICK.

C. E. Burnham & Sons, furniture, St. John, have dissolved.
 M. L. Harrison, stationer, St. John, has assigned.

Good prices have been realized at the Rapid City tax sale.

The *Emerson International*, in discussing the debt difficulty, says: The proportion of our indebtedness which the Commissioners have decided we are able to pay is larger than we expected they would find, and it is doubtful if the ratepayers will feel that they are able to shoulder that amount. At the same time, before deciding to reject the amount, it is well for property owners to consider the matter seriously. For our own part, we do not hesitate to say that we believe that it would be better for the town to accept the report of the Commissioners and agree to pay the amount named, rather than have the matter drag along further, with the possibility, in case of refusal, of the creditors harassing us and putting us to cost in attempts to collect their claims. One thing is certain, that so long as this huge indebtedness hangs over us, our town will make no progress whatever, but will decay and dwindle away. With a settlement at the amount named, there would be some chance for the town to grow—some encouragement to make an effort to secure the establishment of industries and new enterprises here, and some hopes of succeeding.

THE great shortage of cars has not alone been felt in moving the wheat crop. During the recent cold snap there was almost a coal famine at several points along the railway. At Calgary the supply was about exhausted, though there was plenty of coal awaiting shipment at the mines a few miles west of that town, for the movement of which no cars could be obtained. At Brandon the supply of soft coal ran out completely, and the citizens were obliged to fall back on Pennsylvania coal, which could only be obtained at the exorbitant price of \$13 per ton. An empty coal bin at a time when the mercury is trying to escape through the bottom of the thermometer is not a very encouraging feature, but it is something very liable to occur so long as our railroad affairs are in the hands of a monopoly.

An interesting barbed wire case has lately been decided. The proprietor of a concern at Delhi, Ont., has just won a suit in the lower courts against the barbed wire millionaire monopolists, the Washburn & Moen Company. The defendant proved that a mechanic named Alvin Morley was the inventor of his style of fence, and had exhibited it at a fair in Delhi in 1859. Morley has since died in an insane asylum. It will be remembered that the Washburn & Moen Company have been able to obtain a royalty on barbed wire fencing through a claim that they had bought up all existing patents on barbed wire. This defeat, if sustained in the higher courts, may mean the effectual breaking up of the monopoly.

THE new postal convention which has just been concluded with the United States makes the territory from the northern boundary of the British possessions to the northern boundary of Mexico one postal union. Anything can now be sent from the United States to Canada or from Canada to any part of the United States, which can be put into a package that will not weigh more than four pounds and six ounces. The new treaty simply adds to the provisions of the existing conventions the right to send mail matter of the fourth class. Each country makes the regulations for the collection of customs on dutiable articles, but the customs are to be collected in each instance at the post office of address, and the person addressed will be to no inconvenience except to go to the post office and pay the duties as assessed by the customs office. The amount will be stated on a slip attached to the package by the assisting customs officer at the exchange office, from which the package will be forwarded to destination.

THE new Conservative organ at Toronto—*The Empire*—has so far proved itself a valuable addition to the newspaper press of Canada. It is newsy, well printed and well edited, and considering its avowed party proclivities, moderate in tone. If the *Empire* will continue to uphold its party principles in a dignified and logical manner, it will set a worthy example to the party press of Canada. The constant bickering and grovelling abuse descended to by many party paper, has long been disgusting to intelligent readers. The *Empire* certainly has a weakness for discover-

ing tall chimneys and new and growing industries, whose importance are greatly enhanced by a glance through protectionist spectacles, but this may be considered a pardonable fault. It certainly is more excusable to magnify the prosperity of the country than to take the opposite course of belittling everything. After the continuous pessimistic whining of the *Mail* in its doleful forecasts of the future of Canada, it is certainly a relief to turn to the *Empire* and find something in a more cheerful strain, even if tinged with party enthusiasm. It is to be regretted that some of Canada's leading journals have descended to the course of speaking disparagingly of their country, its progress and prospects, merely to make a point against the Government and its trade policy. Such action cannot but retard the development of that national sentiment so much needed in this country. The absence of these pessimistic views from the columns of the *Empire*, will render that paper cheerful reading to Canadians who have a desire for the welfare of their country.

