

THE COMMERCIAL

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No. 12



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Peace and Plenty

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Our representatives are now on the road with full line of Samples. It will pay you to wait for them.

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"Best Made."

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Write business.
Write more business each year.
Develop, not work out a territory.
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Make his policy holders recommend him to their friends.
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THE COMMERCIAL

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

Twenty-First Year of Publication.

ISSUED EVERY SATURDAY.

Subscriptions—Canada and the United States, \$10 per annum in advance, or \$25 when not so paid; other countries \$25 in advance.

Changes for advertisements or stop should be in not later than Thursday morning, or which profess to express the opinion of this journal, will not be inserted.

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

Office Merchants Bank Bldg. Tel. 234
D. W. BUCHANAN,
Publisher.

WINNIPEG, NOV. 29, 1902.

NEW QUARTERS.

The business office and editorial rooms of The Commercial have been moved to the new Merchants' bank building, Main street.

THE MILLING INDUSTRY.

The fact that wheat and oats are being shipped from Manitoba and the Territories to the United States for milling purposes would indicate that there is a great extension of the cereal milling industry here. Wheat and oats cannot be shipped from this country to the United States for consumption there, owing to the prohibitory tariff which the United States has imposed on these grains. The United States law, however, permits the importation of these cereals in bond for milling purposes. The grain is imported in bond, ground in bonded mills, and the product is shipped away from the mills in bonded cars. The entire product of the grain so imported must be exported.

It is obvious that if United States millers can import our grain and grind it for exportation, under the hampering restrictions imposed by the customs regulations, it could be more profitably ground here, at the source of supply, and where there is freedom from any such restrictions. While this industry is rebated in the case of grain ground in the bonded mills, the bonding restrictions must add something to the cost of milling, besides hampering the freedom of the miller in the purchase of the raw material and the sale of the product. Another thought occurs in connection with this business. Our raw material is being taken to the United States to be manufactured, and is then shipped to British markets, where it comes into competition with our own manufactures in the same class.

That there is room for a large expansion of the cereal milling industry here is further indicated from British trade statistics. Great Britain imports approximately about 450,000,000 bushels of flour, of which less than 25,000,000 bushels came from Canada for the year 1900. The great bulk of this flour is purchased from the United States. The rapid development of our agricultural districts in the west now ensures a permanent supply of the raw material for flour milling. It is

the one industry above all others which would seem best adapted to this country.

The United States has probably almost reached its limit in the production of wheat, in proportion to population. Hereafter the home consumption of wheat in that country will probably increase faster than the increase in the wheat crop, thus reducing the exportable surplus. On the other hand, it is certain that the production of wheat in western Canada will continue to expand rapidly for many years. There will be no lack of the raw material here for flour milling, while in the United States millers are beginning to talk of the necessity of having access to Canadian supplies, in the interest of their industry. Canada should certainly have a much larger share of the British flour trade, and conditions would now seem favorable for a large expansion of our cereal milling industry.

GRAIN TRANSPORTATION DIFFICULTIES.

The railways have not done as well as was expected of them in moving the grain crop of Manitoba and the Territories this season. After the experience of last year, with grain blockades it was expected that the railways would provide such additional equipment as would enable them to handle the crops very much more expeditiously this year. The result, however, has shown that there has again this season been a great deal of trouble from congestion of grain storage facilities at country points. Reports are continually coming in of blockades at country markets, from points here and there all over the country. It is true the railways have handled more grain than they did in the same period of last year. Up to the 15th of November the Canadian Pacific Railway had delivered over 2,000,000 bushels more wheat at Lake Superior ports than was handled by that company for the same period of last year. This increased movement, however, has not been sufficient to prevent much congestion in the grain trade at interior points in Manitoba and the Territories. The season has been a very favorable one for marketing the grain early, and this has of course made it more difficult to keep country points clear. There has on the other hand, however, been a large increase in storage accommodation at country points compared with available space a year ago, and this increased storage is an assistance to the railway, in the direction of lessening the probability of blockades.

One difficulty the railways have experienced this season is the increasing tendency among farmers to demand cars to load direct. The Manitoba Grain Act, which is now in force, compels the railway companies to supply cars to farmers for loading grain. This of course greatly hampers the railways, and it is about a reasonable to expect the farmers to throw out their weight by the hand fall process, as it would be to expect the railways to handle the grain crop promptly on the basis of direct loading of cars by individual farmers. It would be practically impossible to handle the crop promptly, if any considerable quantity is to be loaded direct to cars during the busy season. At the same time, the principle that the farmers should be supplied with cars, if they wish to ship in that way, seems reasonable. Mr. D. McNicoll, second vice-president of the Canadian

Pacific Railway, is said to have stated that the direct loading to cars to country points in terms of the Manitoba Grain Act has lessened the use of their rolling stock and motive power in the west fifty per cent or more. While this seems a surprising statement, there can be no doubt that the increased quantity of wheat loaded direct has somewhat hampered the railways this season. If the custom of loading direct is to continue on a large scale, the problem of handling the crop will become a much more serious matter than it has yet been considered to be. These matters will no doubt, however, adjust themselves to conditions as the trade develops.

HIGHER FREIGHT RATES.

The reports current in the press lately that a general advance in freight rates would shortly be announced by the railways, has created a great deal of comment in business circles. The statement is that the railways would be obliged to advance freight rates, owing to the increased cost of operating their lines, has come like a shock to the business community, particularly in the west. Rightly or wrongly, the belief largely prevails, particularly in the west, that present rates are extortionate, and that instead of an advance there should be a large reduction. This, of course, is the popular idea of railway rates.

The advance in wages which has been going on for some time, and the increased cost of material, must certainly affect the railways very seriously. The enormous growth of railway traffic during the past two years has no doubt compensated the railways to a considerable extent for the increased cost of operating the roads. The large business which they are doing should enable them to operate on a smaller margin and still maintain an average dividend. Aside from this view of the case there can be no doubt that the cost of operating the roads has greatly increased. Railway material and equipment of all kinds has advanced in price very much, while the advance in wages has extended to every department of railway work.

There is, of course, a limit in every line beyond which it would be unprofitable to continue business. A large increase in the volume of business should permit of carrying on the business on a smaller margin of profit, speaking in a general way, but the extent to which the margin can be reduced is limited in any case, and this applies to railways as well as to other enterprises. The reason the business which the railways have been doing during the past two years, by reason of the heavy crops and rapid development of the country, has certainly been accompanied by a sharp advance in the cost of operating the roads. It is said that the advance in wages alone will create an increased cost equal to the entire dividend which has been earned in the past by some of the roads in the eastern states of the United States.

It is perhaps peculiar that these reports of a probable advance in railway rates should have been published just previous to the announcement that the Grand Trunk Railway people have decided to build a road across the continent to the Pacific coast. If the Grand Trunk people contemplate applying for assistance to carry out the vast undertaking, an agreement now between the Canadian Pacific Railway, Trans-Canada Railway Companies for an advance in freight rates would create a feeling of opposition to any such assistance being given the latter company.

POOR FRUIT.

A large quantity of very inferior apples have been shipped to Winnipeg and the western points from Ontario this year. This, however, is only a repetition of what has happened every year in the past. Small, scabby, inferior fruit has been shipped here freely, not only this year, but this has been the general experience in past years. It is also alleged that San Jose scale has been discovered here among apples shipped from Ontario.

The importation of nursery stock from the United States is prohibited, except under certain restrictions, owing to the existence of San Jose scale in some parts of that country. These restrictions against the importation of nursery stock work greatly to the detriment of Manitoba and the Territories, as the most suitable nursery stock for this part of Canada is that which can be procured from the States immediately to the south of us. This stock, which has been produced in a climate similar to our own, is much more likely to prove our fruit better than stock brought from the milder and moister eastern climate. These restrictions on the importation of nursery stock operate to restrict experimental work here in fruit culture. While these restrictions are imposed ostensibly for the purpose of keeping out San Jose scale, it is said that this trouble is very prevalent in Ontario, while it is unknown in that portion of the United States bordering on Manitoba.

Regarding the poor quality of much of the fruit shipped here from the east, some of the shippers there seem to think that anything is good enough for Manitoba and the Territories. They evidently think that this is an inferior quality of fruit, which is produced, and the people are obliged to take whatever they can get. Acting on this belief, the choice fruit is exported to Britain and the cuts are sent west. This policy on the part of eastern shippers is evidently a mistake. There is a large market in the west for fruit, and it would pay the eastern growers and shippers to cultivate it. Outside of apples and some varieties of grapes, Ontario supplies but a very small part of western requirements in the fruit line. A much larger quantity of pears, plums, small fruits, etc., would be taken if Ontario shippers would take care to send good stock, carefully packed. The fact is, Manitoba shippers are in a good position geographically to receive and export fruit from the Pacific coast states and British Columbia, and the great bulk of our supply comes from the west rather than from the east. Ontario growers and shippers seem to overlook this fact, and to suppose that Manitoba will have to take any kind of rubbish that they choose to send. The very choicest and most carefully and artistically packed stock from the Pacific coast region is always in the market here in full supply, and alongside of this the eastern stock often cuts a very sorry figure. If the eastern fruit growers and shippers wish to retain a hold in this market, they will have to greatly improve their mode of handling and packing fruit, and send us the choicest quality.

A GREAT ANNOUNCEMENT.

When Mr. Blair, minister of railways, spoke so enthusiastically about the West and made the remark that there was room for several more transcontinental railways in this country, he evidently had something in his mind of which the public was not then aware. The announcement (Continued on Page 268.)

made on Monday last that another Canadian transcontinental railway will be built at once, supplies a sequel to Mr. Blain's thoughts. He no doubt had at that time some knowledge of the proposed new transcontinental line.

The announcement that another great Canadian trunk line across the continent will be built at once, came very suddenly and from an unexpected quarter. It came from no less an authority than Chas. M. Hays, second vice-president and general manager of the Grand Trunk Railway. The road will be known as the Grand Trunk Pacific. It will not be built by the Grand Trunk Railway Company, but will be promoted by the Grand Trunk people, and will be in close affiliation with that company. This vast undertaking, involving the construction of 2,500 to 3,000 miles of main line, to say nothing of the necessary feeders and branches, we are assured on the highest authority, will be pushed ahead at once and completed possibly within five years. It will involve an expenditure of probably not far from \$100,000,000, including construction and equipment.

The Grand Trunk people have heretofore not been doing much talking, but they have evidently been studying the question and thinking. Mr. Hays says the matter has been under consideration for some time and has been studied out in all its details. It is not a hasty decision followed by a premature announcement. The plans have progressed so far that we are told the work will be undertaken just as soon as the necessary legislation can be procured. The new line, Mr. Hays says, will be of the most modern character, and great pains will be taken to secure a line possessing "low

grades, long tangents, steel bridges, heavy rails; in fact the road will be of the highest standard in every respect.

While the surveys have not been made the route to be followed is outlined in a general way. The road will probably start from North Bay, where the Grand Trunk now connects with the Canadian Pacific Railway, thence westerly through Ontario north of the Canadian Pacific Railway line to Winnipeg, thence on through Manitoba, Assiniboia, Saskatchewan and Alberta in a northwesterly direction to the Peace River or Pine River Pass. The Rocky Mountains will be crossed through either one of these passes, and the Pacific coast will be reached at probably Port Simpson. The adoption of a northwesterly route from Winnipeg will give the new road a richer agricultural country immediately tributary to the main line than could be secured by a southern route. The northern route through the mountains of British Columbia will vastly reduce the engineering difficulties, compared with the construction of a road through the "sea of mountains" of southern British Columbia. The passes of the north are much lower and more accessible than any of the southern passes, while the interior of the province is much more open in the north than in the south. Port Simpson has an exceptionally fine harbor. The connection and standing of the Grand Trunk both in America and Great Britain, will enable the promoters of this gigantic enterprise to make the arrangements necessary to finance the work. The wonderful development now going on in Canada further ensures the successful financing of the enterprise, when in the hands of such responsible

promoters as those who have undertaken the work. It is of special importance to note that the promoters state distinctly that the road will be a new one. It will not, it is authoritatively stated, absorb the Canadian Northern, as many supposed when the announcement was first made.

Canada has of recent years been passing through a period of great prosperity—of industrial growth, commercial expansion and rapid increase in population. New territories are being opened up and populated. New towns have been springing up like magic, and everywhere advancement and development has been visible. The construction of another transcontinental line practically ensures a continuance of this wonderful growth for an indefinite term of years in the future. The expenditure of \$100,000,000 in building the road within the next five years will alone ensure a time of prosperity and expansion. Besides this, the development of the vast new territories which will be opened up by the road, presents limitless possibilities for expansion in the near future.

