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The Commercial

Journal of Commerce, Industry, and Finance specially devoted to the interests of Western Canada, including that portion of Ontario west of Lake Superior, the Provinces of Manitoba and British Columbia and the Territories.

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

WINNIPEG, NOVEMBER 19, 1888.

CALGARY WANTS a flour mill.

T. E. MARTIN, lumber dealer, Regina, has sold out.

N. HOBSON, butcher, Grenfell, is admitting a partner.

A. W. DRAPER & Co., druggists, Fort McLeod, have sold out.

F. B. ANDERSON, journalist, Winnipeg, has sold out to E. Johnsson.

FRED. GILLESPIE, commission agent, Calgary, was burnt out on the 9th inst.

ALFRED BUNKER, grocer, Vancouver, B.C., has sold out his business to Berteaux & Co.

PELKEY & ANDERSON, general storekeepers, Glenboro; E. G. Pelkey of this firm is dead.

H. KEHOE, brewer, New Westminster, B.C. has sold out his business to Wright & Jamieson.

HUGHES & PETTIT, of the Clearwater, Man., mill, talk of putting in roller process machinery.

MANUEL & STEELE, blacksmiths Deloraine, dissolving partnership; succeeded by Steele Bros.

SCOTT, merchant, of Shoal Lake, Man., is making up a car of butter to be shipped to British Columbia.

WILLIAM LYONS, of Portage la Prairie, talks of erecting a \$10,000 hotel in Portage la Prairie next spring.

THE Northern Pacific & Manitoba Railway have completed their new platform in the rear of the general offices, and passengers now alighting from trains proceed through Wesley Hall buildings to Main Street.

A. SMITH, of Carberry, has removed to Glenboro, Man., where he will engage in the grain business.

THE proprietors of the Brandon weekly *Sun* contemplate beginning the publication of a daily edition.

J. & W. HENDERSON lately in the hardware business at Portage la Prairie, have dissolved partnership.

R. P. BUTCHART & BROS., hardware and tins, Deloraine and Boissevain, are selling off and going out of business.

FRANK BOISSEAU, hotelkeeper, Brandon, has admitted one Bowen into partnership, under style of Boisseau & Co.

W. B. TOWNSEND, butcher, New Westminster, B.C., has sold out his business; Manahan & Reichenbace are the purchasers.

WILLIAM NEVINS, of Portage la Prairie, has purchased the H.B. Co's hotel building in that town for \$3,500. The hotel is at present occupied by Lansdowne College.

LESLIE GORDON administration of the estate of the late H. J. Edwards, cabinetmaker, Qu'Appelle station is advertising for all claims against the estate to be sent in before December 7th.

THE Windsor Hotel, Rapid City, Man., has been granted a license; the Queen's will also likely receive a license. This ends the trouble at Rapid City over the refusal to license the hotels.

MITCHELL & BUCKNALL, saw and flour millers, Millwood, have made arrangements to place in the Birtle market a supply of flour manufactured at their mill. They will also have a lumber yard established in Birtle.

APPLICATION will be made to incorporate the Red-Deer Valley Railway company, to build a line from Cheadle station on the C.P.R. northward to the Red-Deer valley coal-fields; also the privilege of extending to Calgary from any point on the line.

THE semi-annual statement of the Bank of Montreal was issued at Montreal recently. The profits for the half-year, after deducting charges for management and making provisions for bad and doubtful debts are \$710,815. Of this \$600,000 goes for dividend and \$50,000 is reserved for bank buildings at Vancouver. A comparison shows the net earnings for the half year are greater by \$45,757.14 than the same period last year, the net earnings amounting to 5.49 per cent. of the capital against 5.45 for the same period last year.

THE Assiniboine Water Power Bill came before the House on Friday last and caused a considerable discussion as to the propriety of allowing a city council to engage in trade, the idea being prevalent that it should be left to private capital, and special taxation for such enterprises discouraged. No doubt these expressions of opinion in the main are correct, but the success of the scheme is far more probable than many things city councils usually dicker in, and one that after completion can be turned over to a private company with financial gain to the city. The bill was finally passed, but has yet to come before the Dominion Parliament.

AT Montreal Manitoba No. 1 hard brings \$1.36 to \$1.38; No. 2, \$1.38 and No. 1 northern \$1.35.

SIR DONALD A. SMITH has been appointed to the Deputy-Governorship of the Hudson's Bay Company.

RESIDENTS along the Emerson branch of the C. P. C. are complaining of the new time table, they only getting a train every other day.

GEO. MCBAIN proposes opening in the furniture line at Clearwater, Man. Wm. Ford, shoemaker has also commenced business at the same place.

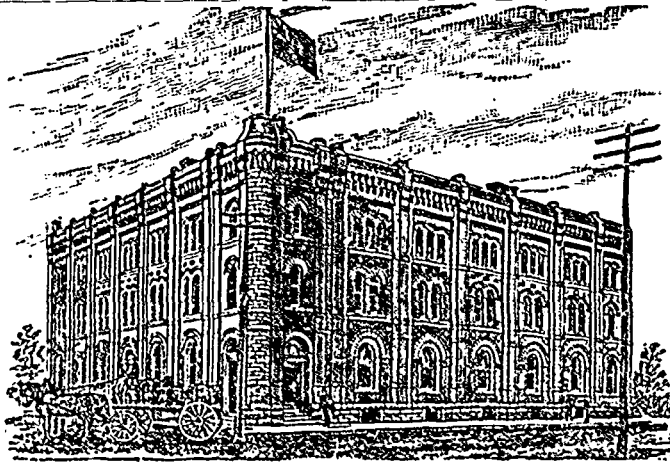
CITY coal dealers had a big rush on Friday last, every available team in the city being engaged in teaming. The cold snap caught many citizens with empty coal bins.

THE Stony Mountain herd of buffalo is a thing of the past, their guardian being C. J. Jones, of Garden City, Kansas, who has completed arrangements for their removal at once.

IT is rumored that the writ for the election for Provencher will not be issued in consequence of the unpopularity of the Government on the coming question, *vide* Ottawa despatch.

THE Winnipeg City Market was destroyed by fire on Wednesday morning last at an early hour, and the entire stock of the following butchers lost:—Braden & Co., D. Doyle, P. Gallagher & Sons, S. Knight, Kobold & Co., Peebles & Braden, Penrose & Rocan, and Count de Simencourt. Wm. Barr, fruits and vegetables; J. Scarth, poultry; J. L. Taylor and George Chamberlain, butchers, had their stocks damaged by fire and water. The front portion of the building being brick, withstood the attack fairly well, and the latter parties were the occupants of that portion. The losses are as follows:—The building was owned by the city. Loss \$7,000; insured for \$5,000 in the N. W. Fire Insurance Co., the Guardian and the Commercial Union. Kobold & Co., loss \$4,000; insured for \$1,000. P. Gallagher & Sons, loss, \$1,000; insured for \$500. Penrose & Rocan, loss, \$4,500; no insurance. J. W. Taylor, loss, \$700; no insurance. G. Chamberlain, loss, \$700; no insurance. J. Scarth, loss, \$500; no insurance. Wm. Barr, loss, \$250; no insurance. Lisbyville market stall, loss, \$4,000; insured for \$2,000, Peebles & Braden, loss \$2,000; no insurance. H. Knight, loss, \$800; no insurance. Market Superintendent Marshall also had his household effects injured to the amount of \$150. The total loss aggregates about \$27,000, of which \$20,000 is a dead loss. The origin of the fire is not known. The manager of the Lisbyville stall says there was no fire in his stove Wednesday evening, and cannot account for the starting of the fire in that end of the hall. The majority of the butchers who were burned out have opened stalls in different parts of the city. A coincidence of the fire is that Capt. Douglas' dog Jim, of the Leland House, was the means of drawing the attention of the night watchman of the house to the conflagration, and then the alarm was given by telephone. The electric fire system being in the burning building no signal was practicable from that point. It is the intention of the council to rebuild at an early day.

GOODS SOLD TO THE
TRADE ONLY.



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DIRECT IMPORTERS

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

WITHIN the past week two letters have reached the office of THE COMMERCIAL from prominent merchants in British Columbia containing complaints that the extortionate rates on the C. P. R. from the Pacific Coast to points in Manitoba and the Territories effectually block a trade being done therein by British Columbians. In both letters the writers state that had they rates in any way approaching those given to Eastern Canadian shippers, they could do a profitable business in the districts referred to. Evidently British Columbians are feeling a little of the discrimination under which Manitoba groaned for several years. If they expect to have the privileges which the C. P. R. Company give to eastern shippers they will live in disappointment until they are in a position to force such a concession. They will learn ere long, if indeed they have already learnt, that the C. P. R. policy is to discourage trade growth in the west as much as possible and concentrate it in the east. Once they have thoroughly realised this fact, they will be able to understand why Manitoba is making such terrible sacrifices, to free itself from the monopoly which thus discriminates against it.

Few people outside of the political monomaniacs and party henchmen will be sorry that the Royal Commission lately appointed by the Lieutenant-Governor came to such an abrupt stop, before it had actually entered on its work. The outside public were but little interested in knowing the inner workings of a quarrel, which is a disgrace to the province, especially as the scope of the inquiry was to be confined to matters, affecting only the personal reputations of politicians in and out of office, and not in any way to clear up points which are of interest to the general public. The Premier and the Attorney-General had the commissions powers limited to an enquiry into two charges of bribe taking, of which they were accused, while the *Free Press* and *Call* crowd wanted a general search of the political affairs of the past two years, with a view of unearthing official rascality somewhere, and the result is that there will be no investigation at all. The whole affair resembles very much an attempt to

arrange a mill between two pugilists, neither of whom are very anxious to fight, and both of whom are determined to start with a decided advantage if a fight is forced. The ministers wanted a fight on strict P. R. rules, but the *Free Press* and *Call* wanted one rough and tumble, and consequently no fight will come off. Had one been arranged it would doubtless been as disgusting as any pugilistic mill ever was, and doubtless the wider its scope the more disgusting it would have been. It is to be hoped that this quarrel will be withdrawn from the public view, or if still continued, that it will not be so persistently thrust before a disgusted people. It has not favorably impressed the minds of the masses regarding public men, and it has certainly not elevated the province in the respect of outsiders.