THE press and public of British Columbia and Victoria city especially have been greatly exercised over the withdrawal of the subsidy from the San Francisco steamers. At the time of the union of British Columbia with Canada, the Dominion undertook to grant a subsidy to a line of steamers carrying mails between San Francisco and Victoria. Lately the Postmaster General has announced the withdrawal of this subsidy, hence the trouble. The announcement created surprise amounting to almost consternation at Victoria, and drew forth the strongest condemnation. The Victoria board of trade took up the question and protested vigorously, and the Provincial Government has also entered a protest against the discontinuance of the subsidy. A large carrying trade is now being done between San Francisco and Vancouver, in goods for shipment over the C.P.R., and it is feared at Victoria that the withdrawal of the subsidy will lead the steamship company to run their vessels direct to Vancouver, without calling at Victoria. The Vancouver people are not opposed to the withdrawal of the subsidy, as it will in no wise affect their local interests. On the other hand many Vancouverites would be tickled to have the San Francisco steamers abandon Victoria, as they look upon their growing city as a coming rival of the commercial metropolis of British Columbia. Owing to the large trade which is being done between Victoria and California, it is hardly likely that the steamers would pass Victoria notwithstanding the withdrawal of the subsidy. Still the Provincial Government has good ground for complaint. As the agreement for the subsidy was one between the province and the Dominion, it certainly seems an arbitrary proceeding to summarily withdraw the subsidy without the consent of the provincial authorities.

THE Minneapolis *Northwestern Miller* has come out in opposition to the reduction in the Manitoba wheat grades. The *Miller* should remember, however, that the reduced Manitoba grades are still higher than the highest grades of hard wheat in the United States. The new

Manitoba regulations, (which will not go into force before the commencement of the next crop year) call for three grades of hard wheat of a higher quality than any United States grades. There is first the grade of Manitoba No. 1 hard, which is of a higher standard than the corresponding grade at Duluth. Then there is the grade of Extra Manitoba hard, which calls for almost a pure hard wheat, weighing at least 62 pounds to the bushel, and which is the highest wheat grade in the world. Then there is the grade of No. 1 hard white fyfe, which calls for a very much higher quality of wheat than any Duluth or Minneapolis grade. If the *Miller* will consider these facts, it will certainly see the injustice of its charge, that the Manitoba wheat regulations will encourage the growth of soft wheats. If the Manitoba grades, which are the highest in the world, will encourage the growth of soft wheats, what about the Duluth and Minneapolis grades? From the *Miller's* reference to changing seed, it would be inferred that that journal would like to have Manitoba kept as a preserve to furnish Minnesota and Dakota with a quality of seed wheat which they cannot obtain at home. The following is what the *Miller* says on the subject: "The Canadian Government has made sweeping changes in the Manitoba wheat grades, the effect of which will be to put a premium upon the use of soft wheats for seed in the Northwest. This is a matter in which every miller of hard spring wheat takes a deep interest, whether the farms affected lie above or below the international boundary. When the grain of one section of the hard wheat belt deteriorates, it is necessary to secure fresh seed from some far distant section, a measure which has always proved effective in grading up the crop of the affected section. If the farmers of one section are encouraged in the use of soft wheats, which, although yielding better for a few years, are not hardy and are liable to all sorts of diseases, the benefits heretofore enjoyed by changing seed will be nullified, and great deterioration in quality of grain and grades of flour from the hard wheat belt will speedily become apparent. We have heretofore taken a very decided stand on this question. Instead of official action tending toward the lowering of the value and a deterioration of grades, we have urged the adoption of measures compelling the use of good seed and the inauguration of a system of inspection of seed grain. We hold that the man who offers soft and diseased wheat on the northwestern markets is as much a foe to society as the man who adulterates sugar, or coffee, or the other necessities of life. We have laws against adulteration and we need laws preventing the use of soft and diseased seed grain, not only wheat, but other grains as well. We hope to live long enough to see such laws enacted and enforced, and we again enter our earnest protest against the action of the Canadian Government, as having a most unwholesome and mischievous tendency."