Centre Star Mine.

Toronto, Nov. 25.—The annual meeting of the Centre Star Mining company was held to-day, and the various reports presented. The financial statement shows that the indebtedness of the company had been reduced to \$101,028 two months ago, and was being reduced at the rate of \$50,000 a month, which would make it about \$100,000 now. During the year \$29,836 has been written off for the depreciation. The assets are \$2,000,549. The value of the Centre Star mine; \$1,450 cash in bank; \$220,168 machinery and buildings; \$10,250 in stocks of other companies; and \$10,029 receivable. Mining and development

have cost \$172,552, and diamond drill prospecting \$8,371.

Manager Kury, in his report, said: "The condition of the Centre Star mine has been improved during the year. The reserves of pay ore have been increased and the heavy decline in copper has been more than offset by the reduction in smelting rates, and the satisfactory solution of the problem of treating the low grades by milling now makes it certain that soon be available. Ore sales during the year were 11,087 tons, averaging \$13.31, the smelters gross assay value. The development of the mine has, from the beginning, continued to expose large quantities of ore too low in grade for smelting, but rich enough to promise a handsome profit to successful milling, and now that the difficulties of such treatment have been overcome, the a low-grade masses will soon be available."

The net proceeds from ore sales were \$80,752. The directors were re-elected.

Railway Freights.

A telegram from Toronto says the proposed advance in freight rates by the Canadian Pacific Railway and the Grand Trunk Railway Company has been declared off for the present. Hugh Blain, chairman of the transportation committee of the Toronto board of trade, has been in communication with the railways and understands on good authority that it is not the intention of the railway companies to make a general advance. The strong protest of the public and press convinced the railways it would be better to abandon the design.

The Slyphs—called also the electric battlesore and shuttlecock—is a novel Parisian game? The slyph, or shuttlecocks, are butterfly or feathers made of colloid; and when one of these is thrown into the air it flutters, and is driven back and forth between the two players. Instead of striking it, however, the players reel it from some distance by wands previously electrified by friction.

Men's Coon Coats

Another large shipment of Men's Coon Coats just to hand
to retail from \$45.00 \$90.00

Ladies' Coon Jackets

to retail from \$42 50 to \$65.00.

Coon goods are advancing in price but we are still offering them at last March prices. Send us your order to-day, and save money.

Ladies' Storm Collars, Caperines, Muffs, Gauntlets, Ruffs, Capes,
Men's Fur Collars, Gauntlets, Caps, etc.

Send us your orders.

Careful Attention.

Quick Shipment.

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To be associated with garments possessing that custom tailored air shown in our spring designs.

Our men are coming your way. See the samples. There is something in handsome effects seldom attained outside of highest tailor made goods.

FINE RANGE SCOTCH SUITINGS.

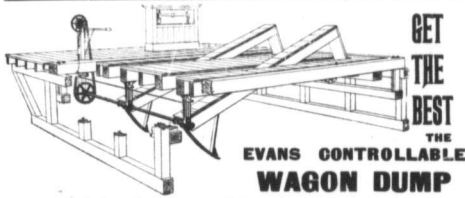
Our Borting Stock is still large, but the lines are going out daily.

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Manufacturers of Fine Clothing

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WINNIPEG—125 Princess Street.
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GET THE BEST

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Write us for Quotations.

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MANTLE BEAVERS, CURL CLOAKINGS, FRIEZES, TWEEDS, BLANKETS, HOSIERY, SHAWLS, UNDERWEAR, FLANNELS, ETC.

Our representative, MR. A. F. HOUSTON, is now out on his regular trip and will be pleased to be communicated with. Care of—

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In the **MUTUAL LIFE OF CANADA**..... 16.88 per cent
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Dr. Wm. Green, B.D.
Principal of Knox Col
lege, writes:
Mrs. Margaret T. Frost,
164 Princess Street,
Winnipeg, writes:
"I have been a student
of the Presbyterian
Ladies' College, Toron
to, for the past year,
and I have been very
pleased to find that
the college has a
very high standard
of instruction."
The college has to its
credit the honor of
winning the gold medal
of the Ontario Educa
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year 1901.
The college has to its
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DRY GOODS TRADE.

The Linen Market.

A prominent linen agent who has just returned from a trip abroad says: "The fact that buyers from this market have placed conservative orders while on the other side will tend to soften prices in any way for purchasers in this market, and at present there is little chance of a reaction. The condition of the jobber is substantially the same, for although there are some that have goods which were secured at somewhat lower prices than now prevail, these goods do not figure very largely when compared with the entire stock, and there are few who can afford to sell any grade of goods much below present quotations except at a loss. The new flax crop is not due for two months yet, and is well taken care of already. In the European markets conditions are much the same as those prevailing in Dundee and Belfast. Yarns are reported high and supplies of manufactured goods decidedly low. Manufacturers will find considerable difficulty in filling all the orders that are coming to hand."

Dry Goods Trade Notes.

Underwear prices are firm, and the demand has improved. Prompt deliveries bring a premium. Manufacturers of woolen underwear are working steadily to catch up on old orders. Exports of yarn from Manchester, England, to the United States amounted in quarter ended September 30 to 7,000 tons, the total value, \$3,377,000 pounds in the same period of 1901. Exports of cotton velvets, cords and bastans totalled 5,004,410 yards, compared with 4,671,188 yards in the quarter ended September 30, 1901.

The secretary of the Winnipeg board of trade has received from a gentleman in Minneapolis a request for the address of a correspondent who would be interested in the manufacturing of all kinds of the fine skirts or custom goods of good desirable to manufacture such goods at Winnipeg, to arrange to manufacture them to order in Minneapolis.

Great efforts are being made in the Province of Quebec to reawaken interest in the Canadian home industry of ornamental woven material, which is tutted in a way peculiar to southern Europe centuries ago, and well known to the habitant. Some time ago the Women's Historical society endeavored to "don" Canadian tweeds, cloths, etc., in Toronto, having beautiful samples of these sent from the mills in Canada and the Maritime Provinces.

Grocery Trade Notes.

Strong cable advices have been received from the east on nutmegs, latest reports being that stocks are exhausted.

London cable advices reported a tame market for India and Ceylon teas, prices for the lower grades showing advances of 5d.

An advice from London reports that the total shipments of bag tigs from Smyrna to the English market has not exceeded 8,000 bags.

Red Alaska salmon advanced 5c on the Pacific coast last week. It is predicted that another advance of 10 cents will be the price by Jan. 1.

Sugar advanced 5c at Minneapolis last week. Brokers say that it will advance again. The statistical position of supply here is strong and unless the railways fall out and cut prices again there is no reason why sugar should not hold at least its present value.

Higher prices for teas are now ruling. Cables announce that on India and green Ceylon teas an advance of from one farthing to one penny per pound has taken place in the London markets, and the supplies on hand are accordingly being sold at prices also higher. The tea men say that prices have been too low for many months, and that the public have been enjoying the benefit of the cheapness.

With reference to currants, advices sent to hand state that the statistical cotton continues to become brighter. Shipments to all parts from Greece up to October 31 footed up about 91,560 tons gross, as against 100,000 tons gross last year. This shows an export during the last half of October of

about 20,000 tons, or about 5,000 tons more for that period than was shipped to the consuming markets during the same two weeks last year. The market in Greece remains very firm, and with a reported excellent demand from Germany and Holland—in fact all continental countries. Advice from England indicate a continuance of the good demand there, which is quite unprecedented in volume. The imports having been much larger for the first two months of the crop than before experienced in recent years.

IMPLEMENT TRADE.

Wagons.

It requires no more than a cursory observation to become aware of the fact that Canadian wagon builders are doing excellent work in numbers more than in past years. The demand while not extraordinary, is particularly gratifying to wagon makers because of the wide range of country from which wagons come. There has been a particular departure from old methods, but it is observed that the wagons lately being turned out possess features in point of durability that make them deserving of the confidence they are receiving. Travellers who have recently returned from business trips in remote sections are able to report a broadening market for our wagon makers and the wagon makers themselves are not slow to appreciate the fact and to realize that there good work is appreciated. The steady development of agriculture is, of course, the basis of the demand. In cities and towns a better grade of wagon is being introduced. More money being paid for them, better service being gotten out of them, and the cost of wagons per year and per month is actually decreasing—implement Trade Journal.

Implement Trade Notes.

The employees of the Massey-Harris Company, at Winnipeg, presented I. W. Housner with a solitaire ring, on the occasion of his leaving for Calgary to take the management of the company's branch there.

The good sleighing now so general in the west has greatly increased the demand for sleighs and cutters and business is brisk in these lines throughout the country. It looks as if the sleigh trade would for some good at the outset of the winter.

A Minneapolis implement warehouse, carrying heavy goods collapsed recently owing to defective material. It is to be feared that a good deal of faulty material and workmanship is going into some of the warehouses being built nowadays.

It is reported that some American twine factories are already canvassing for next season's business. The are not quoting prices, but simply book orders subject to questions at a given date or time of delivery. The market is expected to open at 10 or 11c, Chicago basis.

Lumber Trade Notes.

G. Strelow has secured a contract from the Canadian Northern Railway to cut 250,000 ties during the coming winter. His camps will be located at Bonning, about 50 miles east of Fort Frances.

The Ross-McLaren saw mills, about three miles above New Westminster, on the north bank of the Fraser, will be put in operation again by their new American owners after nearly ten years of idleness. L. W. David, of Blaine, Wash., is one of the new owners, and the mills will be operated in connection with his mill at that place. Cedar logs will be cut into rough lumber and shipped to Blaine for finishing. In this way the export duty on logs will be avoided.

Hardware Trade Notes.

The Cramp Steel Company's plant which has been in course of erection in Colwood, Ont., during the past two years is about completed. The buildings are extremely massive and solid. In every building the foundation has been built on bed rock.

The estimated shipments of celery from California for 1901-1902 are put by commercial authorities at 1,200 carloads, against 1,100 carloads in 1900-01 and 700 carloads in 1898-1900.



Bovril

Contains all the nourishing properties of the finest beef, in the most highly concentrated and palatable form at present known. Its warmth giving qualities render it especially acceptable in the cold weather. Grocers will therefore serve their own interests by keeping a plentiful supply on hand to meet the requirements of their customers during the coming winter.

BOVRIL, LTD.

LONDON, ENGLAND.
AND 27 ST. PETER STREET, MONTREAL.

Winnipeg Agents:
W. L. MACKENZIE & CO., Sanford Block.

The Lace Warehouse

OF CANADA

Importers and Manufacturers of

FANCY AND DRY GOODS AND NOVELTIES

Kyle, Cheesbrough & Co.

MONTREAL, 16 St. Helen Street.
WINNIPEG, Bulman Bldg., Albert St.
LONDON, ENG., 35 Milk Street.

SORTING

Your Sorting orders for the following lines respectfully solicited:

Felt Shoes of all kinds, Moccasins, Arctic Sox, Larrigans, Mitts and Gloves, Rubber Boots and Shoes of every description.

Thousands of cases of Rubber Shoes made by the Boston Rubber Co. of Montreal, Ltd., are in stock ready for quick demands. Our famous **Khaki Overshoes** are the hit of the season. Send your orders at once or any other time.

ARTHUR CONGDON

Princess Street, - WINNIPEG

SEE OUR

19th Annual Christmas Circular

ISSUED THIS WEEK

Should you not receive yours a post card will secure one.

THE MACPHERSON FRUIT CO.

LIMITED.

493 Main St., Winnipeg

OUR PRICES

RELIABLE AIR-TIGHT HEATERS

ARE RIGHT.

Better get them Now.

MARSHALL-WELLS CO.

WHOLESALE HARDWARE, WINNIPEG.

Sole Agents

L. C. Smith Famous Guns

THE WESTERN PACKING COMPANY

Our new abattoir on Alexander avenue is now completed and running, and we are ready to supply the trade both in the city and country with fresh killed meat of finest quality. Mail orders given prompt attention.

We are also open to buy live or dressed hogs and all kinds of produce paying highest cash prices for same.

Abattoir and Offices

ALEXANDER AVENUE, - WINNIPEG

THE BEST BRANDS :

- Charcoal Tinplates
- Coke Tinplates
- Terne Plates
- Polished Canada

- "Dominion Crown" and "Alloway's"
- "Lybbook" and "Grafton's"
- "Dean"
- "Dominion Crown"

Do not accept something 'Just as Good.'