THE election excitement through which the United States has just passed, has been watched with more than the usual amount of interest in this country. Pending international questions between Canada and the United States, which are likely to be influenced to some extent by the result of the election, are partly the cause for this increased interest in the political affairs of our neighbors. The principal matter of course is the fishery question, which has played so important a part in international negotiations of late. There are also the Behrings Sea difficulty, the commercial union or reciprocity question, the canals dispute, the retaliatory proposals, and the annexation proposals from United States Senators, all of which are matters of interest between this country and the United States. These questions have been given more or less attention in the election contest just terminated, and it is a matter for regret, that in order to influence the votes of a section of the people who are hostile to the British Empire, and therefore hostile to Canada, a good deal of unfriendliness has been shown this country by the United States. The threats of retaliation for instance may be considered as put forward solely for political party purposes. At one time it was believed that Canada would receive more square and honorable treatment from a Democratic Government, but this idea has been

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CONSULTING ENGINEER, &c.

218 Third Avenue South,

MINNEAPOLIS, - MINN.

A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 8th, 1887.

JAMES PYE, Esq., Minneapolis, Minn., U.S.A.:
DEAR SIR, - In handing you our check for \$1,301.24, in full for balance on your contract for building and enlarging our mill, we without solicitation wish to state, that you have done your work in a manner highly satisfactory to this company. The capacity which you guaranteed at 275 barrels we find considerably under the mark, as we are at present making over 300 barrels, and the quality of the flour is all that we could wish for. Some of our largest purchasers frankly tell us, it is equal to any flour made in either Minnesota or this province. The yield also we find very satisfactory. We must also bear testimony to your pleasing and gentlemanly manner, and your willingness at all times to meet our wishes. This has made our business relations pleasant and we can honestly say, that we recommend you to any person, requiring anything in the mill building or mill furnishing line. Wishing you the success that straight dealing merits, we are
Yours very truly,

THE PORTAGE MILLING CO.

Jas. MacLennan, Managing Director.

somewhat dissipated of late, and the impression now seems to be that so far as this country is concerned, the return of the Republican party to power once more will make but little difference to us. On the fisheries question, however, the Republicans have done so much blustering, that the party is almost committed to a more aggressive policy than has been followed by the present administration, which will now be obliged to retire. In trade matters also it would seem that the Democratic party, with its free trade sympathies, would be inclined to be more liberal than the Republican party, pledged to extreme protectionist principles. Canadians who hoped for more liberal trade intercourse between the two countries have therefore little to hope from the incoming administration.

The Canadian Pacific in Maine.

When the Canadian Pacific Railway Company began the construction of its line across the State of Maine it was supposed it would get into operation early this year. But unexpected engineering difficulties were encountered, the weather last winter was exceedingly unfavorable, and the directors were accordingly forced to report at the annual meeting in May that "it is not now expected that this line will be ready for traffic before the end of the coming summer." Even this anticipation has not been realized. The work of building a first-class railroad through the unbroken wilderness of northern Maine has proven difficult beyond all calculations, and traffic can hardly begin before next spring. It seems not unlikely, however, that communication will be established between Montreal and Bangor and the towns on the Maine Central and New Brunswick systems east and west, by way of the Bangor & Piscataquis road, which connects with the Canadian Pacific at Greenville, by the beginning of the coming winter.

Most of the grading has been finished throughout the entire distance from the former terminus of the International road on the boundary between Maine and Quebec and the junction with the Maine Central line at Mattawamkeag. The length of new track covering

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—WHOLESALE AGENTS FOR—

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CORRESPONDENCE SOLICITED.

528 Main Street, WINNIPEG.

this space will be 128 miles. The rails are also down for the greater part of the distance. The principal work remaining is the finishing of two enormously high bridges east of Mooshead lake, one of them five miles from Greenville and the other eleven miles further on. All the work is of the most substantial character. The bridges are of steel and the masonry is of heavy stone. Wooden trestles are employed to the least possible extent. The general equipment of the permanent way is of high character.

Various towns in eastern Maine are expecting great things in the way of commercial development on the completion of the line. St. John and Halifax, likewise, continue their rivalry in laying claim to the prospective advantages of the new western connection. Meanwhile, Portland and Boston, with established lines in operation in connection with the Canadian Pacific, are receiving merchandise regularly in large amounts from the northwest, and are acquiring business relations which ought in the nature of things to continue.—Bradstreets'.

Sugar Situation.

The London Grocer of October 27th, in its report, says: "A fact which cannot have been overlooked by the trade is the smallness of the quantity that is said to represent the existing stock of raw sugar in the port of London, it being returned as only 38,400 tons against 55,240 tons last year and 80,030 tons in 1886; but we doubt if the returns are correct, knowing that with many private importers who are their own wharfingers it is quite optional whether they send up returns of their stocks and deliveries or not; and as we know they do not unless it suits them, there are good reasons for believing that our system of stock returns is very faulty and incomplete, consequently we think that, until this is proved to be the contrary, no heed should be given to the statements that the stocks of sugar here are so very much reduced as they appear to be on the face of the notoriously imperfect documents which are handed in for almost anybody's inspection in the Lane every week. That some such view is held by several leading firms in the wholesale grocery trade, not to say Mincing Lane brokers, is pretty clearly evidenced by the greater degree of dulness which has been observable in the raw market all the week through, as even less disposition to buy has been shown than previously, and notwithstanding the extreme scantiness of supplies in cane descriptions, the few sales reported have been practicable only at easy rates."—Empire.

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etc., etc.

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LEATHER BELTING

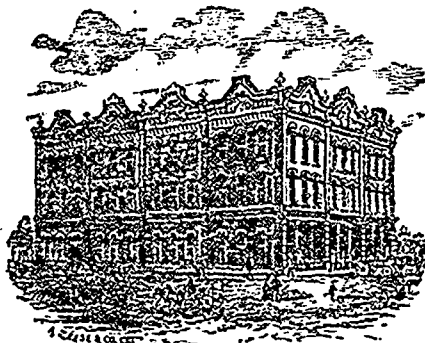
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JAMES LESLIE, JUNCTION OF GRAIG AND
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MONTREAL.



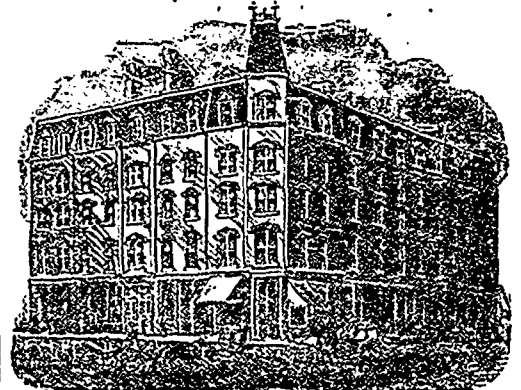
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BENNETT & CO., PROPRIETORS,

The Commercial

WINNIPEG, NOVEMBER 19, 1888.

CANADIAN COPYRIGHT.

Elsewhere in these columns will be found a draft of a bill, which it is proposed by the Canadian Copyright Association to have introduced and if possible passed at the next session of the Dominion Parliament, and which if it becomes law will, while allowing a kind of reciprocal protection of the copyrights of people of other countries, will furnish considerable of a safeguard against injustice being done to the Dominion by those, who cannot or will not admit reciprocal advantages in their own country.

Canada has now reached a position of importance in literature and arts, at which some system of copyright protection is a necessity in justice to its own people, and that this protection should take a wider scope and still secure something approaching to justice to our own people, is evidently the aim of the Canadian Copyright Association.

As will be seen by the draft of bill above referred to, the field which the Association intend should be included by law within Canadian Copyright privileges is wide, but at the same time it is very distinctly fenced in. It is proposed to extend Copyright privileges only to those who give them in return, and so far the provisions of the proposed bill are liberal as well as just. By following a more selfish course, and denying the privilege to British claimants, Canada would unquestionably secure a great advantage in one way, namely in the fact that British copyrights which could be pirated in Canada, are doubtless ten or perhaps twenty times as numerous as Canadian copyrights, which could be pirated in Great Britain. The extension therefore of all proposed privileges to subjects of Great Britain, and of countries having an international copyright treaty with Great Britain, is certainly a wide tribute on the part of the association to the value of genius irrespective of nationality. It is to be regretted, that this liberal policy towards authors, composers and artists of other countries should be hedged in with the conditions set forth in clause one of section two of the draft. To secure copyright in Canada the foreigner has to get the work of printing and publishing done in Canada, a provision which would indicate

that most selfish feelings to be found among trade practitioners had prompted it. In fact the most ultra protectionists have never dared to advocate the prohibition of foreign competition, yet here it is in this clause distinctly advocated, although sheltered under an apparent desire to protect and nurture genius. Evidently the publishing interest holds a big sway in the deliberations of the association, and that element is not satisfied with the tariff imposed by the National Policy on literary and artistic imports, but wish to have the power of piracy upon the admitted rights of foreign genius, unless it pays hush money to the Canadian publisher.

Many a struggling author of by-gone days has said and written hard things about the meanness and greed of the bookseller, as the publisher was then called, and seemingly the modern publisher of Canada is not inclined to let up on any hold he can get upon the poor author.

A reading of the draft referred to will suffice anyone that generally it is commendable, and aims a blow at the very worst kind of theft, namely, the stealing of the brains of men and women of genius. Its provisions are on the whole equitable and liberal, and the only seriously marring effect is this one feature in which the cloven foot of selfishness is unmistakable, notwithstanding the manner in which it is covered up.

C. P. R. OBSTRUCTION.

On Tuesday last work on the Portage la Prairie extension of the R. R. V. Railway was suspended, owing to the insuperable difficulty of carrying on construction beyond the Headingly crossing, without that crossing being put in and open for R. R. V. traffic. Winter has since set in, and it is quite likely, that nothing more will be done towards completing the road until next summer. This is all the more likely, because there is but very little hope of any prompt redress being secured before the Supreme Court, when the case comes up for argument on the 21st instant. Some people are inclined to blame the Local Government for blundering, and criticism of the Attorney General's action in the matter are in many instances anything but flattering. How much the Government and particularly the Attorney General are to blame in the matter, it is only a waste of time to discuss. That they might have shown better judgment, or more sharpness than they have

shown is very probable, but their bitterest opponents must give them credit for being in earnest about pushing the work. They have failed in giving competition to the western portion of the province this year, and it is the aim of those, who are primarily responsible for their failure, to place the odium of such failure if possible upon the Local Government or some member of it, and to mislead as many of the people of the province as they can into similar belief and action. It is to be hoped however, that few Manitobans will be so misled. Whatever may have been the errors in judgment, or want of shrewdness or the part of the Local Government, the electors of the province when appealed to can decide and reward with their support or opposition, and the less advice the electors take from outsiders, and the more independently they act upon their own judgement, the more just will be their award at the polls.