The Government of British Columbia has decided to appeal from the recent decision of the Supreme Court to the Privy Council on the subject of the ownership of the precious metals within the railway belt in that province. By the terms of union between British Columbia

and Canada the province undertook to give to the Dominion lands to the extent of twenty miles on each side of the Pacific Railway towards the construction of that road. The Dominion contends that the mineral wealth contained in these lands was conveyed as well as the lands and timber. The Provincial Government has since claimed that the grant did not include the precious metals, and was only intended as an ordinary Crown grant to a settler which excludes the minerals from conveyance. The question came before the Supreme Court, and was decided in favor of the Dominion, two justices dissenting.

Lumber Cuttings.

Last year's lumber exports from Ottawa were \$3,900,000.

Vancouver lumber dealers have adopted the strictly cash system.

The Dono Appollo, has gone to Chemainus, B.C., to load lumber at Croft & Angus' mill.

The cost of the C.P.R. snow sheds in the Rocky Mountains is said to have been fully \$70 per foot.

The ship Pacific Slope, from Honolulu, has arrived at Moodyville to load lumber for Sydney, Australia.

A fire in the drying house of the Royal City Mills, at Westminster, was got under control with a comparatively small loss.

The mills at Norman, (Rat Portage), intend starting again as soon as it is mild enough to run the machinery conveniently.

The barque Vikar, has completed loading at the Hastings Mill, Vancouver, B.C., and sails for Melbourne, Australia. Her cargo consists of 607,268 feet of rough lumber, 17,122 feet of pickets and 30,870 laths. The barque Dilbuhr also completed loading at the same mill and cleared for Valparaiso, South America, for orders. Her cargo consists of 196,773 feet of flooring, t & g., and 715,665 feet of rouge lumber, valued at \$10,322.86.

Alexander MacDonald, contractor for the first 50 miles of the Northwest Central Railway, returned on Tuesday evening from a trip to the Riding Mountains on the Little Saskatchewan River, where he has let a contract for 50,000 ties, to be delivered at the crossing of the railway below Blackwell's mill, to McConnell and Brown of Oak River. These contractors have got fairly to work, and Mr. MacDonald is very much pleased at the comfortable quarters they have in the bush. An organ in a lumbering shanty is not met with every day, but McConnell and Brown can boast of this mark of civilization.

Victoria Times: It is learned that a powerful syndicate is being organized to purchase the property known as the Hastings Saw Mill concern at Vancouver. The property is a valuable one, as it embraces in addition to the mill plant and buildings a large extent of leased timber ground. The proposal is to replace the present machinery and buildings with new ones, erected specially for the purpose of carrying on an extensive shipping trade. Everything will be modern. There will be a double set of buildings and machinery, one of which will be

devoted to the export trade and the other to the local and home market. It will be one of the largest concerns on the coast, giving employment to a considerable number of employees directly and indirectly, and be of great advantage to Vancouver.

The Calgary Lumber Co., has applied to have their letters patent extended to give them power to engage in the manufacture of bricks and tile and to mine for coal and other minerals.

A large gang of carpenters and laborers are engaged in the construction of a grain shed at Fort William. Its dimensions are by no means small, as the foundation laid is 100x500 feet, and the building when completed will have a storing capacity of 500,000 bushels. The timber used in the construction is the best that can be procured, and is brought all the way from New Westminster, British Columbia. Why the Company should look to B.C. for the timber they need is a problem we are unable to solve. Our mill owners here claim to be able to furnish as good a quality of timber as can be found in the Dominion, and at prices not to be compared with what it cost the Company to procure their supply on the Pacific coast and lay it down here.—*Fort William Journal*.

Grain and Milling News.

Manitou Mercury: The grain buyers had a racket the other day and oats boomed up to 29 cents.

R. F. Lyons, a Carberry dealer, has arranged with G. M. Ray to buy grain for him at Newdale, on the M. & N. W. Railway.

Flour is being shipped from the Fort Qu'Appelle, Assa. mill to Montreal, though it has to be hauled by team 20 miles to the railway.

The receipts of grain at LaRiviere are far in excess of facilities for storage, and it is probable a warehouse with a capacity of 20,000 bushels will be erected there soon.