A. C. LESLIE & CO., Montreal.

E. H. BISSETT, Agent, Winnipeg.



Car Fancy Mexican Oranges
Just received.

Our Stock of **Winter Apples are XXX**

New Honey, Figs, Dates, Apple Juice in Stock.

BRIGHT & JOHNSTON
Wholesale Fruits, WINNIPEG

JOHN W. PECK & CO.
MONTREAL WINNIPEG SANGOONER

Manufacturers of **Clothing Fin's Shirts**

Dealers in **Men's Furnishings, Hats, Caps**

SORTING UP ORDERS

are coming in thick and fast. Don't blame us too harshly if you don't get exactly what you want. We are trying to please you the best way we know how, but to be candid with you we are running out of goods. A carload of Maple Leaf Rubbers and Overshoes will arrive this week. Send your orders ahead.

THE KILGOUR RIMER CO. LTD.

87 Princess Street, Winnipeg.

S. Greenshields, Son & Co.

MONTREAL

Wholesale . . . **DRY GOODS MEN'S FURNISHINGS CARPES, ETC.**

Winnipeg Sample Rooms:

412-414 McIntyre Block

Represented by—R. R. GALLAGHER, G. M. NEWTON, A. C. RUSSELL, J. E. WALKER.

CALIFORNIA NAVEL ORANGES

150s to 216s

GOOD COLOR.

Malaga Grapes, choice stock. Dull shipments received of very finest Oyster that reach the city. We buy direct from the Oyster Beds. Place your standing orders with us for these.

We will buy your Poultry, Eggs and Butter at best prices going.

THE IMPERIAL FRUIT

& PRODUCE CO. LTD.
WINNIPEG, MAN.

SHIP YOUR

Raw Furs Hides Deerskins Wool and Senega Root

Direct To

NORTHWEST HIDE CO.

278 Rupert St., Winnipeg, and get highest market prices. Prompt returns made on receipt of goods.

Write us for our new circulars.

We also handle

Poultry Butter and Eggs

Northwest Hide Co.

Telephone 652. P. O. Box 615.

SHIP YOUR RAW FURS

Hides, Deer skins and Seneca

TO McMILLAN FUR AND WOOL COMPY

200 to 212 First Avenue North, MINNEAPOLIS, MINN.

We are paying for thoroughly dry Seneca 50c for good quality, and 54c for very coarse or poor, delivered in Minneapolis. Freight \$1.19 from Winnipeg. Subject to change without notice.

No duty on raw furs, deerskins, or seneca. Duty of 15 per cent. of Winnipeg wholesale prices, less freight to Winnipeg, on green hides over 25 pounds, and dry hides over 12 pounds. Hides under these weights admitted free.



SAFES

Build by the Goldie & McCulloch Co., are thicker in the walls, and are more fire-proof than any other make.

We carry a stock. Write for prices.

BURRIDGE & COOPER,
124 Princess St., Winnipeg.

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MANITOBA.

Jas. Miller & Co. are opening a general store at Brookfield.

R. E. Gillies has started his jewelry business at Carberry to Slickle & Walker.

Wm. Joyce, now of the Winnipeg office, is residing to open a general store at Rosser.

It is believed that the C. P. R. will give the preference to shops at Winnipeg early in the spring.

Notice is given of application for the incorporation of the Portage in capital stock bank company, with capital of \$100,000.

James Leslie, who was at one time prominent Minnaloush business man, died in that town on the 20th at the ripe age of 80 years.

The proprietor of Bayley's Fair, Winnipeg, was fined a few days ago for obstructing the sidewalk in front of his place of business.

W. Oswald and Bert Johnston have formed a partnership and bought the fruit and confectionery business of J. C. Johnston at Hartney.

The stock and effects of Wm. A. Living, hardware merchant, Austin, in a fire to engage in the trade at Winnipeg, by Newton & Davidson, Winnipeg. The value is \$1,782.

The Winnipeg city council is figuring on the road and the railway to the city quarry, five miles west of the city. The estimated cost is \$138,000.

The Winnipeg Paint and Glass Company is applying for a charter, giving power to engage in the trade at Winnipeg. Among the applicants are John Carter, James McDiarmid, E. Cass and J. G. Johnston at Hartney.

Notice is given that the A. Macdonald Co. will make application to the Honorable governor-council for supplementary letters patent, increasing the capital stock of the company from \$100,000 to \$200,000.

The Fort Rouge Land Co. is seeking incorporation at Winnipeg with a capital of \$25,000. The applicants are Paul George, Montague Black, Edward Milward Robinson, John Stanley Hough, Albert Charles Poirer and George H. H. H. H.

The stock and effects of The M. B. Lee Co., Ltd., Winnipeg, will be sold by the Ogilvie-Milling Company, 9th, at a rate on the dollar. The stock consists of cloths and trimmings, \$3,000; and the effects, \$1,000. Total, \$4,000. The book debts of this business amount to \$214.25.

The Pioneer Navigation & Sand Co. seeks incorporation with a capital of \$75,000. The applicants for the charter are Stewart H. Hall, Robert Hall, William H. Hall, McPhee Howard, John Hilyard Leach, Albert Thomas Davidson, all of Winnipeg.

Men are now being hired to work on the right of way for the proposed electric power and railway line between Winnipeg and Lac du Bonnet. This is the scheme which will furnish power to the Ogilvie-Milling Company and other concerns here. It is said that the right of way will be cleared this winter.

The shareholders of the Winnipeg Lumber and Coffee House will shortly be asked to approve of a scheme which will transfer the business to the north end of the city. The present house is not large enough to meet all the demands of the business. It has been very satisfactory so far, and a profit of 19 per cent. has been earned by the last year on the capital.

ASSINIBOIA.

Cruder Bros. have added groceries, crockery and boots and shoes to their business at Waseley and have moved into larger premises.

J. E. Howson and J. F. Laird have bought the Astoria hotel at Medicine Hat from H. H. Ross, who built the house and has conducted it for many years.

The creditors of C. T. Bailey & Co., general merchants, Qu'Appelle, who are under an assignment some weeks ago, are notified to file their claims before Dec. 25.

ALBERTA.

J. A. Pritch and R. A. Mitchell have opened a butcher shop at Wetaskiwin.

Mrs. A. Daly has sold her general merchandise business at Strathcona to Wm. Branson. Ritchie's four mill at Strathcona was damaged by fire to the amount of \$4,000 on the 25th.

A new machine factory is to be started at Athabasca. Mayor Oliver is one of the interested persons.

A. J. Huff and H. Lang have formed a partnership and bought the blacksmithing and harness business at Strathcona.

The Northwest Jobbing and Commission Co. has purchased a site and is erecting a warehouse at Raymond, which they will carry a stock of goods.

A wire from Edmonton on Wednesday said: A meeting of the board of directors of the Northwest Jobbing and Commission Co. has purchased a site and is erecting a warehouse at Raymond, which they will carry a stock of goods. A wire from Edmonton on Wednesday said: A meeting of the board of directors of the Northwest Jobbing and Commission Co. has purchased a site and is erecting a warehouse at Raymond, which they will carry a stock of goods. A wire from Edmonton on Wednesday said: A meeting of the board of directors of the Northwest Jobbing and Commission Co. has purchased a site and is erecting a warehouse at Raymond, which they will carry a stock of goods.

SASKATCHEWAN.

W. Dunbar has opened a butcher shop at Battleford.

In the month of October 37 home-sites were made at the Battleford land office.

A Battleford correspondent writes: The closing shipment of export cattle is being ordered from the fact that many of them sold at \$50 a head.

NORTHWESTERN ONTARIO.

The Alberton Hotel, Fort Frances, has been purchased by Wm. Bishop. The new hotel will be a "10,000 Club," the object of which is to promote industries and develop the town of Alberton.

Prices a Year Ago.

Following were Winnipeg prices this date last year:
Wheat—No. 1 hard wheat closed at 70c in store Fort William.
Flour—Jobbing price per sack: Patent, 87c; extra, 85c; standard, 83c; 30 to 40; white, 84c to 86c per delivered.
Wheat—Milling, 30c to 40c; white, 84c to 86c per bushel.
Butter—Daily, 14 to 15c per pound, commission basis, for best grades; creamery, 16c to 17c per pound net.
Cheese—9c per pound net.
Eggs—12c per dozen for candled.
Potatoes—Farmers' loads, 3c per bushel.
Dressed Meats—Beef, 5 1/2c; pork, 6c; city dressed, country 7c under these figures: veal, 6c; mutton, fresh to 8c; lamb, 7c; hogs, 7c.
Dressed chickens, 6c; per pound; ducks, 8c per pound; turkeys, 11c 1/2c per pound.
Hens—No. 1, 10c; 2, 9c; 3, 8c; 4, 7c; 5, 6c; 6, 5c; 7, 4c; 8, 3c; 9, 2c; 10, 1c.
Seneca Root—48c-50c.
Baled Hay—8c to 9c per ton on cars.
10c live cattle, 10c to 11c per head; sheep, 4c; hogs, 6c; packers' pigs, 7c.

To Discuss Reciprocity.

Detroit, Nov. 27.—The reciprocity conference to be held in Detroit, Dec. 10 to 15, will be held in the Chamber of Commerce of that city. The Detroit chamber of commerce and Convention league, is apparently arousing widespread interest across the border. F. X. Perreault, of the Montreal chamber of commerce, has addressed a letter to local authorities, suggesting an invitation by the conference be extended to the cham-

bers of commerce of Canada. Mr. John Charlton, M.P., a member of the Anglo-American joint high commission, is taking a keen interest in the proposed reciprocity convention, and said in conversation here yesterday that he was endeavoring to have a large number of the representative men of Canada attend the conference as possible.

Calgary and Edmonton Bonds.

The Calgary and Edmonton Railway company yesterday afternoon committee announced that since the issue of their circulars on the subject they have circulated in the market \$250,000 bonds, and are informed that more than \$200,000 additional bonds will be shortly deposited. These make more than three-fourths of the total issue, and, besides, the interest certificates have been deposited for a large amount. As it is of the utmost importance that the remainder of the bonds and certificates be deposited without delay, holders are urged to request to send them to the committee at 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Peace River Valley Products.

Mr. E. Stewart, Dominion superintendent of forestry, in a report recently to Ottawa from a northern exploratory trip, says that the most important feature of the great future that awaits the Peace River valley, "We sometimes blame the west for its backwardness, but we know more of their own country than they and will amply make up for the inferior quality of the productions of the Peace River valley. The amount of wooded country in the Athabasca region is a tremendously large. Poplar and spruce were the chief trees, and the poplars grew to a height of 75 and 80 feet, many of them with a bole one foot in diameter. There were great tracts of poplar, which unquestionably might be turned to profitable use by the settlers who would some day people these northern valleys.

No More Punctures.

A test was made recently in New York with a Mercedes automobile of 8-h.p. of a device which is believed to be the most reliable to solve the problem of the pneumatic tire. The device consists of small springs, regulated by a valve, that can be carried in the body of the vehicle over rough surfaces, and which would be compressed by pneumatic tires, and, according to Mr. C. J. Horack, the inventor, renders the use of pneumatic tires unnecessary. For the purposes of the trial road was rough and uneven, and the device was attached to a running gear and body beneath the tonneau. Everything passed off splendidly, and the car was driven over the roughest surfaces without causing any discomfort to the occupants.

Argentine Cattle Law.

London, Nov. 27.—In the House of Commons to-day Mr. Hanbury, president of the board of agriculture, announced that the Argentine government had within the last day or two introduced a bill bringing the live stock law of Argentina into correspondence with the British law governing the inspection of cattle. It was announced on Dec. 30, that the importation into Great Britain of live cattle from Argentina, would be permitted, subject to the Argentine regulations afforded security against the landing of diseased animals.

An intimation has been received from Ottawa at Montreal that the commission for the selection of flour standards is to be abolished.

The International Rubber Co., Montreal, has been incorporated with a capital stock of \$1,000,000, to manufacture rubber boots and shoes. The charter members include J. J. McGill, William Strachan and A. V. Roy, all of Montreal.

The United States demand for English coal is not yet over. Inquiries, chiefly for increased steam coal, which have been circulating in the Newcastle market, have resulted in business to the amount of 20,000 tons for December shipments.