But it is a question in the minds of many here as to who should be held primarily responsible for this obstruction of railway development, and there are not a few, who would hold the C. P. R. Company entirely responsible for it. The devil does get slandered at times, and to place the entire blame thus on the C. P. R. Company, would be furnishing a parallel to slander of that sulphurous potentate. The policy of the C. P. R. Company is like that of all other railway corporations, and can be briefly summed up in the phrase "concede nothing." There is however a manner of carrying out such a policy, and the late action of the company towards a province, which has so heavily subsidized and liberally aided them in the construction of their lines, should at least commend to that province the wisdom as well as the justice, of adopting a similar policy towards the C. P. R. Company. Therefore let the policy of Manitoba towards the C. P. R. in the future be one of no favors shown, and a prompt withdrawal of any favors now being granted.

When we advocate the above future policy towards the C. P. R. we are anxious not to be misunderstood. By the term favors we mean any privilege conferred upon the company or companies owning its branch lines by the province, which is not included in any special agreement by which a *quid pro quo* is secured to the province. To abrogate or repudiate any agreement, in which there is consideration for consideration, would be degrading to

province to a level, which even a retaliatory necessity would not justify.

But outside of the justice of the policy we advocate, it has the argument of safety and wisdom to commend it. The C. P. R. Company holds by far too much power in Canada, and the best policy for this province to pursue is, to detract from that power as much as possible, or if we cannot do that, let us avoid in every way adding to it. If the province has any aid to spare to railways let it be carefully husbanded, and used to aid companies which are in opposition to the C. P. R. The more powerful the opponents brought into competition, the better able will they be to compete. Or to put the matter more plainly, the C. P. R. is an organization operated with the aim of placing the west commercially at the mercy of the east, and the west should withhold from it all patronage it can give to its rivals here.

But the question is still unanswered of who is primarily to blame for the present railway obstruction in Manitoba, although the answer is easily given. The Dominion Government must bear that burden. When crossings of the C. P. R. were wanted over the Grand Trunk, the Railway Committee could act promptly with an Order in Council, but when the Province of Manitoba wished a crossing of the C. P. R., it was found that difficulties were in the way, which the committee found it convenient to refer to the Supreme Court to settle. Had it been a crossing desired by the C. P. R. company it is very probable the aid of the Supreme Court would never have been called in. But then the Province of Manitoba is not as powerful at Ottawa as the C. P. R. company, and that makes all the difference. It will not be long until one constituency in Manitoba will be appealed to for a verdict for or against the Ottawa Government, and it is to be hoped, that the electors there will keep in mind who are primarily responsible for the Province's present railway troubles.

PROSTED WHEAT AND PORK RAISING.

Seemingly frost is about the only dangerous enemy the grain raiser of Manitoba has to contend with. Wheel, rust, blight and several other drawbacks, with which agriculturists further east and south have had to contend, are almost, if not altogether unknown here, and are never taken into calculation by our farmers. Frost in the early fall is the one great cause of dread, and it is safe to say,

that one-half of the population of this province both farmers and others spend two nervous weeks each year during the latter part of August.

"We have come to have in this country an almost plague-like fear of fall frost, much the same as they have of yellow fever in the Gulf States during summer, and yet it is questionable if this frosted wheat experience is not a system of education as to the agricultural qualities of our country, which if expensive has the commendable qualification of being practical.

It is impossible to expect that with raising grain on such a large scale as our farmers do, there will not be some inferior product almost every year, which the farmers must utilize in some other way than by selling it as grain, and this inferior product in Manitoba is frosted grain, to sell which is sometimes impossible, and never profitable. The fact is to be in a position to guard against serious loss by frosted grain our farmers must have animals to feed the same to, particularly hogs, to whom frosted wheat in a cooked form is a great flesh producer. It can be mixed with potatoes, turnips or other root feed and in this way be made to realize often more per bushel than sound wheat sold for milling purposes. Week after week our farmers are receiving advice to go into mixed farming, and a great deal of such advice is given without a proper consideration of the pecuniary circumstances they are placed in, for it must be kept in view, that the great bulk of these farmers are not possessed of means to follow such advice. But this argument of utilizing frosted wheat is a very powerful proof, that they should make some effort in that direction.

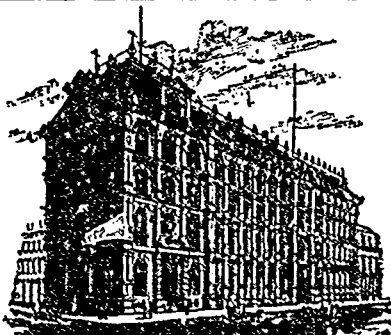
Few of the settlers of a new country start with a capital necessary to go into cattle raising, for not only does a starting stock cost considerable money, but the farmer has to feed and care three or four years before he can realize from his work. But with hog raising circumstances are changed. Each year the farmer can send to market his crop of hogs, just the same as he can send his crop of wheat and barley, and if he is any distance from a market he will find hog marketing requires but a small share of weary hauling compared with grain marketing. Then as to which is most profitable, practical parties say the advantages of feeding even good grain over selling it are beyond question. The experience of older por-

tions of this continent proves this, for in most such districts grain raising alone has ceased to pay, while hog and general stock raising still yield a fair return to the farmer. With the Manitoba farmer there is no necessity for feeding good grain this year, for he can utilize the damaged portion of his crop if he has any.

Only those who have carefully watched our local markets, can know the effect frosted wheat has had upon pork production in this province. The damaged crops of 1883-4 and 5 left large quantities of wheat unfit for milling purposes, and during these three years pork raising made rapid strides, until the dry year of 1886 came, when almost every bushel of our short crop of wheat was of prime quality, and was in consequence rushed to market. Our farmers could not see the wisdom of saving their hogs with no damaged grain and a short fodder crop, and hogs were sold for what they would bring and in many instances at ridiculously low prices. Even the shipment of live hogs to eastern markets started, and Montreal men took out of the province some six thousand live hogs. The result was a pork famine, which compelled heavy importations in 1887, and as the crop of that year comprised very little if any grain unfit for milling, there was no eagerness with farmers to continue at pork raising although a high price had been reached. Manitoba is still importing pork although dressed hogs in this city are now selling at eight to nine cents a pound. The probability is, that with considerable damaged grain pork raising will revive again for a year, but to secure a start farmers will have to pay fancy prices for their stock.

This state of things shows the folly of making pork raising a casual instead of a permanent branch of farming in this country, and it is to be hoped our farmers will not again require a frosted crop of grain to remind them of the fact, for it does seem anomalous, that a country exporting grain in millions of bushels, should have to import a large proportion of its pork supplies.

The erratic manner in which the pork production of the province has moved has made it impossible so far to establish pork packing institutions of any magnitude, and unless farmers look to it, and produce a regular supply, they will continue to keep Winnipeg and other cities of the province, markets of but little value to the farmer. One good year's effort by our farmers would promptly stop pork importation.



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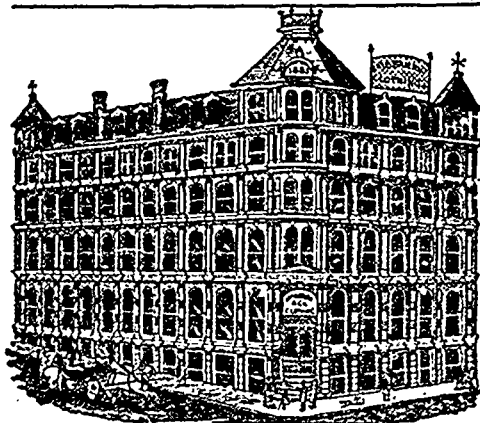
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Dried Fruits, Poultry, etc.

Orders, Consignments and Correspondence Solicited,
Reference: Commercial Bank of Manitoba, Winnipeg.

WINNIPEG MONEY MARKET.

Financial affairs have been moving smoothly in the city during the past week, and as the season advances the volume of money circulating in trade circles keeps increasing in weight. The movement of grain now calls for quite a heavy share of funds from the banks, and this is what increases the circulation. Banks have also a steady increase in the call for funds for general trade purposes, so that the aggregate of commercial paper now held at the banks is heavier than at any time since last spring. The feeling is one of confidence in trade affairs, and banks have no hesitation in furnishing supplies for all regular demands, and are open for now safe business. There is no tendency however to let funds into any channel outside of regular trade. The discount rates are steady at 7 to 8 per cent. for good to choice commercial paper. In mortgage loans business has been rather quiet, but symptoms of an increased demand for farm loans are now apparent, and more activity is looked for ere November closes. The interest rate on such loans, is steady at 8 per cent.

WINNIPEG WHOLESALE TRADE.

Although there has been no unusual activity during the past week in city wholesale trade circles, there has been a general feeling of satisfaction with the state of things. One of the main causes of this is an improvement in cash returns from the country, and a freer receipt of money generally. In season lines also the arrival of sharp cold weather has brought about symptoms of a coming demand for sorts, and in some instances calls for such have already been received. In some lines connected with outdoor contract work the cold weather has about brought to an end the staggling demand for finishing sorts. The regular staple lines of trade have been moving in a steady but not over active way, with about the normal volume of sales being made, and only exceeded by a few heavy purchases of goods necessary to be moved before extreme cold weather comes. Altogether the week has been an uneventful one, and one with no marked features.

BOOTS AND SHOES.

Colder weather has stirred up a little demand for sorts, but the volume of such sales have been light. Men are now out with samples of spring goods, but reports do not go to show that the orders from such are coming in with any freedom as yet.

DRUGS.