James Stirton is making arrangements for the erection of a large grain warehouse at Pilot Mound. The material has been contracted for and the building will be made ready for the reception of grain as quickly as possible.

Mitchell & Bucknell have their new mill at Millwood, on the M. & N. W. railway completed and in operation. It will have 100 barrels capacity. The building is 46x32 feet in size and 50 feet high.

The new flour mill at Holland, on the Manitoba Southwestern railway, will be completed in a few weeks. It will prove a great boon to the settlers, as it will be the only one in the large district surrounding.

About \$5,000 in shares have been subscribed toward the proposed erection of a flour mill at Macleod, Alberta. It is now thought that the mill is assured, and that there will be no difficulty in getting a sufficient quantity of wheat in the district to keep it running.

It has been denied by the parties interested that they have been favored with differential rates on wheat shipped from Manitoba. The meeting held by the Winnipeg grain men to consider the matter resulted in nothing definite, though the circumstances which led to the charges certainly looked suspicious.

N. Bawlf, of Winnipeg, has completed the erection of a grain warehouse at La Riviere, Man.

Notice is given that a by-law to raise the sum of one thousand dollars by the issue of debentures for the purpose of adding in a flouring and grist mill at Oak Lake, Man., has been submitted to the council of the municipality of Woodsworth, and that a vote of the ratepayers will be taken on the twenty-first day of February.

Minneapolis Northwestern Miller: It is a significant fact that the average increase in our domestic consumption of wheat for the past fifteen years has amounted to over two million bushels per annum, so that we now require about 38,000,000 bushels more than we did in 1873. At this rate it will not be long before we shall eat our wheat crop, and unless we increase the production proportionately we shall cease to be a wheat exporting nation. It seems inevitable that our wheat will soon go abroad in the shape of flour exclusively, and we should therefore remove all obstacles from the path of exporting millers as rapidly as possible.

At a meeting of the Winnipeg grain examiners, held on Wednesday, Deputy Grain Inspector Horne submitted some wheat samples and asked that they be graded in conformity with the official regulations. This was done owing to certain strictures which had been passed upon Mr. Horne's grading. The samples were submitted under oath, as the actual grain taken from the cars in question. The examiners were not acquainted with the grading which Mr. Horne had given the grain, but their unanimous ruling was afterwards found to agree precisely with the deputy inspector's. Mr. Horne's decisions were therefore upheld. It would be well for dealers to avail themselves of the provision of the Inspection Act, when they feel dissatisfied with the grading of wheat.

H. J. SAUNDERS, grocer, Winnipeg, has assigned in trust to R. J. Campbell.

E. J. DARROCH has decided to close his general store at Newdale, Man., and has moved his stock to Minnedosa. He has been engaged buying grain at the latter place for some time, and has found it inconvenient to continue the store at Newdale.

THE Algoma House, Port Arthur, Ontario, Merrill & Hodder, proprietors, has lately been completed, and was opened on January 1st last. The new building forms a handsome addition to the blocks of Port Arthur, and shows the progress which the town is making. It is a solid brick structure, with 56 feet frontage and a depth of 84 feet. The location is an excellent one, being convenient to the business portion of the town, railway station and steamship landings. A splendid view of the lake is also commanded from the house. The house is fitted throughout with all modern conveniences, including hot air heating, water pipes, bath rooms, etc. There are fifty bed rooms, all comfortably heated. The proprietors intend giving special attention to the commercial trade, and with this object in view have provided good accommodation in the way of sample rooms for travellers.

Canada's Cotton Trade.