United States Secretary of Agriculture Wilson has promulgated an order, establishing a quarantine of cattle, sheep and swine in the New England States and prohibiting the exportation of any animals from the port of Boston until further orders. This action is taken on account of the discovery of a contagious disease known as foot and mouth disease in New England.

FINANCIAL

Winnipeg Bank Clearings.

Returns for the Winnipeg clearing house of the week ending Thursday show as follows:
Week ending Nov. 27, 1902.....\$2,025,522
Corresponding week of 1901.....2,329,935
Corresponding week of 1900.....2,800,272

The Bank Settlement.

The returns by the Canadian chartered banks to the government for the month of October indicate a continued large increase in the volume of trade. Circulation during the month expanded \$1,963,000 on September to \$3,928,973, which is \$1,000,000 more than it was in October, 1901. At the end of October it was within 8 per cent. of the legal limit permitted by Canadian banking capital, representing 92 per cent. of it, as against 85 per cent. at the end of October a year ago.

Deposits continue to show accumulation, having increased \$3,222,000 during October, standing at the close of that month at the remarkable figure of \$37,178,000, against \$27,474,000 a year ago, an increase of \$120,712,000. The increase in special deposits during the month is also indicated by a shrinkage in call loans on stocks to the amount of \$801,000 and in New York of \$2,342,000. There was a heavy gain in trade discounts for the month, for the total amount of \$10,800,000 over September, and were almost \$25,000,000 in excess of the same period a year ago.

Financial Notes.

The Imperial Bank will open a branch at Cranbrook, B. C.

The Dauphin branch of the Bank of Commerce was opened this week, with D. H. Downie, of the Winnipeg branch, in charge temporarily, and manager, W. E. Farmer, of Cayuga, Ont., has received the appointment of accountant for the increased business of J. S. Munro, is ill in the hospital at Winnipeg.

The further decline of 1-16 penny price of silver in London, Thursday, brought the price down to another low record in the week, and the new price being 2 1/2 pence per ounce. The price compares with 25 1/2 pence a month ago, and is the lowest since the year ago. Previous to the present the lowest record was on April 21 of last year, when it stood at 25 1/2 pence. The low record price of 2 1/2 pence, on September 23, 1902, is the lowest since the year 1897.

New Bank Proposed.

A new bank to have head office in Winnipeg, is being organized. The bank will probably be called the Northwest Bank of Canada, which, by the way, is the name of a bank in the name for a bank having its head office in Winnipeg. It is expected the new bank will be organized in business next spring. Howell, Mathers & Howell have been appointed solicitors for the promoters of the bank, of Toronto, is promoting the enterprise.

Frank M. Morse, third vice-president, and Mr. Wainwright, controller of the Grand Trunk Railway, are among the new board of directors at Calgary. Mr. Morse is reported to have said that the Grand Trunk Pacific system will be extended to Calgary by the branch line.

The largest shipment of stock for the past season was made from Saskatoon on Wednesday, the 19th. Although the weather was reported to be together thirteen days, only five cars were shipped, eight carloads of which were exported by B. Prince, of Battleford, and five by Gordon & Ironsides.

Chicago clerks through their Federation are making an effort for the closing of all stores in that city on Sunday. In many of the large cities there is a large number of dealers who are scattered here and there who keep their stores open seven days in the week. To correct this in Chicago the clerks are sending delegations to the stores in question every Sunday.

SENECA ROOT—All the root is now supposed to be in and trading freely after the season. There are always a few stragglers left after the season has closed and some of these are remaining this year, but to all intents the market is now closed. "The last purchases made on a lot of roots close to six per pound."

LIVE STOCK.
CATTLE—The export season is over. It was a very satisfactory one on the whole, as will be shown in an annual review in preparation to be published later. Stockers have hardly commenced to move yet, largely on account of transportation facilities. These will be forthcoming now that the grain rush is about over. Young stockers are worth about \$16 per head for average grades and two year olds, \$22.00 per head. Butchers are buying beef cattle freely at from 25c to 34c per pound, according to quality.

SHEEP—Woolles are moderate and the market steady at 34c per pound of cars here. Lambs are steady at 40c.

HOGS—Hogs are plentiful. Packers are offering 6 1/2c per pound for hogs weighing 175 lbs. and under, heavy hogs 4 to 6c and stags 2 to 4c, delivered here.

MILCH COWS—There are very few milkers to be had in this market and prices are firm at \$30 to \$45 each for good ones and are to be had according to quality.

HORSES—There is a good demand for horses of high class, general purpose horses are also wanted.

London Exports Stopped.

Canada, Nov. 28.—The British board of agriculture has closed the ports of the United Kingdom against the importation of animals from Maine, New Hampshire, Vermont, Massachusetts, Connecticut and Rhode Island. The order takes effect December 5. Cargoes arriving in the meanwhile will be the subject of special investigation.

Several shipments of Canadian cattle, including some western lots, are on their way to Boston for export. It is not yet known what effect the order will have upon these shipments. If they are refused export it will likely mean a heavy loss to shippers, as they will have to be sold for what they are worth at Boston. Foot and mouth disease is the trouble.

Fire at Norman.

A bad fire occurred at the lumber town of Norman, situated between Rat Portage and Keewatin, yesterday. The fire started in the yards of the Rat Portage Lumber Company. It is supposed to have been caused by a spark from the planing mill. The wind was blowing strongly away from the town, and on this account only the mills were saved. The sawmill and sawpans are known as No. 4. The Rat Portage Lumber Co. A large quantity of lumber was burned. Lemay's shipyard, residence and several other boats were next consumed. The boats burned are the Planton, owned by Capt. Lewis, valued at \$1,000; the boat owned by L. L. Mackey, value \$2,000; the Day Star, the Presbyterian Indian mission boat, valued at \$500; the boat owned by Frank Gardner & Co., value \$700; the Spray and Midge, value \$500, and the boat owned by Dominion Paper Co. Two barges were also reduced to ashes. None of the boats were insured. The lumber was damaged, but was towed out into the lake before much damage was done. Lemay had \$1,000 insurance. A number of residences were also insured. A summary of the telegraphic report from Norman says: "In all there has been burnt 16,000,000 feet of lumber, and the loss is in the neighborhood of \$175,000; 15 dwelling houses, on which there was about \$8,000 insurance; 2 stables, 1 workshop, 1 blacksmith shop and 6 steamers."

The Hudson's Bay Company has taken out a new charter to do business in Ontario.

Considering that the parlor match is so favorite, the report that the fire department of New York has adopted regulations prohibiting its use will be of special interest. Many of the insurance men of the country are in sympathy with this movement.

British Columbia
OFFICE OF THE COMMERCIAL

B. C. Business Review.

Vancouver, Nov. 27.
The wholesale merchants of British Columbia report the volume of business well maintained. The advance has principally been from the interior but especially from the coast, looking to the coast for their supplies than from the interior. The merchants in the interior, who have sent entirely for their supplies, but now British Columbia shippers claim that they are gradually acquiring the interior. The holiday trade promises to be the best on record. Payments generally are satisfactory. Canned goods generally are still very firm. A few merchants who had large stocks in hand are selling at old prices. Local wholesalers find it profitable to purchase stocks from California. In the produce market cured meats are easier as well as lard. Potatoes are marked down in abundance and are falling in price. There is a cut rate price in flour this month, but the light was such about the first of the month that prices were not changed. Japanese oranges have arrived and are selling at 50c a bushel. There is a revival in real estate, but the purchases are not so large, although in the aggregate an improvement is noted. The feature of the week was the New South Wales government's refusal to accept a trial of Columbia consignments of potatoes. Trial shipments of Ascherhoff's—the finest potato raised here—were sent to Vancouver, and satisfied that the house shipping them received an order for 150 tons, but owing to the inability of the Canadian Australian liners to handle so many—only 75 tons were sent. Word has been received that these potatoes have been refused a landing at Vancouver on account of the quality or condition of the potatoes, but owing to the department of agriculture having decided that British Columbia is suffering with a potato blight, similar to that which has been reported to exist in potato fields in Ireland. The Australian officials claim to have the information on the matter from an experimental farm and agricultural officials. How this report reached Victoria is a mystery. The supply of potatoes in British Columbia is abundant and the potatoes marketed are in splendid condition. The astounding information has been referred to the department of agriculture.

Prices at Vancouver.

Special to The Commercial
Vancouver, Nov. 29.
Manitoba butter is firmer in sympathy with higher prices at Winnipeg. Fresh local eggs are higher at 26c per dozen.
FEED—National Mills chop, 87 per ton; bran, 84c; shorts, 85c; oil cake meal, 82c; fine h. b. d. middling, 85c, including duty paid on imported stuff.
WHEAT—Local wheat, 89c per bushel.
OATS—82c per bushel.
FLOUR—Manitoba patent, per barrel, 44 1/2c; strong bakers', 44 1/2c; Enderby patent, 44c.
HAY—Fraser River Valley, new 41 1/2c; straw per bale, 66c.
MEAL—Home made, 40c sack, 40c; 20 40b sacks, 41.50; 30 27 1/2b sacks, 41c; 40 20b sacks, 41c; 50 10b sacks, 41c; 60 10b sacks, 41c; 70 10b sacks, 41c.
LIVE STOCK—Steers, 50c per 100lb; sheep, 47 1/2c per 100lb; hogs, 35 1/2c per 100lb.
POULTRY—None.
DRESSED MEATS—Beef, 5c; mutton, 5 1/2c; pork, 6 1/2c; 100lb.
CURED MEATS—Hams, 17c; bacon, 19 1/2c; tongue clear 15c.
LARD—15c; 19c; 15c.
BUTTER—Local creamers, 56c; 56c; Manitoba Creamery, 56c; Manitoban dairy, 56c.
EGGS—Fresh local, 26c; Ontario, 24c.
CHEESE—Ontario cheddar, 14c.
VEGETABLES—Potatoes, local, 50c per ton; Ascherhoff, 44 1/2c per ton.
FRUIT—Pineapples, 5c; apples, 5c; sea bass, 4c; whiting, 5c; soles, 5c; halibut, 5c; salmon, 5c; cod, 6c; per lb; crabs, 6c per cent; smoked salmon, 5c; smoked halibut, 10c per lb.
GREEN FRUITS—Lemons, 5c; 5c; oranges, 5c; 5c; 5c.
LOCAL—Potatoes, 40c; extra c, 39c; yellow, 34c.

STRUPS—30 gal. barrels, 2 1/2c; 16 gal. kegs, 2 1/2c; 5 gal. tins, 1 1/2c; each gal. tin, 1 1/2c case of 10; 1/2 gal. tin, 35c case of 20.

HARDWARE—Bar iron, base 30c; Horse shoe nails, 10 and 12 per cent; horse shoe, kegs, 5c; nails, base price, cut 15c; wire, 1 1/2c; rope, Manila 5c; wire lead, 7 1/2c; putty, 25c; barbed wire, 14 1/2c per 100 lb; glass, first break, 4c per 100 feet.

British Columbia Business Notes.

British Columbia potato shipments to Australia have been refused owing to a report in Australia that British Columbia was suffering from a potato blight.

Two dry kilns, filled with lumber, at the Royal City mills, Vancouver, were destroyed by fire on Monday. The firemen succeeded in saving the mill and the sash and door factory, though both caught alight several times. The loss is between \$12,000 and \$14,000 covered by insurance.

These new companies have been incorporated in British Columbia: Brit's Columbia Junk & Hardware Co., capital, £5,000, in \$10 shares. The object of the company is to purchase and carry on the business conducted by M. Burnes & Co., Victoria. The Sutton Lumber & Trading Co., Ltd., capital \$100,000, in \$100 shares. The United Mercantile Co., Ltd., capital \$15,000, in 41 shares.

Col. Prior, the new premier of British Columbia, filled his cabinet when D. M. Eberst, the attorney-general in the Dominion government, accepted that position in the new administration, and W. W. McInnes, of Nanaimo, became president of the council. The cabinet is composed as follows: Col. E. G. Prior, premier and minister of mines, D. M. Eberst, attorney-general, J. D. Prentice, finance minister, W. C. Wells, commissioner of lands and works, Dennis Murphy, provincial secretary and minister of education, and W. W. McInnes, president of the council.

Another steel trust is being organized in the United States which will embrace companies capitalized at nearly \$5,000,000 in all.

The Bell Telephone Company have bought out the private system at McGregor, Man.

John McDonald, of Stohart, Sons & Co., returned Wednesday from a buying trip to the old country.