The report from this branch is one of monotonous steadiness. No changes in prices are reported, and quotations stand: Howard's quinine, 75 to 90c; German quinine, 65 to 75c; morphia, \$2.25 to \$2.75; iodide of potassium, \$4.25 to \$4.75; bromide of potassium, 65 to 75c; American camphor, 40 to 45c; English camphor, 45 to 50c; glycerino, 30 to 40c; tartaric acid, 70 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$8 to \$10; bicarb soda, \$4.50 to \$5; sal soda, \$2.50 to \$3; chl. rate of potash, 25 to 30c; alum, \$4 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5.25; American blue vitrol, 7½ to 8½c.

DRY GOODS AND CLOTHING.

Spring samples are not yet being pushed before buyers, and very little business of that kind is looked for during the present month. There has been quite a call within the last few days for winter sorts, especially in clothing, and this little spurt has cheered business men up considerably. A continuation of this is looked for during the balance of November, especially if cold weather continues.

FRUITS—GREEN, VEGETABLES, ETC.

The business done during the week has been liberal, and wholesalers seem satisfied with the state of affairs. There are no novelties to report as arrived, and sales have been mainly of staple goods. Apples now sell at \$2.50 to \$3 with \$3.25 to \$3.50 for good to choice winter. Montreal Fameuse are still held at \$4.50. Lemons are quoted at \$6 to \$6.50, and Florida oranges at \$7 a box; Jamaica are quoted about 50c higher, 8 pound baskets of Catawba grapes are offered at 75c; California Tokay's at \$6 to \$6.50 for 40 pound crates, and Ontario Herbets at 9c per pound; Malaga grapes in 65 pound kegs are quoted at \$9.50; California pears in boxes \$4.25 to \$4.50; Cranberries are a shade lower and are quoted bell and cherry, \$9.50; bell and bugle, \$9.50; cape cod \$11.

FRUITS—DRIED, AND NUTS.

There are no changes of consequence to report. Valencia raisins are a shade easier, and figs are tending upwards. Quotations are as follows: New Valencia raisins, \$2.35 per box; dried apples, 7½c a pound; evaporated apples 10½c a pound. Evaporated California fruit quoted: apricots 23c; pitted plums 20c; cherries 25c; raspberries 35c; peaches 30c; golden dates 8c; Malages, London layers, \$3.50; New season currants, 8c per lb.; Eleme figs, in different sized boxes, 18 to 20c per lb.; walnuts, 18c per lb.; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb; coconuts, \$1.20 per dozen.

GROCERIES.

In this staple branch there has been a fair volume of trade, increased a little by orders for canned and other goods necessary to be moved before deep cold weather is reached. Prices of goods steady, and but little changed. Quotations are: Sugars, yellows, 7½ to 7¾c; granulated, 9½c; lumps, 9¾c. Coffees—Rios, from 21 to 24c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. T. and B. tobacco, 55c per pound; P. of W., butts 46½c; P. of W. caddies, 47c; Honeysuckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d. thick Solace, 6s, 48c; Brunette Solace, 12s, 48c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

HARDWARE AND METALS.

The cold snap has had the effect of shutting off considerable of the demand for heavies, but shelf goods have been selling freely. Prices of goods are unchanged and are as follows: Cut nails, 10d and larger \$3.60; I. C. tin plates, \$5.75 to \$6.25; I. C. tin plates, double, \$11.50 to \$12.00; Canada plates, \$3.75 to \$4; sheet iron, \$3.75 to \$5.50, according to grade; iron

pipe, 40 to 45 per cent off list prices; lugot tin, 30 to 35c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6½ to 6¾ per lb.; tarred felt, \$2.60 to \$2.75 per 100 lbs. barbed wire, 6½ to 7c

LEATHER AND FINDINGS.

A marked improvement in sales is reported in this branch, and collections are also reported as improving. Prices of staples are steady, quotations being as follows: Spanish sole, 26 to 30c; slaughter sole, 26 to 30c; French calf, first choice, \$1.25 to \$1.50; Canadian calf, 75c to \$1.00; French kip, \$1 to \$1.10; B Z kip, 85 to 90c; Bourdon kip, 70c; slaughter kip, 55 to 65c; No. 1, wax upper, 45 to 50c; grain upper, 50c; harness leather, 27 to 31c for plump stock. American oak butts, 50 to 55c; buffalo, 17 to 22c a foot; cordovan, 17 to 21c; pebble, 21 to 23c; colored linings, 12c.

WINES AND SPIRITS.

Business in this branch is reported as slowly improving. Prices hold steady and are as follows: Canadian rye whiskey, five year old, \$2.40; seven year old, \$3; old rye, \$1.75; Jules Robin brandy, \$4.50; Bisquet Debouche & Co., \$4.50; Martell, vintage 1885, \$6.50; vintage 1880, \$7.50; Hennessy, \$6.50 to \$7.50 for vintage 1895 to 1880; DeKuyper gin, \$3.50; Port wine, \$2.50 and upwards; Sherry, \$2.50 and upwards; Jamaica rum, \$4.00 to \$4.50; DeKuyper red gin, \$11.50 per case; DeKuyper green gin, \$6.50 per case; Tom Gin, \$9.00 to \$10.00; Martell and Hennessy's brandy, one star, \$14.00 per case of 12 bottles; v. o., \$19. v. s. o. p., \$22.

THE MARKETS.

WINNIPEG.

GRAIN AND PRODUCE.

The outside world seems to have been hunting after estimates of the world's wheat crop during the past week, and making calculations as to the power of millers to hold up flour prices, and apparently wheat and flour business has been moving here in much the same aimless way. Eastern markets are still heavily loaded with flour in store, and Manitoba millers cannot afford to ship east to go into store. Thus flour exports are at a low ebb, and there is nothing encouraging in the outlook. Wheat business over the provinces seems to be conducted on a go-as-you-please principle, and there has been no regularity in prices. There is, however, much less of the eager grasping after wheat at any price which was too prevalent during the latter part of October, and buying in accordance with values is gradually being reached. The local provision trade has been quiet during the week, as most buyers have stocked up in anticipation of cold weather, and have now few wants to fill.

WHEAT.

The movement has been slightly on the increase within the past week, owing, no doubt, to frost having stopped plowing. The quality is still of a very mixed character, and quite a large proportion is badly damaged. Prices are very irregular, but are getting more into line every day. Car lots on track here of sound milling wheat would be worth about \$1 a

bushel, while good No. 1 hard ears bring higher in proportion to quality. In the price of damaged stuff there is a very wide range.

FLOUR.

Export business is at a standstill owing to the present glutted state of eastern markets, but mills are, as a rule, running nearly full time and storing stock at home. From the Pacific coast the demand is no better than in the east, and the local market is about normal, with no inclination to increased activity. Millers hold up prices as much as possible, but the feeling is weak all the same. Patents, are quoted at \$2.10; strong bakers, \$1.96; XXXX, \$2.40; superfine, \$1.90.

MILLSTUFFS

Mills have good stocks on hand, but are not inclined to let prices down. Bran is held at \$12 a ton, and shorts at \$14.

BARLEY.

The receipts of late have not included many choice samples, and prices paid have been rather low, ranging from 35 to 45c. For a choice lot 50c could be had, but such are seemingly scarce.

OATS.

Receipts are slightly on the increase, but not enough yet to effect prices. There is very little export business being done. Ordinary feed lots sell freely at 28c, while milling oats bring 30c, and even higher.

OATMEAL.

Business is reported normal in the local market, with no material export demand. Prices have not changed and are: Standard, \$2.50; granulated, \$2.65; rolled, \$3.

CHEESE.

Almost all the factories have cleared their stocks out, or have only the dregs on hand. Business has been dull in round lots, but such are offered at 10½c, and even a lower point might be secured by a car lot buyer.

BUTTER.

Last week the first symptoms of coming receipts were visible, and it is now a question of how soon the large stocks known to be held by farmers will be brought to market. There is a strong disposition to hold for higher prices, but a very small rise would shut off export business, and a month or so of exports suspended would doubtless bring a ruinous glut in the spring. It is rumored that country merchants are paying 20c at outside points for choice dairy, and that is the highest price offered in the city, and only small fancy lots will bring more. At present stocks of good butter are light, but ample for local demands, and even the stock of mediums is rather limited. But now that a freeze up has come, receipts will rapidly increase, and unless prices are kept within an exporting range, a glut is very probable, especially of lower grades, owing to the fact that much of the stocks held by farmers are summer butter held over.

EGGS.

The scarcity has set in, and the prices are not yet high enough to bring pickled and limed stocks. The few sales reported were made at 25c, and no close questioning as to quality.

LARD.

Prices range from \$2.60 to \$2.75, for 20 lb. pulls, and the tendency is firm.

CURED MEATS.

Supplies of new season's curing are likely to be available very soon in quantities to affect the market, and prices have in consequence eased off a little. Dry salt bacon, is quoted at 12 to 12½c; breakfast, 15 to 15½c, with 17½ asked for fancy brands; spiced rolls, sell at 15 to 16c, and hams at 15½ to 16c, with higher figures for fancy brands.

DRESSED MEATS AND POULTRY.

The destruction of the city market building

by fire early on Wednesday morning, rather upset the meat trade during last week. Heavy stocks of meats were lost in the blaze, and there was considerable scratching around for a day or two to keep customers regularly supplied. The upset did not seem to have any marked effect upon prices, and caused scarcely any inconvenience except to those who suffered financially in the blaze. The average prices of the week for carcasses were 5 to 5½c, with 6 to 6½c asked for hind quarters. Country dressed sold to private parties principally at ½ to 1c lower. Mutton still holds steady at 10c, and veal about 8c. Dressed hogs are still scarce. Packers offer 8 to 8½c, while butchers give 8½c and sometimes 9c for small carcasses. Cold weather is bringing a better supply of poultry, and since the Thanksgiving day, chickens have been easy at 12½c, and turkeys at 15c.

LIVE STOCK.

Live hogs are scarce and wanted at 9½c for smooth. Cattle receipts have been a little heavier, but still not in excess of the demands; the range of prices has been from 2½ to 3½c, the latter figure being only for choice animals.

VEGETABLES.

Between the sudden arrival of keen cold weather and the burning of the city market buildings, the vegetable business has been almost laid out last week, and it is impossible now to give reliable quotations, except of potatoes, which are being sold in small lots to retailers at 25 to 30c a bushel.

Grain and Milling.

The new C. P. R. elevator is about completed at Port Arthur. Ninety hands are now putting in the machinery and will complete in about a week.