We learn from enquiries that the year just closed proved on the whole very satisfactory to the cotton manufacturers of the Dominion, all the mills having been kept fairly well occupied, and the demand for goods being maintained much better than was expected in the early part of the year. As a precautionary measure the mills running on grey goods closed down for ten days during the holidays, which reduced the output about a thousand bales and will probably cause for some time a scarcity of this class of goods. Stocks of cotton goods at the close of the year were reported comparatively light, probably less in proportion than those of any other branch of staple manufactures. The output for the year is placed at not less than \$9,000,000, while the stocks held by the mills on January 1st, all told, will not exceed a million of dollars, or less than two months' production. We are informed on good authority that the Hochelaga, by far the largest mill in the Dominion, carried over into the new year considerably less than \$100,000 of manufactured goods, or less than a month's production. This mill has been paying its shareholders for the past two years quarterly dividends of 2½ per cent. and we are informed will show a handsome surplus at its annual meeting next month. The variety of goods now made, compared with four years ago, is simply marvellous. Previous to the crisis in the trade in 1883 gray and white cottons and a few colored shirtings, ticks and denims, were about all the principal lines produced; since then one of the largest mills that of the Montreal Cotton Company, situated at Valleyfield, has entirely changed the character of its production so that it may be said not to be making a piece of goods to-day similar to what it did four years ago. This company, we understand, has lately ordered some very fine finishing machinery which will enable it to compete with goods made in either England or the United States. The Montreal Cotton Company commenced paying a quarterly dividend of 2 per cent. last February, which rate, it is expected, will be continued; indeed, so well is the company doing that some of the directors talk of an increased distribution to 2½ per cent. quarterly. The Merchants Cotton Company, whose mill is located at St. Henri, have done remarkably well during the last year under the new manager, Mr. Eaton, and it is expected will commence paying regular dividends in a short time. The Kingston Cotton Company, we are led to believe, are also doing well and are contemplating some considerable improvements. The Stormont Cotton Company, under the management of Mr. Turner, has been rapidly taking a front place in the manufacture of all kinds of colored goods; they are at present producing over four hundred patterns of different kinds of goods, from a heavy cottonade down to the finest gingham and dress goods. The Canada Cotton Company are turning out a very fine class of goods, and, it is understood, are now doing very well. Owing to the loss made last spring by the flood they were prevented from continuing their dividend, but there is every prospect this will be resumed at an early date. We also hear of the eastern and western mills all being busily employed, and, no doubt, all making more or less money.

Should 1888 turn out as good as the previous year, and there is no reason to doubt that it will, there is every cause to expect a satisfactory business all along the line. There are now about 60,000 bales of raw cotton, in value about \$3,000,000, used annually in the Dominion—an increase in ten years of nearly fifty thousand bales. There are altogether in the Dominion about half a million of spindles, employing about nine thousand hands, with an invested capital of about eight million dollars. *Montreal Gazette.*

Dunn's Weekly Review.

R. G. Dunn & Co's weekly circular issued on Jan. 20th from New York, reports business throughout the country as rather quiet. The railroad and miners' strikes are stopping many manufacturing establishments. The poverty of miners causes serious apprehension among traders who remember their losses after the strike of 1875. The iron association reports 6,417,184 tons of pig made last year year, a gain of 13 per cent., but unsold stock increased 84,913 tons. No. 2 foundry iron for pipe has sold for \$17, and sales of 20,000 tons of rails are reported at unchanged prices. In wool prices again favor buyers. Stocks at Boston were 6,000,000 pounds larger than last January, but rather smaller at New York. The demand for woolen goods is moderate, but prices are very little below those of last year. Cotton goods are in strong demand, with some advance in price. In leather trade does not improve, but the boot and shoe trade is better than usual for the season. A better demand for rubber goods is reported. Nearly all the speculative markets are weak. In stocks the average price is 1½ lower than a week ago. The general level of all commodities is now about 50 cents on \$100 lower than on January 1. Money is returning to New York from the interior in large volume. The business failures of the United States and Canada for the week number 314, against 301 for the corresponding week last year.

It is said plans are being prepared for the erection of an opera house at Calgary, by a Toronto capitalist.

The surveyors of the N. W. Central have reached the Qu'Appelle river, and are now locating the line from the valley to the height of land north of the Assiniboine.

W. E. Green, of Lafferty & Smith, bankers and financial agents, of Moosomin, who has been in charge of the business there some four months, went west last week to Calgary, to take charge of the business there. Christie again takes charge of the business in Moosomin.

Patents have been issued freely recently for Lake of the Woods properties, 14 having been granted in December, including Pine Portage, but it is not probable it will become general until decision of Privy Council, soon. Many of the surveys were made by O. B. Davidson, and the Ontario Government will not recognize them, as he was a Dominion Land Surveyor, and interested parties should take care that a Provincial Land Surveyor re-survey their claims.

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