Frau Krupp has given \$750,000 to establish a bequest fund for the workmen at Essen, Germany, in memory of her late husband.

This week will see the threshing in the district of Foxwarren, Man., generally completed. A large number of machines have already pulled in.

The firm of Sadler & Haworth, manufacturers of belting and supplies, are making a number of improvements in their Toronto offices and salesrooms.

The Lewis County railway has taken action for \$20,000 damages against the Algoma Steel Company of Sault Ste Marie, Ont., for alleged delay in the delivery of steel rails contracted for.

The Toronto board of control has decided to sell Welsh coal, just received, at \$5 a ton. There will be 5,000 tons at this price. The city will lose between eighty cents and one dollar a ton.

Judgment for \$5,700 was entered at Toronto against the broking firm of McDermott, Evans & Lee under the act which requires the registration of every provincial company. The complainant was William George Mitchell who charges that McDermott, Evans & Lee had not complied with the requirements of the act and he asked for a penalty for 75 working days at \$20 a day.

The purchase of millions of acres of Mexican territory along the border of the United States for the purpose of creating one of the largest cattle raising ranches in the world, is the result of recent negotiations of United States capitalists with Mexican men as principals. The land comprises nearly by four thousand square miles of territory, and extends along the border for 150 miles from a point sixteen miles west of El Paso, Texas.

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MONTREAL. WINNIPEG.

STATISTICAL WHEAT REPORT.

WHEAT IN CANADA.

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

Montreal	30,000
Toronto	20,000
Depot Harbor, Ont.	21,000
Oshawa	15,000
Kingston	60,000
Port William, Port Arthur and Coburg	2,100,000
Winnipeg	100,000
Manitoba elevators	50,000,000
Total Nov 15	13,710,000
Total previous week	12,900,000
Total a year ago	11,500,000

BRADSTREET'S REPORT OF STOCKS
Total stocks in the United States and Canada east of the Rocky Mountains, as reported by Bradstreet's Nov. 15, were 65,020,000 bushels, an increase of 1,500,000 bushels the previous week.

THE VISIBLE SUPPLY.
The Chicago visible supply statement of stocks in the United States and Canada, east of the Rocky Mountains, for the week ending Nov. 15, was 25,453,000 bushels, an increase of 300,000 bushels over the previous week.

STOCKS OF OATS AND CORN.
The visible supply of oats in the United States and Canada, east of the Rocky Mountains, for the week ending Nov. 15, was 1,464,000 bushels, a year ago, according to the Chicago statement.

STOCKS OF WHEAT.
Stocks of wheat in America and Europe and about for Europe Nov. 1 in each year for a series of years are as follows—Bradstreet's report:

1902	17,000,000
1903	19,000,000
1904	16,000,000
1905	18,000,000
1906	22,000,000
1907	11,000,000
1908	12,000,000

The following table gives the receipts of wheat at the four principal United States and Canadian markets from the beginning of the crop movement, Aug. 1, 1902, to date, compared with the same period of last year:

This Crop-Last Crop	
Minneapolis	59,065,328
Milwaukee	4,499,145
Duluth	24,073,442
Chicago	22,149,828
Total	107,787,743

The following table gives the receipts of wheat at the four principal United States and Canadian markets from the beginning of the crop movement, July 1, 1902, to date, compared with the same period of last year:

This Crop-Last Crop	
Detroit	9,223,002
St. Louis	25,729,729
Detroit	2,168,998
Kansas City	1,757,690
Total	31,880,420

GRAIN STOCKS AT LAKE PORTS.

Port William.

Stocks of grain in C. P. R. elevators at Port William on Nov. 15 were as follows:

Wheat—No. 1 hard, 640,136 bushels; No. 1 northern, 406,307 bushels; No. 2 northern, 135,165 bushels; No. 3 northern, 227,546 bushels; other grades, 85,000 bushels, making a total of wheat 1,402,150 bushels.
Oats—No. 2 white, 113,000 bushels.
Receipts of wheat at Port William during the week amounted to 1,325,428 bushels and shipments to 1,432,533 bushels.

Port Arthur.

Stocks in store at King's elevator, Port Arthur, on Nov. 22, were:
Wheat—No. 1 hard, 1,508 bushels; No. 1 northern, 13,526 bushels; No. 2 northern, 281 bushels; other grades, 92,226 bushels; total 101,983 bushels.
Oats—None.
Receipts at this elevator for the week totalled 63,578 bushels, and shipments, 92,075 bushels.
Stock of grain in store at the Canadian elevator at Port Arthur on Nov. 22 were as follows:
Wheat—No. 1 hard, 118,111 bushels; No. 2 northern, 80,455 bushels;

No. 2 northern, 89,461 bushels; No. 3 northern, 21,573 bushels; No. 4, 18,109 bushels; feed, 4,739; rejected, 8; 429 bushels; making a total of 350,416 bushels.

Oats—1,005 bushels.
Barley—1,905 bushels.
Flax—No. 3, 47,194 bushels; No. 2, 3,150 bushels; total, 50,344 bushels.
Receipts of wheat for the week were 345,717 bushels shipped during the week, 557,176 bushels.
From these figures it will be seen that the three elevator plants received during the week, 1,402,545 bushels of wheat, and shipped 1,881,784 bushels. During the previous week receipts amounted to 1,043,000 bushels, and shipments to 2,448,833 bushels.

Winnipeg Grain Inspection.

During the week ending Nov. 21 there were inspected at Winnipeg 2,240 cars of grain, comprising the following:—
Wheat—No. 1 hard, 1,066 cars; No. 1 northern, 828 cars; No. 2 northern, 273 cars; No. 3 northern, 187 cars; rejected, No. 2, 13 cars; no grade, 3 cars; feed, 9 cars; condemned, 0 cars; making a total of 2,442 cars.
Oats—Extra No. 1, 1 car; No. 1 white, 28 cars; No. 2 white, 7 cars; No. 2 white, 0 cars; total, 35 cars.
Barley—No. 2, 2 cars; No. 3, 2 cars; No. 3, 2 cars; feed, 1 car; total, 12 cars.
Flax—No. 1, 41 cars; No. 2, 1 car; total, 42 cars.
The total number of cars of grain inspected was above was 2,510, of which 1,041 were in C. P. R. and 904 on the C. N. R. roads.

For the previous week the returns totaled 2,534 cars.
The foregoing figures bring the total inspections of wheat since the first of September, 1902, to 15,000 cars, which, converted in bushels, gives a total of 15,790,000 bushels exported to Nov. 21.

Grain and Milling Notes.

The farmers of Clearwater, Man., are organizing for the purpose of erecting an elevator at that point.
H. F. Hall is building a 3000 bushel elevator at Grandall, Man. This will make the capacity at that point 10,000.
The 1902-1903 estimates indicate a flaxseed crop in the United States in 1902 of about 27,000,000 bushels, a record.
The broom-corn crop of the United States in 1902 is estimated by the American Agriculturist at 39,800,000 pounds, as against 37,150,000 pounds the previous year.

The Canadian Northern Railway elevator at Port Arthur is growing rapidly and it is expected that the tanks will be completed by the end of the month, or very shortly thereafter. There still remains to be completed the house which surmounts the tanks. More men will be added to the working staff.

C. P. R. elevator D at Port William, 1,500,000 bushels addition is now being made as expected to be ready to receive grain in the latter part of January. The addition and the tanks will hold 3,000,000 bushels, and will have the latest and best devices for handling the grain in the shortest time possible. Elevator E is progressing rapidly. Should the winter prove mild this elevator will be in very good shape toward the middle or latter part of March.

Weather and Crops.

The weather was fine and colder most of this week than last, but it turned quite mild again yesterday. Snow is reported at many points on Monday or Tuesday, sufficient in some districts to make possible sleighing. More snow is desired. Thawing is practically finished.

The steamer Donnacona arrived at Port William on Nov. 27 from Montreal and reported the non-arrival of the Hancock, which left Port Arthur Friday morning, Nov. 21, with 82,000 bushels of wheat and grain. No tidings whatever of the steamer have been received and great anxiety is manifested by the regular grain men for her safety. The Hancock was due at the Sault on Saturday last.

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MANITOBA WHEAT STOCKS.

There were 1,982,231 bushels of wheat in store at Port William and Port Arthur on Nov. 24. Receipts for the week were 1,641,226 bushels, and shipments 2,448,833 bushels. A year ago stocks in store at Port William were 1,438,215 bushels. Stocks in store at Port William, Port Arthur, Keweenaw, Winnipeg and interior points are estimated approximately 12,799,000 bushels, compared with 10,750,000 a year ago; 3,589,000 bushels three years ago; 1,400,000 bushels four years ago, and 8,200,000 bushels four years ago.



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A New Craze in Furs.

The treatment of fur has radically changed, says a writer in the *Minneapolis Commercial Bulletin*. By new and secret processes in the finishing of skins and by the abandonment of wadded and quilted linings peltry has been brought under the same discipline as white silks, cloths and even velvets have succumbed. Fur has become flexible. The newest furs are so susceptible to manipulation that they are plaited, folded, tied into knots and even ruffled, shirred and gathered. Fur garments now fit, and furs have gained in beauty, though sometimes at the cost of loss of dignity. Ellen Johnson in the *New York fashion writer* says:

Going back to days when squirrel fur enjoyed a vogue even greater than it loses this winter, there is record that in the winter of 1310 Philip the Bold used upon his costumes 6,944 squirrel backs, while in 1370 Philip the Bold used upon three cloaks 1,980 miniver skins and 1,170 squirrel backs. This waste was the more wanton because nature's resources had not been exhausted as at present, and larger skins were available.

What is especially interesting in the chronicle is the fact that the Bold Philip used gray and white in combination just as do this winter's furrers; for in the history of costume miniver is made by sewing strips of petit-gris little gray squirrel backs to strips of the white fur of the squirrel's belly, an effect softer and more harmonious than the present mixture of squirrel and ermine.

But the report gains ground that it is not squirrel fur that is the fashion. When the cold days really come and the great ladies of dress put on their peltries, it is said that we shall find them wearing chinchilla. Squirrel has a royal record, but its fame is remote. Of late years it has been associated too closely with children's muffs and the linings of old ladies' cloaks to be able at once to claim respect or admiration.

Chinchilla is going to be the fur of luxury and pleasure. Not displacing sable, of course; one takes sable for granted, like diamonds. But, especially for blondes, chinchilla is the fad and the novelty. In deference to the

craze for white the snow-colored furs, ermine, white baby lamb and white-fox, are pushed forward. Mink, beaver, marten, otter and all the heavier and finer furs drop their position, except, indeed that year by year they become scarcer and more unattainable.

Each year the furrer exploits a new craze to make up for the previous season's drain on nature's stock, and each year of late it is cheaper for that is lifted of necessity to towering prices and prominence. This year, not content with the squirrel, but the muskrat is hunted. Somebody has discovered a process of dyeing and dressing muskrat fur to make an imitation of sealskin and forthwith the warrant is signed for the muskrat's extinction. Already its price has run up giddily. Silver-fox, when it can be had, is as fashionable as ever. So is baby lamb, which also has gone up in value.

Furs for the automobile are picturesque and savage. The lion lies down with the lamb the leopard skin is lined with squirrel the pony skin coat is latched at the throat by a bear's fur collar. To this zoological park must be added the Indian wild pig of whose skin are made coats decked with bristles as prickly as the porcupine's.

The new furs are so available that every variety of wrap which is made in cloth is made also in fur. Sae coats are short of three-quarter length or long. Blouse coats ditto. Wide-sleeve palatots coat the styles of 1830 grafting them upon the modes of that graceful monarch Francis I. Triple shoulder capes pelrines stoles and shawl wraps exhaust the furrier's ingenuity covering century after century of costume history.

The fitted fur coats are in general blouse-shaped in front and tight behind. Usually they show basques of solid description, though many substitute chiffon sashes of gray, black or white, while others are fitted into stitched waistbands of silk. The most covetable stole-like wraps very long and flexible are mounted on silk and work like a shawl. Circular capes of sable reach to the hips and are finished with fur tails. It is a season of picture hats of enormous proportions, in accordance with wide shoulders, huge fur stoles and immense muffs. I have already said that 1830 is upon us, modified by the days of Francis

I, an odd mixture, but the wide lines in both periods strike a note of resemblance.