BELOW is appended a table of the world's wheat crop for 1888, taken from the Paris *Echo Agricole*, according to which the deficit is only about thirty-one and a half millions of bushels. This is the lowest estimate of a deficit yet published. Estimates made on this continent have placed the deficit close to one hundred millions of bushels:

Countries.	Probable production, bushels.	Probable imports, bushels.	probable exports, bushels.
Russia.....	216,960,000	.....	109,760,000
France.....	244,216,000	68,600,000	.....
Austria-Hungary ..	156,408,000	.....	16,404,000
Spain.....	115,488,000	6,867,000	.....
Italy.....	101,528,000	38,418,000	.....
Germany.....	82,520,000	30,184,000	.....
United Kingdom.....	62,642,000	150,920,000	.....
Turkey.....	39,046,000	.....	5,405,200
Romania.....	21,952,000	.....	13,720,000
Bulgaria.....	13,710,208	13,720,000	.....
Portugal.....	6,860,000	1,920,000	.....
Greece.....	4,664,000	2,744,000	.....
Servia.....	4,200,400	.....	1,312,000
Holland.....	4,116,000	12,348,000	.....
Denmark.....	3,567,200	.....	.....
Sweden and Norway.	2,744,000	2,744,000	.....
Switzerland.....	1,640,400	11,222,000	.....
Totals.....	1,111,568,000	340,250,000	146,811,200
U. States & Canada.	400,320,000	.....	96,040,400
Chili & Arg. Republic	27,440,000	.....	10,983,200
Totals.....	1,548,628,000	340,250,000	253,834,400
India.....	260,680,000	.....	27,440,000
Asia Minor.....	37,444,000	.....	2,744,000
Persia.....	21,022,000	.....	2,744,000
Cyria.....	13,720,000	.....	1,372,000
S. E. Asia.....	8,252,000	.....	1,372,000
Totals.....	1,006,250,000	340,250,000	282,500,400
Australia.....	3,416,000	.....	12,348,000
Algeria.....	10,208,000	.....	2,744,000
Egypt.....	13,720,000	.....	4,116,000
Grand totals.....	1,977,600,000	340,250,000	368,714,400

In an editorial on the prices of sugars, domestic and imported, the Montreal *Journal of Commerce* supplies a table showing that in granulated sugar the Canadian refiner has a protection in duty, freight and such like of

\$3.82 per 100 pounds against his British competitor, \$3.35 of which is made up by import duty. The *Journal* tries in vain to discover relief from high sugar prices, without suggesting the reduction of duties. The most blinded protectionist cannot fail to see where high priced sugars come in under a protective tariff of nearly three and a half cents a pound on a commodity sold by the manufacturer at seven and a half cents a pound. Such a scale of duty is an outrage upon protection itself, especially when it is made to apply to what is an actual food necessity to the masses of the people. The *Journal* also makes the statement, that granulated sugar is roughly calculated as being 75 per cent. higher in price in Canada than in Great Britain, although Canadian ports are at least 2,000 miles nearer to a source of raw material supply than are British ports. The average sweet tooth of the Dominion must feel pleased that this burden is made for the profit of two or three refiners.

SOME people express surprise at the Northern Pacific and Manitoba Railway Company having applied to the Dominion Government for a charter to construct and operate lines in Manitoba and Assiniboia. Their application will cover the R. R. V. and all its extensions, including the proposed line to the Souris coal fields. As the company will necessarily have to cross the Manitoba boundary into the Territories, they would require to get powers from the Dominion for that, and when they thus have to apply it is wise to ask for full powers to carry out all their projected lines. Their application will test the sincerity of the Dominion Government as to their expressed desire not to check Manitoba. Besides with Ottawa authority at their back they are not likely to experience the tantalizing obstruction to which the C. P. R. Company are evidently determined to subject their new rival in the Northwest. There is nothing lost by having all the law one can receive at his back, and the N. P. & M. company are only doing this in applying for Dominion authority in the work they have undertaken.

FROST has put a stop to plowing throughout the province and wheat is now commencing to come in in greater volume. Business has been somewhat quiet from this cause, but greater freedom in monetary affairs at all grain centres will now be general. 50,000 bushels per day is the amount now being marketed.

THE M. & N. W. Ry. has placed a through passenger coach to run from Winnipeg to the terminus of the line and back every alternate day, for the accommodation of travellers. The coach is attached to C. P. R. express and transferred at the Portage.

THE Empire Brewing Co. are putting in a new plant for the vacuum process brewing, and will have same in running order about Christmas.

Petroleum Prices.

When the Standard Oil Company and the Oil Producers' Association entered into a so-called alliance a year ago for the purpose of restricting production and reducing the accumulated stocks of crude an option of 6,000,000 barrels, at 62c a barrel, and with a time-limit of one year, was given the Producers by the Standard. On November 1, 1887, the crude

market closed at 72½c bid. The closing figure on October 31, 1888, was 85½c, an advance of 12½c for the year, or about 17 per cent. The average price for November, 1887, was 73½c, as against 80½c for December, 91½c in January, 1888, 89½c in February, 93½c in March, 82½c in April, 86½c in May, 75½c in June, 80½c in July, 86½c in August, 93½c in September, and 89½c in October, making an average for the twelve months of 85½c and for the year to date of 87c. The lowest point for the twelve months was 70½c on November 9. Since January 1, 1888, the lowest point has been 71½c on June 27, and the highest \$1 on March 6. From January 1, 1887, to October 21 of the same year the exports of refined petroleum, reduced to a crude basis, amounted to 545,376,968 gallons, as against 484,887,318 gallons for the same period this year, a decrease of 60,489,650 gallons. The average price for refined oil for 1887 was 6½c a gallon, and for 1888 7.5-16c. November 1, 1887 the price was 6½c., and October 31, 1888, 7½c. During the year the refined market was as high as 7½c. The statistical position does not add to the strength of the market. In March last, for instance, the reduction in gross stocks was only 571,992 barrels while in October it amounted to 1,287,566 barrels, or more than double that of March. Yet the average price for October was 4½c a barrel below that of March, and the market touched the dollar mark in March and was as low as 82c in October. The expectations of the Producers have not been realized.—*Bradstreet's*.

The Scotch thread makers, says the Lewis-

ton (Me.) Journal, must be making a vast amount of thread this year, to judge from the immense quantities of spool material they are buying, and it is a good thing for this section that they are. A large number of sailing vessels have left Bangor this year for the River Clyde, laden with spool bars, besides a large steamer, the latter craft taking out 1,400,000 feet, and large shipments are yet to be made. Square rigged vessels are so scarce that a three-masted schooner was chartered this week to take spool stock to the Clyde, and she gets six pence shillings per standard, which would have been considered big money a year ago. The British steamer Annandale, 1,594 tons, will arrive at Bangor this week, to load 1,000,000 feet of spool stock for Greenock, while another large steamer and more sailing vessels are to follow. One firm will ship 7,000,000 feet this season. This spool stock is sawed into square bars of various thicknesses, four feet long, from the best of white birch timber, and tied up in bundles. Piscataquis county is full of white birch, and the manufacture of spool bars is destined to become an important industry in this section.

MONTREAL BOOT AND SHOE TRADE.

The boot and shoe manufacturers and wholesale dealers of Toronto held a meeting in the council chamber of the Board of Trade on Tuesday. The object was to arrange the times for dating goods, the discounts to be allowed for cash and the dates to send out travellers. W. B. Hamilton presided, and there were

seventeen other dealers present. The agreement arrived at includes:—1. No sorting orders to be dated ahead. 2. Spring goods to be dated not later than April 1 and fall goods not later than October 1. 3. Terms of credit not to exceed four months. 4. Cash discounts to be 6 per cent., prompt; 5 per cent., 30 days; 1 per cent., each month, after 30 days, up to four months. This agreement, the boot and shoe men say, is in the interest of their customers quite as much as themselves. Goods, they say, can be sold at half price or may be given away but at whatever price the dating and terms of payment must be as above.—*Gazette*.

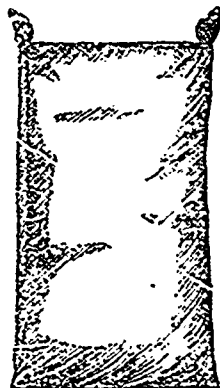
The Cornwall Canal Break.

Under the above heading, the Cornwall Standard of Nov. 9, writes:—Another week has passed and it is still doubtful if navigation will be resumed this year. On Sunday last the filling in the break settled about five feet, the immense pile of stones on the outside being forced out towards the river. Mr. Page, the chief engineer, arrived on the scene on Monday and gave instructions to have the new bank made wider and to face it on the outside with stone. The work of piling on more earth was kept up all week until this morning, when it was found impossible to work the teams owing to the heavy rain of last night. But for this delay Mr. Conway expected to get water in on Sunday. It is now very doubtful when the job will be finished and the patience of the captains of the delayed vessels at the head and foot of the canal is about exhausted.

It has, from the first, been the opinion of practical men here, that the work of repairing the break was commenced in an impracticable way, and they still hold, that if the advice of resident engineers to build substantial cribwork on the river side of the bank had been acted upon, the canal would have been ready for navigation at least a week ago.

MILLERS, ATTENTION!!

ESTABLISHED 1825.



The J. A. Converse Manufacturing Co

A. W. MORRIS & BRO., Proprietors, MONTREAL.

Our new bag works are now in full operation and are undoubtedly the finest equipped on the American continent.

The sewing, printing and uniformity of size are particularly noticeable and we are confident you will find the goods superior to anything offered in the Canadian market.

We would kindly ask you to favor us with at least a portion of your valued orders. A trial will convince you that our statements are not exaggerated.

Jute and Cotton BAGS GRAIN SACKS, FINISHED OR ROUND THREAD.

Manitoba and Northwest Agents:

MERRICK, ANDERSON & Co., Winnipeg.

EASTERN MARKETS.

CHICAGO

In the wheat market there is considerable uneasiness manifested and the tone throughout is of a decidedly bearish character. In the early part of the week the mills at Minneapolis were reported to be easing up on grinding until a larger demand was made for flour products. Speculative influences were also at work and a fractional decline was the result. On Monday, although the market was active it was weak and at a decline from Saturday of 1/8c, and selling was free all session. Corn was also on the decline and provisions about the same, and uninteresting. Closing prices were:

	Nov.	Dec.	Jan.	May.
Wheat	1.12	1.13	1.11	1.12 1/2
Corn	41	25 1/2	38	39
Oats	20 1/2	25 1/2	—	29 1/2
Pork	14.52	—	14.75	15.05
Lard	8.22 1/2	8.07 1/2	8.10	8.27 1/2
Short Ribs	7.47 1/2	—	7.47 1/2	7.07 1/2

On Tuesday the unsettled condition of the wheat market was still more apparent, the opening being below yesterday's closing figures, but rallied with slight fluctuations, the advance being gradual. Prices declined in the afternoon and towards the close a sharp decline set in leaving the gain of the day only 1/8c above closing of yesterday. Closing prices were:

	Nov.	Dec.	Jan.	May.
Wheat	—	1.12 1/2	1.13 1/2	1.14 1/2
Corn	40 1/2	33 1/2	37 1/2	38 1/2
Oats	—	—	—	—
Pork	14.57 1/2	—	14.67 1/2	14.97 1/2
Lard	8.17 1/2	—	8.17 1/2	8.22 1/2
Short Ribs	—	—	—	—

On Wednesday wheat was quiet but prices were above the close of the previous day, the firmness being attributed to local influences. Operators are still uneasy and trading was done cautiously. Provisions were moderate and transactions light. Closing figures were as follows:

	Nov.	Dec.	Jan.	May.
Wheat	1.12 1/2	1.13 1/2	1.11 1/2	1.14 1/2
Corn	40 1/2	33 1/2	37 1/2	38 1/2
Oats	—	—	—	—
Pork	14.60	—	14.72	15.02 1/2
Lard	8.17	8.07 1/2	8.07 1/2	8.25
Short Ribs	—	—	—	—

Thursday brought a change on the board and wheat opened strong and higher and quite a bit of excitement was caused by the jumps and falls of the day. Free selling was taken advantage of by large operators at the breaks. Provisions sold within narrow range and were unimportant. Closing prices were:

	Nov.	Dec.	Jan.	May.
Wheat	1.12 1/2	1.13 1/2	1.12 1/2	1.15 1/2
Corn	41	33 1/2	37 1/2	39
Oats	25 1/2	26 1/2	26 1/2	29 1/2
Pork	14.55	—	14.65	14.95
Lard	8.22 1/2	8.12 1/2	8.10	8.27 1/2-30
Short Ribs	—	7.45	—	7.65

Lower prices and continued bear pressure was the feature of the Friday session of the board, business being in the hands of heavy dealers, and dull and featureless. All products shared in the movement. Closing prices were:

	Nov.	Dec.	Jan.	May.
Wheat	1.12	1.10 1/2	1.12 1/2	1.14 1/2
Corn	40 1/2	34 1/2	37 1/2	39
Oats	25 1/2	26	—	29 1/2
Pork	14.65	—	14.70-2 1/2	15.00
Lard	8.25	8.15	8.12 1/2	8.30
Short Ribs	—	—	7.47 1/2	7.65 1/2

Saturday's closing figures were:

	Nov.	Dec.	Jan.	May.
Wheat	1.11	1.11	1.09 1/2	1.12 1/2
Corn	39 1/2	33 1/2	37 1/2	38 1/2
Oats	25 1/2	25 1/2	—	29 1/2
Pork	14.80	14.77	14.87	15.07
Lard	8.40	8.27	8.22	8.57

DULUTH WHEAT MARKET.

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

	Cash.	Nov.	Dec.	May
Monday	—	—	1.21 1/2	1.27 1/2
Tuesday	—	—	1.22 1/2	1.27 1/2
Wednesday	—	—	1.21 1/2	1.27 1/2
Thursday	—	—	1.22	1.28
Friday	—	—	1.21 1/2	1.27 1/2
Saturday	1.20 1/2	—	1.26	1.26

MINNEAPOLIS.

Closing quotations on Thursday for wheat were as follows:—

	Nov.	Dec.	On track
No. 1 hard	1.23	1.25	1.24
No. 1 northern	1.14	1.14	1.15
No. 2 "	1.09	—	1.10

Closing quotations for flour were: Patent, \$6.55 to \$6.75; second patents, \$6.20 to \$6.35; straights, \$6.15 to \$6.30; first bakers, \$4.50 to \$5.15; second bakers, \$3.50 to \$4.55; best low grades, \$2.00 to \$2.75; in bags; red dog, \$1.75 to \$2.00 in bags.

The Northwest Miller says:—The flour market during the week continued in that quiet state which is quite unsatisfactory to millers who hope to sell now and come out even on the cost of their wheat. There is still considerable flour sold to eastern jobbers during the high prices, that they cannot re-sell now without a loss. In order to delay until the hoped for rally will let them out even, they are not ordering from the mills. There is probably enough flour of that character contracted to keep local mills running two weeks. Stocks the latter part of the week were very well held, and there were few reports of cutting prices by millers. There is little complaint of terms when there happens to be any one in want of flour. The movement in fresh transactions was fairly distributed in small lots. Stocks are no larger in the hands of jobbers than they have frequently been when there was fair activity. Just now, however, the disposition is to work off what they have before taking hold again.

Fishing Industry of Port Arthur.

As showing the growing importance of Port Arthur's fishing industry the season which has just closed shows total shipments from the lake shore from Port Arthur to Heron Bay of 550 tons of fresh fish valued at \$38,500, and 250 tons of salt fish, valued at \$14,500, or a total of \$53,000. Of this quantity 300 tons of fresh and 100 tons of salt found a market in the United States and the balance in Canada, with a small shipment to Ireland. This industry employed 130 men and a fleet of 60 sail and 4 tug boats, valued at \$15,000. Apart from this quantity of fish was a large amount taken out by tourists on Lake Superior and Nipigon, the fishing being undoubtedly the best in the world. It is expected the fishing industry will yet assume vast proportions the coming season.

The N. P. & Man. Ry. permanent bridge across the Assiniboine is to be built at once. The masonry for centre pier is to be built on piles.

Imports of Glass in 1887-88.

The (Pittsburgh) American Manufacturer states that "despite the duties on the different varieties of glass manufactures the importations during the fiscal year ended June 30, 1888, were much heavier than during the preceding fiscal year. The value of bottles, vials, demijohns, carboys and jars, empty or filled, was \$915,562 in the first-named year and \$739,240 in the last, showing an increase of \$176,322. Of cylinder, crown and common window glass, unpollished, 71,449,070 pounds were imported in 1888, compared with 62,355,416 pounds imported during the preceding fiscal year, an increase of more than 9,000,000 pounds; or nearly 15 per cent. The quantity of unsilvered polished cylinder and crown glass brought in was 275,354 square feet, compared with 269,557 square feet imported during the preceding year. The increased importation of silvered polished cylinder and crown glass was enormous, being 147,250 square feet in 1888, against 2,963 square feet in 1887. Plate glass also shows increase in every variety except one. Of fluted, rolled, or rough, the quantity imported was 3,035,242 square feet, compared with 2,225,509; unsilvered, 3,956,201 square feet, against 3,967,876; silvered, 4,923,157 square feet, against 4,580,876. The value of all other glass was \$2,295,239, compared with \$2,144,547. The total value of all kinds of glass products imported during the fiscal year ended June 30, 1888, was \$7,854,528, compared with \$7,319,895 imported during the preceding fiscal year.

Williamson, White & Co.,
 28 WELLINGTON STREET WEST,
TORONTO.
 IMPORTERS OF FINE WOOLLENS
 AND TAILORS' TRIMMINGS.
 Samples on application.

G-GRAND-G
EXCURSIONS
 TO
Toronto, Montreal and all
Points in Canada.
 VIA THE
Albert Lea Route
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 ON MON. 12TH, 20TH, 27TH, DEC. 3RD, 11TH AND 17TH
 Round trip rate \$10.00 from Dakota and Manitoba points situated on the Northern Pacific and St. Paul, Minneapolis & Manitoba Railways.
 Your particular attention is called to the fact that this is the ONLY LINE, whereby Omnibus transfers can be avoided in Chicago. For maps, time tables or other information call upon the nearest ticket agents of the above named lines, or write to
E. A. WHITAKER,
 Gen. Ticket and Pass. Agent, MINNEAPOLIS, Minn.

The Ontario Harvest.

The bulletin of the Ontario Bureau of Statistics, dated November 1, is issued, giving estimates of the crop yield of the Province for the season just closed. The estimates are based upon the reports of 870 correspondents, the acreage of fall wheat, however, being taken from the assessment rolls.

The bulletin says: The fall wheat was so thinned out by the dry and cold weather of early spring that the yield has hardly reached a good average in any part of the Province, but the ripening season was so favorable that the grain matured well in respect to quality. It is plump and hard, and generally exceeds the standard weight. On low land in some districts it was slightly injured by rust, but the reports from all quarters are unusually favorable. The spring crops were superior both in yield and quality throughout the southwestern part of the province, and to some extent also in the extreme eastern part; but throughout the counties on Georgian Bay, and as far east as Brockville on the St. Lawrence, the drought of June and July had an almost disastrous effect. Spring wheat suffered least, but oats, barley and peas were greatly stunted in their growth. The rains of the harvesting season were also bad for the spring crops, and a great deal of barley was discolored. In the western counties oats, barley and peas were heavy crops, and they were secured in fair condition. Many correspondents mention yields of oats ranging from 40 to 70 bushels per acre, of barley from 25 to 38 bushels, and of peas from 25 to 30 bushels. The latter crop has been very free from bugs, excepting in the county of Essex, and in portions of Kent and Lambton. Barley and oats were effected in several localities with smut, especially in the eastern counties of the Lake Erie shore and in some localities on Georgian Bay. Rye turned out much the same as fall wheat, but this is now an insignificant crop in the country. The following table gives the produce of the several crops, computed from averages of yield on the threshing floors:

Crops.	Acres.	Per acre.	
		Bush.	Bush.
Fall wheat.			
1888	826,537	13,830,787	16.7
1887	897,743	14,440,611	16.1
1882-8	748,011	18,778,659	19.8
Spring wheat—			
1888	367,850	6,453,559	17.5
1887	434,821	5,633,117	11.6
1882-8	589,210	9,218,119	15.7
Barley—			
1888	895,432	23,366,569	26.1
1887	767,346	17,134,830	22.3
1882-8	757,525	19,766,436	26.1
Oats—			
1888	1,819,868	65,466,911	35.4
1887	1,682,463	49,848,101	29.6
1882-8	1,569,372	55,996,425	35.7
Rye—			
1888	84,087	1,295,302	15.4
1887	68,463	984,897	13.1
1882-8	110,760	1,814,636	17.5
Peas—			
1888	696,652	14,269,863	20.5
1887	726,766	12,173,332	16.8
1882-8	635,414	13,123,509	20.7

These figures show that the actual yield is considerably larger than the estimates made in August.