Most of the fur scarves or stoles reach to the ears, are few short, narrow, so wide that if they do not develop in to early Victorian shoulder caps they are latched at the throat and extend to the back of the neck. They are lined with chine silk, veiled with lace, satin marked contrast, or a few short, narrow fur tippets such as were worn in the '90s. Because of the prevalence of these reversible, both the necks and boleros, sac coats and other fur garments are generally guiltless of colors or revers.

The especial novelty in the trimming of furs is the use of gimp, cord and passementerie. Wide chenille fringes and knotted silk tassels, chenille lattice work and twisted cords arranged in military fashion, are much used, together with cord and chenille embroideries. Lace and tulle are combined with fur much as they have been for a couple of seasons, but it is a point to be observed that there is decidedly more fur and less lace than there was last winter in the construction of coats and wraps, though of course this rule is subject to endless exceptions. At times lace is laid flat on fur, as in case of a deep sealskin cape I saw yesterday, which had an applied border of thick, cream-colored gauze, through whose interstices the fur was pulled with an odd effect as of grass growing between paving stones. A drapey of the same lace caught with gold-colored cords fell over the back like a hood. Again lace is added to fur in the shape of rosettes as in the case of a Russian sable pelrine just imported, which has a softening caught into tiny lace knots down one side.

But the ordinary use of lace, chiffon or tulle this winter is to alternate in stripes with fur. A stole that is a triumph of genius is formed of stripes of ermine alternating with thick ruches of white chiffon, the whole finished with a fringe of bronze chenille over a fall of white accordion-plaited chiffon. This lining of this stole is white-tucked chiffon. I have seen, too, great numbers of shawl-shaped wraps made with alternate bands of furs and gimp, lace insertion mounted on silk and finished with large tassels in silk and

chenille. Big silver buttons and heavy jet cabochons are also used as ornaments.

Of course fur is used for the trimming of fur, as many as three or four kinds entering into the composition of comparatively plain and simple garments. To say nothing of the ubiquitous combinations of ermine and squirrel, of white baby lamb and squirrel, and of ermine to sandy shades, which beaver and marten, and sealskin and chinchilla are daily showing themselves in popular mixtures.

Fur "heads" are no longer used as ornaments. Tails and paws have not disappeared, though they are less common than last season, but the heads (a barbarous reminder of happy lives sacrificed) are conspicuous by their absence. Jeweled clasps, cords and fringes have been substituted.

The new muffs are wide, flat and much trimmed. Many of them are round, with a hole taken out of the top. Sleeve-making is too big a subject to touch. The chief characteristics of fur sleeves are their gauntness and their width below the elbow.

Prosperity of Ontario.

Toronto, Nov. 25.—Farm property in Ontario has passed the billion dollar mark in value. Returns of agricultural statistics, issued yesterday by the Bureau of Industries, show that the 1901 value of farm lands, buildings, implements and live stock reached the total of \$1,004,923,290, compared with \$714,811,351 in the previous year. The county of Middlesex leads with \$202,800,000 and Huron comes second with \$18,640,111. The gross value of cheese manufactured reached \$12,209,673 of which \$10,814,328 was paid to milk producers compared with \$13,023,025 and \$11,082,470 respectively in 1900. The amount of chattel mortgages against farms in Ontario was \$2,854,750 last year as compared with \$3,110,543 in 1900, and \$3,823,582 in 1901.

Four beet sugar factories have been established in Ontario. They are the only beet sugar factories in Canada and they are all new industries, this being the first season for all of them.



Gloves



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BROCKVILLE, Ont.




Lignite Coal in Bricks.

Among the larger lignite coal operators in North Dakota much interest is displayed in the process which a St. Paul man has invented for briquetting lignite. It is said that the process is practical and overcomes all of the obstacles which have confronted the lignite operators in their efforts to put the product on the market in a more merchantable and satisfactory shape.

For some years Germany and other European countries have taken the lead in advanced processes of briquetting lignite. The low grade coals of Europe are made to do duty in this form. Considerable progress has been made during the past two years. The whole problem in this country has been to secure a cheap lignite that would not affect the quality of the fuel and would disappear in burning as readily as the lignite. Experiments made during the past two weeks indicate that the St. Paul man has solved the problem. His binder is said to come from the waste material that is wasted annually in North Dakota. The Washburn Lignite Coal Company, which operates mines at Willton, N. D., will apply the new process as soon as it is ready.

Stoves which burn lignite successfully have been invented and will be on the market as competitors for the northwestern burner during the next year.—Minneapolis Commercial Bulletin.

Railway and Traffic Matters.

It is reported from the east this week that the expressed intention of the C. P. R. and G. T. R. roads to raise their general freight rates has met increased cost of labor and materials, will not be carried out in the meantime.

The Canadian Pacific Railway general freight department has issued a circular stating that it is now in a position to accept freight on shipments on the Forrest, Snowlake, Wascada, Wellwood and Selkirk extensions. As there are no agents operating at the points, the freight must be prepaid.

There is a report at Toronto that the Canadian Northern Railway has made an agreement with the Great Northern by which the latter will be enabled to carry freight to Winnipeg, the companies' common terminus, on the Manitoba boundary. This new arrangement, it is said, will go into effect in the spring.

The average railroad company spends more money every year for paper than it spends for fuel, it is said, says an exchange. The statement may seem incredible, but any railroad man, or anyone who has had any practical experience in railroad work, or has seen the routine of a vast railroad system, will accept it without hesitation.

The company which last year secured a charter and subsidy to construct a railway from the Pacific into the Kootenay country, has made financial arrangements in New York for the railway, and the subsidy, providing an additional subsidy is granted. The section from Vancouver to Fraser river will be built and operated further subsidy. A ferry service to Victoria is part of the scheme.

So great has been the car shortage in the northwest that managers are becoming positively churlish where interference of traffic authorities is the latest manifestation of "lais" is the refusal of the Great Northern Railway company to permit the Great Northern boundary into Manitoba with freight for the reason, it is claimed, that the C. P. R. hopes to capture this line. There can be no doubt that the C. P. R. settlers' effects are also subject to this rule.

The preliminary report of the interstate commerce commission of the United States on the income of railroads in the United States for the year ended June 29 last, contains returns of railway operating companies 195,945 miles of line or possibly 88 per cent. of the total railway mileage of the United States. The freight earnings of these railways were \$472,429,165, and the freight earnings were \$290,839,182. In addition to other earnings from operations, gross earnings amounted to \$1,711,745,200, or a decrease of 77.75 per cent. and operating expenses \$1,106,137,409, or \$5,645 per

mile of line, showing that net earnings were \$605,616,795, or \$2,994 per mile. The net earnings were \$43,295,422 in 1902 and \$3,295,422 in 1901.

Railroads all over the country are preparing to advance freight rates. A Chicago despatch to the New York Times says that the freight rate to be done is for the 10 per cent. advance in wages of employees lately made by unions, and that it will have to be followed by all other roads to avert strikes. The central freight association has met to-day to consider a proposition to advance rates on grain and flour from Chicago and St. Louis to the Atlantic. The present rate is 17 1/2 cents from Chicago to New York, and will raise the rates on grain and its products from the Missouri river to the Atlantic seaboard. The Pennsylvania railroad, according to reports, will take the initiative in advancing rates on articles for local consumption. It is expected to advance tariffs on iron and steel products 40 per cent. and on stone, brick and relays of freight 25 per cent. An advance in class rates is to be brought about by changing and revising the classification.

The Railway Situation.

The railway situation is certainly a remarkable one. It is a situation of shortages, of lack of motive power or of insufficient facilities. The result is a feeling becoming appreciated that the business of the country offered to the railroads is so large that they are sure must be devised to meet new conditions. Even among railroad men there is no longer that relief to the congestion is welcomed. At several centres the one drawback to the difficulty of obtaining supplies of fuel, iron and steel, lumber and manufactured merchandise, which have been bought but cannot be delivered to consumers because of freight bulleddies. Gross receipts for the first half of November show gains of fully 10 per cent. over the same period of last year, but returns for the nine months, despite coal strikes, crop shortages and other troubles, show an increase of 5 per cent. in gross receipts and nearly as large net returns. The increase in gross receipts which in ordinary years would result in decreases. The main hope of the railroad authorities is that if the weather will remain mild and that some of the present congestion will be relieved, the business of the country will be able to solve the problem of transportation still more difficult.

Stock Prices Advance.

At the meeting of the Western Association of Stock Manufacturers in quarterly session at the Auditorium hotel, Chicago, November 18th, a 2 1/2 per cent. advance in the price of stocks of all kinds was decided upon. A few of the members present favored a raise of 30 per cent., but compromise was made. The result of the meeting, advance was established. The increase in the cost of coke, at least in the West, is expected to be 10 per cent. in the past three years, is the reason given by the manufacturers for making this step. The same was present at the meeting, including a few delegates from the Southern Association.

Canadian Cattle Exports.

Canada's live stock trade from the port of Montreal for the season of 1902 was brought to a close on Friday, with the sailing of the steamship "Huron," for New York. The cargo consisted of 310 sheep, with 254 head of cattle and 210 sheep. This is five days later than the last sailing of a vessel sailed from this port in 1901, and the latest on record for the past twelve years, with one when in 1899, the season was brought to a close on the same date. The total export value of the live stock trade for 1902 amounts to \$7,120,673, which is a decrease of \$49,712 over the total for 1901, but this shrinkage in value is accounted for in the lower ocean freight rates. The total value of the exports of sheep in the exports of sheep. The total exports were 77,359 head of sheep, valued at \$3,834,000, and 548 head of horses, which show an increase of 8.4 per cent. and operating expenses compared with the numbers in 1901.

Obituary.

Winnipeggers were shocked to learn of the sudden death at Montreal, this week, of George McBean, formerly a resident of Winnipeg, who died at the age lived in this city, and was engaged with his father, the late Archibald McBean, in the lumber business. Five years ago he moved to Montreal, and has since been actively engaged in business in that city. He leaves to mourn his loss, a mother, Mrs. McBean, 144 James street, Winnipeg; a wife, Mrs. McBean, 144 James street, William, Bruce, Harry and Athol, of Winnipeg, and Oscar, of Toronto. The news was brought to Winnipeg by telegraph, and the funeral took place on Wednesday afternoon.

London Wool Sales.

London, Nov. 22.—Since the closing of the 10th series of wool auction sales a good business has been done in crossbreds at 15 to 16 per cent. advance. The medium grades have been quiet, owing to the high prices demanded. The closing of the sixties series on November 25 is awaited with interest. A good general demand is expected for the 10th series. The arrivals for the sixth series are as follows: New South Wales, 20,744; South Queensland, 8,400; West 12,120; South Australia, 3,070; West Australia, 5,010; Tasmania, 3,000; New Zealand, 1,000; and 10,000. The following were forwarded direct to spinner: Super of Good Hops and No. 10, 10,500; West Australia, 22,500. The total stock of wool for the sales is about 100,000 bales, including 20,000 odd wool. Next week, 57,570 bales will be offered. The sales will be closed on December 4.

How to Tell Poor Rubbers.

The Rubber Shoe Jobbers' Association of Canada held a meeting recently, to discuss the matter of the sale of rubber shoes. The shoes which are completed at the factory they are all examined, and the poorer quality shoes are separated out as "seconds." In the hands of unscrupulous retailers these shoes are sold as "first quality" shoes. The Rubber Shoe Manufacturers' Association were also present at the meeting. It was decided to have a list of shoes which shall have a hole punched in the back of each rubber, so that buyers can immediately tell the quality of the shoes. At the meeting represented all the manufacturers and jobbers of Canada, the measure will be effective.

Last Sailings.

Close of navigation on the lakes is near at hand, and the regular liners are about making their last trips for the season before going into winter quarters in the east. The Canadian Pacific Railway steamers will each make one more trip up and down the lake. The Alberta sails on her last trip, this fall, for Owen Sound, on Friday, Nov. 28; the Athabasca, on Sunday, Nov. 30; and the Manitoba on Tuesday, Dec. 2. The last sailing of having the Alberta make an extra trip here, if there is an opening at Owen Sound, is the Huroon, to that point. The Huroon is billed to leave Sarnia on her last up trip on Friday, Nov. 28, for Montreal, Hamilton and Port Arthur on Monday, Dec. 1.

Taking B. C. by the Throat.

The Mackenzie-Mann combination controlling the Canadian Northern Railway system, threaten that unless British Columbia gives the subsidy demanded, their road will not be extended beyond Edmonton. J. N. Green, secretary of the British Columbia coast in the interest of the Canadian Northern Railway, is reported to have made this statement.

Lake and Rail Freight.