CARSON, of Carson & Riley, harnessmakers, Calgary, has bought out his partner's interest in the business, and will continue alone. Riley intends leaving Calgary.

W. S. CLAY, traveler of the Sanford Mann factoring Co., Winnipeg, has been elected a director of the Western Travelers Mutual Benefit Association, of London.

J. S. NORRIS. JAS. CARRUTHERS.

**Norris & Carruthers,
FLOUR AND GRAIN
COMMISSION MERCHANTS.**

45 WELLINGTON ST. EAST, TORONTO. CORN EXCHANGE, MONTREAL.

Liberal advances made on consignments of Flour, Wheat, Barley and Oats.

CORRESPONDENCE SOLICITED.

**DRESSED
HOGS**

J. Y. Griffin & Co.

Packers and Provision Merchants,

Are now in the market for DRESSED HOGS. Highest market price either delivered at our warehouse or at any railway point in the Province. Consignments of Farm Produce carefully handled.

CORRESPONDENCE AND CONSIGNMENTS SOLICITED

WINNIPEG.

**Allen & Brown,
(LATE OF GRIFFIN & ALLEN)
PORK PACKERS,**

Will pay the Highest Cash Price for Dressed Hogs.

CORRESPONDENCE SOLICITED.

70 McDERMOT STREET, WINNIPEG.

**J. S. CARVETH & CO.,
PORK PACKERS**

COMMISSION MERCHANTS,

General Produce Dealers. Correspondence solicited.

23 Jemima Street, WINNIPEG

**HIGHEST CASH PRICE PAID FOR
DRESSED HOGS.**

Quotations furnished upon application,

A. MACDONALD & CO.,

Packers and Commission Merchants,

228 MAIN STREET, WINNIPEG.

**A. H. PLEWES,
Grain and Flour Exporter,**

OFFICE: CLEMENTS' BLOCK, 498 MAIN ST.

Winnipeg, Manitoba.

LIVE OR DRESSED
HOGS

WANTED

For which the highest price will be paid. Correspondence Invited.

Manitoba Packing & Provision Co. (Ltd.)

WINNIPEG.

HILLIARD HOUSE

RAT PORTAGE.

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

LOUIS HILLIARD, PROPRIETOR.

**ANGLO-AMERICAN HOTEL !!!
GREYNA, MAN.**

J. D. PIERSON well known to the commercial trade throughout the west, has lately taken charge of this house and fitted it up with Sample Rooms and every convenience for Commercial Travellers

WOLSELY HOUSE,

WOLSELEY, ASSINIBOIA,

E. A. BANBURY, PROPRIETOR.

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

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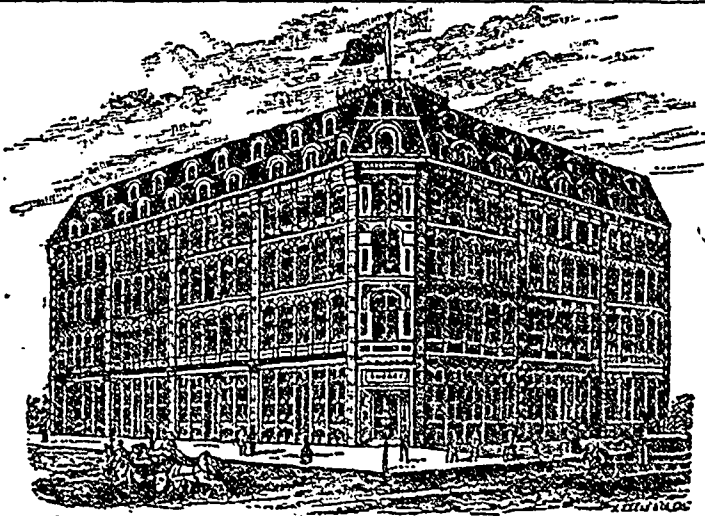
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The Chinese in British Columbia.

By some it is claimed that the Chinese population is an unmitigated nuisance, and a direct loss to the circulating revenue of the district they inhabit; that they are of no benefit, but that on the contrary, by their peculiar mode of life and their heathenish religion they are a direct loss and disgrace to the country. Others, again, while admitting that they are not a desirable element, and that the money paid for their labor is a direct loss to the country, claim that the cheapness at which they work, and the difficulty of obtaining an element that would fill the menial positions now occupied by them, make them a necessary nuisance, whose obnoxiousness is counteracted by their usefulness. And a few are to be found, and these few largely amongst those who have had considerable experience on the subject, who assert that the Chinaman is a very useful accessory, and that he is not only faithful and reliable, but that they prefer him, as a rule, to the average white laborer. Our own idea is that the Chinese element is not a desirable one under any circumstance; and that while it may be so controlled as to be useful in some cases, no encouragement should be offered for any further importations, and that every reasonable effort should be made toward necessitating the return to their own country of those already in our midst. Speaking entirely from a Victorian standpoint, however, it is questionable, were the Chinese population withdrawn, whether we have the element here at present to fill its place. And the question as to whether a white immigration that would do so would be the consequence of the elimination of the Chinese, is one worthy of careful consideration. The Chinaman, as he exists in our midst, is a source from which we derive our laboring and menial element; he is the bearer of burdens, the washerman and the domestic servant. He is engaged as required, works steadily at whatever employment he is put to, and dismissed when his services are no longer necessary, and no further heed is paid to him. No interest as a rule is paid as to how he lives or how he dies, and whether he has work or not, he makes no complaint, and is never a burden to the rate-payers. He lives his life apart from the white population, and the two races are as distinct as though the Pacific rolled between them. Whatever may be said of this from a Christian or humanitarian point of view, the fact remains that such a state of indifference could not continue with a laboring community of white men. But be this as it may, if the cry against the Chinese is a real one; if, as it is urged by some, their residence in this city is a source of loss or damage to any portion of our white laborer or workingman, we would with our whole energy devote ourselves to the effort of eliminating them from amongst us. If the assertion that they are an unmitigated nuisance and a damage to the business interests of the city be a fact, then let the citizens take the necessary steps towards ridding themselves of the encumbrance. The remedy appears to us to be in our own hands, and only requires to be put in force to be successful. Let our rich men and merchants cease employing Chinese help; let every man erecting a building, and every contractor undertaking

a contract, make it a part of the agreement that no Chinese labor should be employed; let every mechanic and workman refuse to work on a contract where a Chinaman is engaged; let our citizens refuse to purchase at a store where Chinese local productions are sold; let one and all refuse to use anything upon which Chinese labor has been used; let those who are using Chinamen as servants dismiss them; let our housewives refuse John the washing of the establishment, or to buy his vegetables or fruit; and we venture to assert that a Chinese Exclusion Bill will be unnecessary, and our present Mongolian population would not long trouble us. But, many who are loudest in their cries that "the Chinaman must go," are in fact, the ones to offer inducements for them to remain. We must admit that we do not believe the Chinese to be an element for success or advancement in a community, and would be well pleased to see every pig-tailed head, and felt-soled foot relegated to its own celestial country; but we have no sympathy with the insincere outcries of those who, while loudest in their assertions that they should be banished, are nevertheless the cause of their remaining, and believe the cry is but too frequently raised by interested parties for political or other selfish purposes.—*Victoria Standard*.

British Columbia Fisheries.

Capt. C. D. Grant, of the schooner *Oriel*, has returned to Westminster from a voyage of discovery among the Northern waters. The *Oriel* left Westminster on August 8th and sailed direct to Cape Scott, the extreme northwest point of Vancouver Island. She sailed thence to Hope Island, which lies a short distance off the mainland. Here an excellent harbor was found and Capt. Grant commenced his explorations and was lucky enough to find a good halibut bank, but not being fitted out with the proper gear could not do much fishing. In Hardy Bay near Fort Rupert, silver salmon were found in abundance and took the spoon bait as ferociously as do the pike. Capt. Grant stayed in Hardy Bay for two weeks and in that time caught and salted a dozen barrels of salmon. All the fish were caught with a spoon bait. Bull Harbor was the next point explored and halibut was found in paying numbers. The whole crew of the *Oriel* numbered but two men and a boy, which made the fishing necessarily slow, as with such a small crew only a limited number of trawls could be manned. After leaving Bull Harbor two weeks were spent in prospecting the neighboring waters with varying success. Capt. Grant had been informed that there was no halibut at Nawitta Bar, but the Indians say that fishing is good when the weather is favorable. Salmon are also numerous and can be captured easily with a troll. Close to Hope Island Capt. Grant discovered a magnificent halibut bank in 65 fathoms of water, but not being prepared for such deep fishing and the schooner's hawser only being 45 fathoms long, he was obliged to employ Indians to prospect the ground. The first days work for two canoes, was 25 fine fish running from 25 to 90 pounds in weight each. This convinced Capt. Grant that he had struck fish at last and the prospecting was continued.

The Indians were lazy and would not do anything except on fine days—a light fog or rain being sufficient excuse to refuse duty. After the first day the boats never brought in less than one hundred halibut, averaging between 30 and 40 pounds each. All through these waters salmon were found in plenty. After some further cruising during which several other banks were located, the *Oriel's* head was turned homeward with a sufficient catch on board to pay all expenses and a neat profit besides. Stiff head winds and several dreary calms were met with on the trip home, but the last day out brought a surprise in the way of weather that Capt. Grant will not forget for many a long day. On Tuesday morning a strong nor-wester sprung up which soon changed into a gale, lashing the sea into foam and making it almost impossible to carry enough canvas to steady the vessel. Fortunately Burrard Inlet was close at hand and after much trouble Capt. Grant managed to enter it in safety.