At the commencement of the week, says the Montreal Trade Bulletin, about 200,000 bushels of wheat were taken to Chicago for export there, and 100,000 bushels corn at 1 1/2c. Engagements of wheat from Fort William to Chicago are at 2 1/2c. and from Buffalo to New York 4 1/2c. From Chicago through to Montreal, wheat is taken at 3 1/2c. to 5 1/2c.; and from Port Arthur to Montreal, 7 to 7 1/2c.

Trouble in Grain Trade.

Suit has been entered by three grain firms having offices in the McIntyre block, Winnipeg, against a number of grain firms having offices in the grain exchange building, claiming damages for alleged boycott. The complainants claim that the grain exchange firms and companies have instituted a boycott against complainants, have tried to induce others to join in the boycott and have tried to prevent plaintiffs from securing shipping facilities, etc. The complainants are:—

Fire at Dauphin.

Dauphin, Man., Nov. 27.—Last night about 11 o'clock a fire broke out in a photograph gallery occupied by M. Mathias, owner of Sutherland & Stelek hardware store, the Murray block. It was well advanced when discovered, but considerable of the stock hardware was saved. The total loss is placed at \$7,000, partly covered by insurance.

Prices of Staples.

Comparative prices of staples at New York. Nov. 21, 1902. Nov. 22, 1902. Flour 13.50 13.60. Wheat 17.50 17.50. Corn 12.50 12.50. Oats 10.00 10.00. Pork 15.00 15.00. Lard 11.00 11.00. Cheese 14.00 14.00. Coffee 20.00 20.00. Tea 15.00 15.00. Sugar 12.00 12.00. Cotton 10.00 10.00. Rubber 10.00 10.00. Copper 15.00 15.00. Lead 10.00 10.00. Tin 10.00 10.00. Pittsburgh 20.00 20.00.

Labor Notes.

The commercial telegraph operators of America are forming an organization which will unite all under one central union, and will give them power to that of the railway telegraphers.

Insurance Notes.

The loss of the St. Lawrence route on hulls during the past season was \$500,000, and the loss on cargoes \$100,000.

A. M. Johnson, of Carruthers, Brock House, Madison, who has been in the St. Boniface hospital with a mild case of diphtheria, is getting better.

The Equitable Life Assurance Society announced at the close of business on Wednesday that the clerical force of its home office at New York that the society would forthwith insure the life of each employee for \$1,000, and keep the policy in force so long as he remained in the employment of the society, one-half the amount of the insurance to be paid at the employee's death to his wife or family, or any other person named in the policy, and to go into a fund to be used by the officers for pensions or in other ways.

The Economist, of Toronto, contains in its last issue a criticism of the independence of the Foreign Office, and should make the members of that order at it and think. The facts upon which it is based seem obtainable to a report by the insurance commissioner of the state of Connecticut. Perhaps the substance of the order criticism can best be given by quoting a part of its heading, which is as follows: "Extraction of the substance of the order criticism in every direction; improper dealing with the funds of the order; improper use of the order's funds to their care; the Temple Building white elephant on their hands, and escape of the order's funds from the member of vital facts from the member of the order; expenses of foreign business out of all proportion to the business done."

According to The Annual Wool Report for 1902, just issued, there are 42,154,122 sheep in the United States exclusive of lambs under one year old and lambs which have been taken from during the last year, comprised 274,841,632 pounds, as against 265,922,323 pounds in 1901.

Ribbons and Velvet.

It has been many years since ribbon makers have experienced such a perpetual demand for their goods, says The Commercial Bulletin of Minneapolis. It would be difficult to mention any particular kind of ribbon as having received a preference, for all kinds all widths, and all colors have been reaping the benefit of the general demand. Manufacturers of dresses, millinery and other female apparel have been buying ribbons as they never bought them before. Retailers all over the country report selling more ribbons now in a week than has been the custom in former years in a month. Wholesalers note an increase in the demand for plain ribbons, tartans of about medium width being the favorite. Fancy shade effects are also being asked for by the millinery trade. Orders for spring seem to be coming along to the satisfaction of the sellers in the wholesale trade. And, in fact, the spring order tradepromises to be one of the best that has been experienced in many years, if not the best that has ever been known.

There is considerable activity in the high class velveteens at the present time. Agents have been receiving many calls for good sized orders in these goods for quick delivery and the market is considered in very good shape for narrow velvets. Having been prevailing with very satisfactory demand, but the wider goods, suitable for costumes, are showing the most life. Metal prints continue to be in great favor for waists, suits and costumes and the demand is sufficient to keep stocks from accumulating in sellers' hands.

A Moderate Flax Crop.

In spite of a heavy increase in the acreage sown to flax this year in the northwest the crop aggregate is very little different from that of last year, according to Orange Judd Farmer correspondents located in all sections. The greater part of the increase area is in North Dakota, largely in the Red River valley, and a considerable part of this increment was due to the fact that the early season was too wet to permit of the seeding of the full amount acreage.

The land which was seeded to flax as a last resort was naturally sown in late seeding being prosecuted as late as the middle of June, some of it being crop speculation. The season did not prove favorable to such late sown flax, being cool, wet and marked by early frost. The result was some abandonment of area, and a generally low rate of yield for the Dakotas. The season in Minnesota was rather more favorable, the crop being planted earlier, and consequently being less affected by the early frosts. Here the rate of yield reported is a fraction better than that of last year. In the northwest the season was better than last year, with a rate of yield and an aggregate crop slightly larger.

The following statement presents the Orange Judd Farmer estimate of average yield per acre, and total crop, by states:

Minnesota	47,000	11.8	554,000
Wisconsin	607,000	10.9	7,170,200
Iowa	249,000	9.2	2,287,200
Illinois	45,000	6.1	272,100
Indiana	100,000	10.0	1,000,000
North Dakota	17,000	11.5	1,965,000
South Dakota	175,000	8.1	1,417,500
Montana	205,000	8.1	1,660,500
Wyoming	83,000	12.0	996,000
Total	1,440,000	8.7	12,353,400

The price of seed is materially lower than last year, ranging from 41 to 52 per bushel on the farms in the

northwestern centers of production, but while there is some dissatisfaction over these prices, there seems no special tendency to hold the crop.

The Argentine republic has accepted the terms upon which the British government agreed to admit the cattle of that country to the British Isles. The conditions are that Argentine shall adopt the British diseases of animals act, inspect her own flocks and prohibit moving animals affected with disease from one district to another.

The United States department of agriculture has for years been conducting experiments with a view to producing an orange which would stand the cold waves which occasionally devastate the groves of Florida. These experiments have apparently been crowned with success as an orange has now been secured which can be grown 200 miles further north than the varieties now grown in Florida. This orange is a cross between the Japanese triflorate orange and the common Florida variety.

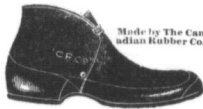
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Lacey R. Johnson, of Montreal, assistant superintendent of rolling stock on the C. P. R., is in Winnipeg on business in connection with the erection of new Canadian Pacific Railway shops in this city, which, it is said, will be built next year.

"A granite tablet," remarked the moralizer, "is a splendid thing to perpetuate one's memory."

"Yes," replied the demoralizer, "but personally I prefer a string around my finger."—Chicago News.

A Great German.

Alfred Krupp, head of the great German iron and steel works, died at Essen on Nov. 22, of apoplexy.

Moderate estimates of the fortune of the deceased place it at \$120,000,000, and his annual income during his recent years of prosperity at \$10,000,000. It is understood the gun works will be placed in the hands of trustees for the benefit of the heirs.

Alfred Krupp, head of the gigantic iron and steel works at Essen, in Prussia, and father of the deceased, was born in humble circumstances there in 1812. He succeeded his father, who had founded a small iron forger, in 1810, and took control of the works in 1848, when he found "three workmen and more debts than fortune." Almost simultaneously with the introduction of the Bessemer steel process in 1857, and the use of the steel hammer, came the demand from artillery for larger guns, and from railway companies and shipbuilders for more durable materials of construction. Krupp established at Essen the first Bessemer steel works erected in Germany, and the first forging hammer as well. The steel work gun manufactured at Essen, in 1847, was a three pound muzzle loader. Krupp showed in the international exhibition of 1851 a 6-inch steel gun.

To Krupp undoubtedly belongs the credit of introducing steel as a material for gun construction, and of pioneering that material for many years when it was disregarded by the governments. In 1802 he exhibited a cast steel block weighing 20 tons, which was designed to show what the manufacture of ordnance. He showed a similar block at Paris of 50 tons (1807). At the Düsseldorf exhibition in 1850 he showed a steel gun of 100 tons weight, being the first to demonstrate the possibility of producing a piece of ordnance of such enormous size.

The manufacture of cast steel axles was begun in 1802 and of tires from solid forged pieces in 1852. The subsequent history of the Essen works is an epitome of the records of the German iron and steel industry. In all matters of technical and industrial development Krupp took a leading part. He acquired large mines and collieries and every year saw additions.

He died in July, 1887, and his son, the late Alfred Krupp, who died at Essen Saturday, has operated the works since that date, and acquired immense wealth. He built the 155-ton gun for the fortifications of Cronstadt.

Fort William Advancing.

Mayor Dyke, of Fort William, who was in Winnipeg this week, stated that he had completed satisfactory arrangements with the Ogilvie Flour Mills company for the carrying out of the enterprise commenced a few years ago by the late W. W. Ogilvie. The necessary papers have been signed, and the company intend erecting five-poor buildings, a mill capable of manufacturing 1,500 barrels per day of 24 hours, and an elevator of at least 100,000 bushels, and probably 100,000 bushels capacity at Fort William. All arrangements have been settled pending the voting on the by-law by the people, which will take place on Jan. 5, and ratification by the legislature, which two things, he says, there is no doubt will be heartily accomplished. Work will then begin on the buildings as soon as the spring permits, doubtless tenders will be called for and contracts let toward the latter part of the winter.

The Copp foundry, Mayor Dyke says, is an immense building, and is now ready apparatus will be installed during the winter months; and in April or May the manufacture of stoves, furnaces and ranges will begin. The firm will also have a general foundry and machine shop business in connection with it, and will make for the boat trades and

also for the railway people, having the necessary machinery for dressing up castings for immediate use. Since the early spring, the mayor states, about 1,200 extra workmen have been employed in the town, in construction of elevators, extension of cars, double-tracking five or six miles west and building flour sheds, with the latest labor-saving devices for unloading, also for putting the coal into the tenders.

To Test Canadian Flour.

Ottawa, Nov. 18.—Mr. W. Hutchinson, M. P., Dominion exhibition commissioner, has engaged W. Jamieson to go to Osaka exhibition in Japan next year, to take bread with a view to demonstrating the superiority of Canadian wheat flour. Wheat bread is not a staple article of diet in Japan but as the Japanese are a wide-awake people, it likely will be, and an early entrance in the educational campaign should bring rich trade results later on. At present, however wheat bread is used in the Japanese navy and there is great dissatisfaction owing to the bread becoming stale inside of twelve hours. This is due to the fact that the flour is made from wheat grown on the American Pacific slope, and is vastly inferior to the Canadian wheat. Mr. Hutchinson hopes to show in a very practical way that bread from Manitoba No. 1 hard will keep fresh not only twelve hours but seventy-five hours if necessary. All the latest appliances in bread making will be taken over and an effort will be made to reach especially the naval and governing authorities.

Important Legal Decision.

On the 20th inst. Judge Morson handed down a written judgment in a case tried by him in the divisional court, Toronto. The E. W. Gillett company, of that city, sued W. H. Gillard & Co., of Hamilton, to get \$18.84, balance on a yeast bill, having sent the usual circular of prices.

These prices, the defence maintained, were raised, or rather, the prices of the yeast, the only line of Gillett goods bought by Gillard, was raised because that was the only yeast bought by the Hamilton firm. The Toronto firm denied this and relied upon its published catalogue of 1900, which has a clause stating that prices are "subject to change without notice." The judge said: "There is no question but that any vendor contracts at what price he pleases and may change these prices from time to time as he sees fit; in this case, however, if he has fixed his prices by contract with his customers. In this case, the sending of the price list was an option in it; and the ordering of the yeast by the defendant, and the acceptance of that offer, and the substituted a contract at prices quoted and the shipping of the yeast might be taken as having been done under this contract, which fixed the price and which price the plaintiff, therefore, could not charge as they sought to do. The plaintiffs can charge defendants only the price quoted in the wholesale list, which the defendants paid before action, and the plaintiff cannot recover the increased price. Judgment for the defendants, with costs."

C. F. Todd, of J. H. Todd & Co., wholesale merchants, Victoria, B. C., was in Winnipeg this week.

A by-law to loan John Dick, of Toronto, \$10,000 to operate the Dick family woolen mills was carried. Seaforth, Ont.

The announcement has been made of the discovery of great iron deposits in the Wahnapitae district north of Sudbury, Ont.

Sir William MacDonald, Montreal, has given another \$25,000 to the manual training schools connected with Ontario Agricultural college at Guelph in addition to his original gift of \$125,000. The increased grant is account of the higher cost of operating the building.

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Men's Furnishing and Clothing Business in town of 15,000 population...

FOR SALE.

The Austin Flour Mill and Elevator, capacity of mill, 40,000 bushels...

SAFE FOR SALE.

Size about 15 by 20 inches, 16 inches deep, good as new...

PARTNER WANTED.

WANTED-A PARTNER HAVING not less than \$5,000.00 to take a half share in a flour mill and grain elevator...

GOOD OPENING.

Hardware Stock for sale, in one of the best towns in Manitoba...



PANTS, SOCKS, OVERALLS, SHIRTS Our stock includes every size.

THE HOOVER MANU'G. CO. Ltd WINNIPEG.

Asiatic volcanoes are gaining a reputation for spuriousness... A lately reported eruption in a mountain near Irkutsk...

Balloon photography as a means of military map-making is being developed by Rev. J. M. Baker, the English aeronaut...

GROCERIES.

Prices to retail dealers for ordinary lots, with usual discounts for cash or large lots.

Table listing various grocery items such as Apples, Peaches, Pears, Raisins, and other fruits with their respective prices per case or per bushel.

Canned Meats.

Table listing canned meat products like Corn beef, Lunch tongue, and Ham with prices.

Canned Goods.

Table listing various canned goods including Potted ham, Beef, Tongue, and other meats.

Cereals.

Table listing cereal products such as Soft peas, Pearl barley, Standard oatmeal, and Beans.

Cigarettes.

Table listing different brands of cigarettes like Old Judge, Sweet Caporal, and Sweet Sixteen.

Cured Fish.

Table listing cured fish products including Boneless Hake, Codfish, Herrings, and Dried fish.

Dried Fruits.

Table listing dried fruit products such as Currants, Raisins, Dates, and Figs.

Evaporated Fruits.

Table listing evaporated fruit products like Peaches, Apples, and Pears.

Table listing various oils and nuts including Pitted plums, Nectarines, Apples, and Walnuts.

Matches.

Table listing different brands of matches like Potters, Parlor, and Eagle.

Nuts.

Table listing various nut products such as Brazil almonds, Peanuts, and Greenish walnuts.

Syrup.

Table listing different types of syrups including Extra bright, Maple, and Molasses.

Sugar.

Table listing various sugar products like Extra standard gran, Extra ground, and Lump.

Salt.

Table listing different grades of salt including Common, Dairy, and Assorted.

Spices.

Table listing various spices and condiments such as Allspice, Cloves, Cassia, and Mustard.

Teas.

Table listing different types of tea including China, Indian, and Young Hysons.

Tobacco.

Table listing various tobacco products like T. & B. No. 24, T. & B. black chewing, and T. & B. 1-13 pkgs.

Lower grades.

Table listing lower grade tobacco products including T. & B. No. 1, T. & B. No. 2, and T. & B. No. 3.

Chewing Plug.

Table listing chewing plug products from Pommery, Curran, and others.

Smoking.

Table listing smoking products like Virgin Gold, Bull's Eye, and Golden Plug.

Wooden Ware.

Table listing various wooden ware items such as Tubs, Washboards, and Brooms.

Brooms.

Table listing different types of brooms including Extra quality, No. 8 O.K., and No. 4 Star.

Drugs.

Table listing various drug products like Alcohol, Bismuth powder, Camphor, and Chlorate potash.

Leather.

Table listing leather goods including Harness, Saddle, and various types of leather.

Other Goods.

Table listing miscellaneous goods like Glass, Paper, and other household items.

CANADIAN PACIFIC

Christmas Excursions

FOR DECEMBER

Lowest Round Trip Rates to all

**Ontario
Quebec
and...
Maritime
Provinces**
POINTS

Good for Three Months.

Stop-over Privileges east of

Fort William

Daily Tourist and First-class Sleepers

For full particulars apply to nearest P.P.I. agent or write

C. E. MCPHERSON

General Passenger Agent,
WINNIPEG.

The Canadian Pacific telegraphs has received official notification that the new Pacific cable cannot be opened for the transmission of commercial and ordinary messages Monday, Dec. 8.

Agents from New York and Philadelphia are buying up all the product of the independent coal operators in Pennsylvania. They are paying \$7 to \$8 per ton for coal delivered on board at the collieries. For this reason individual operators are refusing to sell coal for local consumption, for which they get \$3.50 per ton.

A new board of trade has been organized in Calgary by amalgamation of existing business organizations. The following sections were decided upon with temporary conveners: Manufacturers, R. J. Hutchings; Retail, J. Emerson; Wholesale, N. Mitchell; Agricultural, J. S. Young; Professional, Dr. Ings, Messrs. Hutchings, Lowley and Gronlund were appointed the finance committee. A. Albin was appointed chairman of the immigration committee. The question of a paid secretary was taken up, and it was decided to place advertisements in different papers for one. Mr. Gronlund was appointed secretary until the annual meeting in January at a salary of \$25 a month. It was decided to make every effort to advertise Calgary and a definite plan of action was taken.



Office, 301 Main St. Tel. 1446

Christmas Excursions

DURING DECEMBER

Tickets on sale December 1st to 15th, 1902.

\$40.00

FOR THE ROUND TRIP

CHOICE OF ROUTES.

Winnipeg to Eastern Canada points, Montreal and west, via St. Paul and Chicago. Proportionately low rates east of Montreal.

Tickets good for three months. Transit limits, 10 days going, 10 days returning. Stop-over privileges east of Detroit. High back, wide vestibules, Pullman sleepers. All equipment strictly "first-class."

For further information apply to H. SWINFORD, General Agent, 301 Main street, Winnipeg; or CHAS. S. FEE, General Passenger and Traffic Agent, St. Paul, Minn.

ATLANTIC STEAMSHIP LINES.

Allan Line—St. John.

Parisian Nov. 22

Bavarian Nov. 29

Allan Line—Halifax.

Parisian Nov. 24

Bavarian Dec. 1

Lake Erie Line—St. John.

Lake Erie Dec. 5

Lake Megantic Dec. 11

Dominion Line—Portland.

Dominion Feb. 1, 1903

Dominion Line—Boston.

Commonwealth Jan. 4, 1903

White Star Line—New York.

Majestic Nov. 26

Celtic Dec. 3

Cunard Line—New York.

Acadia Nov. 22

Etruria Nov. 29

Cunard Line—Boston.

Acadia Nov. 22

Sicilia Dec. 1

American Line—New York.

St. Louis Nov. 26

St. Paul Dec. 3

Red Star Line—New York.

Kronland Nov. 29

Zeeland Dec. 6

Allan State Line—New York.

Sardinian Nov. 27

Laurentian Dec. 11

Anchor Line—New York.

Astoria Nov. 29

Purmosa Dec. 6

RATES—Cabin, \$20, \$35, \$50, \$70, \$80, and upwards. Second cabin, \$12, \$15, \$20, \$25, \$30, and upwards. Steerage, \$3.50, \$5.50, \$7.50, and upwards. Ticketed through to all ports in Great Britain and Ireland and at specially low rates to all ports of European continent. Prepaid passage arranged from all points. Apply to the nearest steamship or railway ticket agent, or to W. P. P. Cummings, General Agent, Winnipeg, Man.

Whats the use of Arguing the Matter?

Our Curling Brooms are the Best, and better than ever.

We want every dealer to try a sample shipment and be convinced, or return them at our expense.

WALTER WOODS & CO.
WHOLESALE
Wooden and Willow Ware, Brooms, Brushes, and Grocers' Sundries.
HAMILTON and WINNIPEG.

PLEASE NOTIFY.
Subscribers to The Commercial are requested to notify the office of any irregularity in the receipt of their paper.



Cigars For Xmas Smoking

Perfect in Aroma
Pure and Sweet

We are now prepared for your Xmas orders on choice cigars. Special sizes, attractively boxed, are now being shown by our travellers. If they should miss you, write direct to us and we'll fill your order with promptness. There's the—

- "T.L."
- "T.L. Specials"
- "ROSA LINDA"
- "FLOR DE TOM LEE"
- "LEE'S PREMIER"
- "FLOR DE ALBANI"

and many more equally famous brands that critical smokers enjoy and know.

WESTERN CIGAR FACTORY
WINNIPEG
T. LEE, Prop.

PING PONG TABLE TENNIS

720 Sets of this Jolly Game received lately. We have them in Vellum and Wood Racquets. Fifteen styles. Can be sold retail from 25c to \$10.00.

Ping Pong Bats, Ping Pong Balls and Ball Pick-ups. Ping Pong Invitation Cards and Ping Pong Score Cards.

Games of all sorts. Dolls, Toys and Fancy Goods.

THE CONSOLIDATED STATIONERY CO. Limited
WINNIPEG
244 McDermott Ave.

Oysters In the Shell

First car just to hand. Get in an order for one or more barrels quick. They go fast.

Orders by mail will receive prompt attention.

W. J. GUEST Wholesale Fish, Game, Poultry, Etc.
600 Main St., Winnipeg.

CITY BOX FACTORY Gzerwinski & Grant

Manufacturers of all kinds of boxes, crates, butter and egg cases and Rites Lock corner and printed boxes.

93 and 95 LOMBARD STREET WINNIPEG.

We are now making up our Curling Brooms and have something new in a **ROUND CURLER** Just the thing for curling. Write for quotations.

E. H. BRIGGS & CO.
Broom Manufacturers.
Telephone 1554. WINNIPEG, MAN.

Clark Bros. & Co. Wholesale Stationers Box 1240 WINNIPEG, MAN.	STATIONERS We have a splendid list of all the latest copyright Books for Xmas trade. Full line of 1903 Pocket and Office Diaries. Illustrated Xmas Numbers Boys' and Girl's Own, Etc. Send for Order List.
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LIMITED
Importers and Wholesale Grocers

Packers of the Celebrated
VICTORIA CROSS Evaporated
 Fruits, Teas and Coffees.

HEADQUARTERS for Sago, Tapioca,
 Rice and all classes of English
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Prompt attention to all letter orders.
 137 Water St., - VANCOUVER, B.C.

RAT PORTAGE LUMBER COMPANY

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Head Office and Mills at RAT PORTAGE, ONT.

MANUFACTURERS OF...

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

AND ALL KINDS
OF WOODWORK

Branch: Point Douglas Avenue, WINNIPEG

**Lalonde,
Milord & Co.**
WINNIPEG, MAN.

Manufacturers of

**SASH, DOORS,
SHOW CASES,
STORE AND BAR
FITTINGS, Etc.**

Offices and Mills corner of King and
Butherland.

ASK FOR

...Ogilvie Oats...

DELICIOUS FLAVOR FREE FROM HULLS WARRANTED PURE

Put Up in All Sized Packages

Ogilvie's Hungarian

AS NOW MANUFACTURED. THE GREAT FAMILY FLOUR

Insist on getting "OGILVIE'S" as they are better than the BEST

HAVE NO EQUAL

DREWRY'S
"REFINED ALE"

"Which sparkles like Champagne," is the standard by which others are judged. Always the same; purity guaranteed. Flavor most pleasant. As a table ale it cannot be excelled. Bottled in half-pints for family use.

E. L. DREWRY
Manufacturer and Importer.
Winnipeg.

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We supply all out of town merchants with a full line of

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at wholesale prices. Write for particulars.

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424 and 584 Main St., Winnipeg.
Sign of the Street Clock.

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AND OTHER STATIONERY.

SEND FOR SAMPLES

THE FRANKLIN PRESS Ltd. Opp. Grain Exchange, Winnipeg

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Saddlery Company Ltd.**

Make the best and most perfect fitting

**HORSE COLLARS
AND HARNESS**

In Canada. Our saddles and strap work are gems of perfection of the leather workers' art. Branches and agencies everywhere. Ask for our Horse-Shoe Brand Collars and take no other make if you want the best or send direct to

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