Speaking of the prospects of the fisheries Capt. Grant said that their greatness is inappreciable, but steam vessels will be necessary to make the business profitable. Steam schooners, fitted up with every appliance, are the only class of vessels suitable to the fishing; as the currents and tides are so strong that a sailing vessel is almost useless. The best fishing will be found in deep water and vessels should be provided with hawsers not less than 75 fathoms long. The fishing is profitable and can be engaged in, not as a speculation, but as a solid money making business. Capt. Grant will now endeavor to form a company to build a suitable vessel and, if successful, he will begin operations early next spring.—*Westminster Columbian*.

Canada's Population.

The *Globe* estimates the population of Canada at 4,800,000. This, there is good reason to think is an underestimate. Taking the ratio of growth between 1871 and 1881, 18.97 per cent. and the figures of the census of 1881 (4,324,810) as a basis, the population of the Dominion at the close of 1888 would be in round numbers 4,900,000. But there is reason to think this rate has been exceeded. It has certainly been in Manitoba, probably in British Columbia and surely in Montreal and Toronto, while the municipal census taken by the various cities and towns indicates a steady and satisfactory growth outside the great centres. The popular estimate of five millions is not, it is thought, an excessive one. Of the progress this indicates a goodly population is due to Ontario, which since 1881 has, through the construction of railways, largely increased its possibilities of development. The increase of its cities and large towns would bring its population up to two millions to-day, and it would not be a matter of surprise if the enumeration of 1891 found it with between two and a quarter and two and a half millions inhabitants.—*Montreal Gazette*.

THE receipts from Chinese tax at Vancouver, B. C., last month were \$11,000, as against \$15,694 for the entire Dominion last year. The increase is attributed to the fact that Chinese bound for the United States came into the Dominion.

Canadian Copyright.

The following is a draft of a bill adopted by the Canadian Copyright Association which will doubtless be passed at the next session of the Dominion Parliament:—

Whereas it is expedient to make better provision for securing and protecting, within the Dominion of Canada, the rights of authors and owners of literary, musical, and artistic productions, on a footing that will be advantageous to such owners of copyrights (being British subjects of countries that have an international copyright treaty with Great Britain), as well as advantageous to the publishing trade and people of Canada; and while recognizing the peculiar circumstances of the colony, alongside a neighboring nation that has heretofore refused to give to the British copyright owner any legal rights protecting his literary, musical or artistic productions within the United States of America, while deluging Canada with reprints of the same, which, in the main, are unauthorized and pay no royalty to the said owner of such British copyright; and whereas by the British North-American Act, 1867, express power is given to the Parliament of Canada to legislate upon the subject of copyright; and whereas provision for securing and protecting authors of British copyright works can be much more effectually made by authorizing the reprinting and publication of such works in Canada on the terms in this Act contained; and whereas it is but just that Her Majesty's subjects in Canada should be allowed, on such conditions as will sufficiently protect and secure the authors of such copyright works, the advantages accorded to aliens and foreigners in respect of the reprinting of British copyright works: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

(1.) Any person domiciled in Canada or in any part of the British possessions, or any citizen of any country which has an International Copyright Treaty with the United Kingdom, who is the author of any book, map, chart or musical composition, or of any original painting, drawing, statue, sculpture or photograph, or who invents, designs, etches, engraves, or causes to be engraved, etched, or made from his own design, any print or engraving, and the legal representatives of such person or citizen, shall have the sole and exclusive right of printing, re-printing, publishing, reproducing, and vending such literary, scientific or artistic works or compositions, in whole or in part, and of allowing translations to be printed or re-printed and sold of such literary works from one language into other languages, for twenty-eight years from the time of recording the copyright thereof, in the manner and only on the conditions and restrictions hereinafter contained.

(2) It is hereby distinctly specified that British copyright granted to others than those specified above, shall not be recognized in Canada.

(2) The condition for obtaining such copyright shall be that the said literary, scientific, musical, or artistic works shall be printed and published, or re-printed and re-published in Canada, within two months after first publica-

tion elsewhere; but in no case shall the said and exclusive right and liberty in Canada continue to exist after it has expired in the country of origin.

(2) No immoral, licentious, irreligious or treasonable or seditious literary, scientific or artistic work, shall be the legitimate subject of such registration or copyright.

(2) Any copyright work intended to be republished in Canada under this Act, shall be for publication elsewhere, or simultaneous with its first publication elsewhere, be registered in the office of the Minister of Agriculture by the author or his legal representatives, which registration and compliance with the provisions of Sec. 2, shall secure the exclusive Canadian copyright to the author or his legal representatives.

(4) Should the person or persons entitled to copyright under this Act fail to take advantage of its provisions, then any person or persons domiciled in Canada may print and publish the work in question, provided registration of intention to do so has been duly made with the Minister of Agriculture, and the necessary license obtained: but in no case is said license to convey exclusive rights to print and publish the work in question.

(2) This license shall be granted to all applicants agreeing to pay the author or his legal representatives, a royalty of ten per cent. on the retail price of each copy licensed to be sold.

(5) The royalty of ten per cent. as provided for in sub-section 2 of section 4, shall be collected under rules and regulations to be made by the Governor-General in Council.

(6) The duty of excise so to be imposed, levied and collected, shall be paid to the author or his legal representatives under regulations in that behalf to be made by the Governor-General in Council and approved of by one of Her Majesty's principal Secretaries of State.

(7) From and after the passing of this Act the importation into Canada of foreign reprints of works of which the copyright is subsisting in Great Britain and which have been registered under sections three or four of this Act for republication in Canada, shall be and is hereby prohibited, provided the provisions of section two have been complied with.

(8) This Act shall not apply to English Copyrights granted prior to the passing of this Act.

(9) The word "work" in this Act shall include every volume, part or division of a volume, pamphlet, sheet of letter press, map, chart, plan, or musical composition, separately published.

Hop Culture.

Harpers' Weekly of the 20th inst., contains an article on hop picking in Puyallup. We find from it that hop culture in the valley of the Puyallup, Washington Territory, has, since 1882, been a profitable industry. Previous to that date the growers of hops in Washington Territory were not prosperous. Hops were a drug in the market and it did not pay to cultivate them. But the failure of the crop in Europe

caused the price to spring up and put now life in the hop ranchmen. The cost of raising hops in Puyallup is from eight to ten cents a pound and the selling price is from twenty cents and upwards. An acre of good land yields from fifteen hundred to twenty hundred pounds. This gives a net profit of from \$150 to \$180. A hop farm in that happy valley then of twenty acres yields its owner a snug income of between \$3,000 and \$4,000 a year. As a matter of fact many of the owners of hop farms in that valley have become rich beyond the dreams of avarice. "Individual crops," the writer in *Harpers'* says, "that year (1882) brought from \$10,000 to \$60,000, and in one instance, at least, a grower sold his hop harvest for \$100,000."

Commenting on the above the *Victoria Colonialist* says: If hops can be successfully grown in Washington Territory, what is to hinder their being profitably cultivated in British Columbia? The difference of climate is hardly, if at all, perceptible, and the soil is as good here as there. Great difficulty is found on the other side to get laborers at the hop-picking season. The difficulty would be considerably less here. The hop grows luxuriantly on this Island and why does not some enterprising agriculturist who has sufficient capital embark in the business? Surely an industry that pays well a few miles from here where the conditions are as nearly as possible the same, ought to pay here if carried on in the right way.

Wheat Estimates.

Beerbohm, who is rated high as a crop statistician in Great Britain, puts the deficit in the world's wheat crop for the present crop year at the possibly excessive figures of 72,000,000 bushels. The *Miller*, of London, places it at 43,177,800 bushels; the *Bulletin des Halles*, of Paris, at 31,680,000 bushels. Coming to this side of the Atlantic we find various estimates of our own crop and of the disparity in the world's supply and demand consequent upon its failure. The *Cincinnati Price-Current* thinks the yield of the United States is 405,770,000 bushels, basing its figures on the government statement of condition October 1st, and is inclined to think this showing is somewhat too high. The *Farmers' Review* figures a total of 418,998,372 bushels; *Bradstreet's* put it at 415,288,040 bushels. The last named journal, which is probably more confirmedly bearish in its views on this year's crop than any other of equal standing in the world, estimates the disparity between the world's supply and demand at about 23,000,000 bushels, and believes no serious lack of wheat will be felt. Thus we have a deficit of from 23,000,000 to 72,000,000 bushels and even much higher, as figured by various crop statisticians.—*North-western Miller*.

Who Got to the Front.

Everybody can't take first place. Everybody can't even be a good second. There will always be some soldiers in hospital; there will always be some fellows left back in convalescent camp; there will always be some shirks and some cowards; there will always be some stragglers. Only the "hustlers" get anywhere near the front.—*Brooklyn Eagle*.

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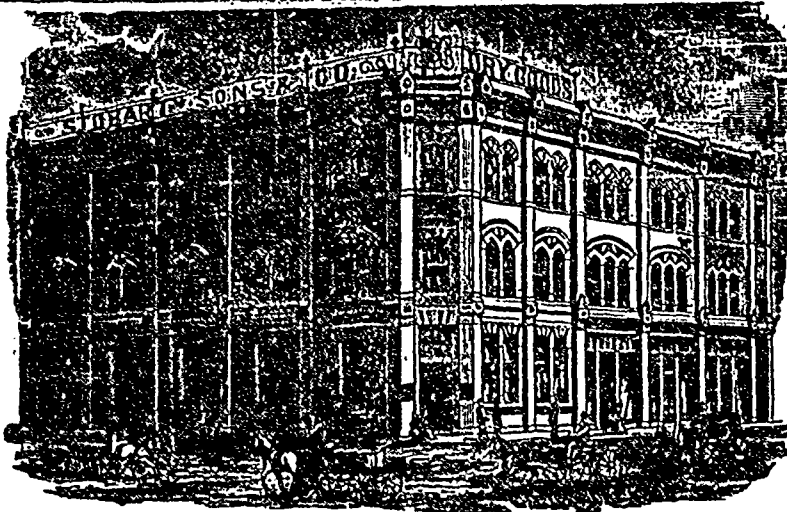

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Business East.

ONTARIO.

Wm. Oag, cooper, Burlington, has assigned.
 J. G. Alberty, saddler, Toronto, has assigned.
 C. S. Mason, drugs, Brantford, has sold out.
 W. & J. G. Greery, mills, Alvinston, burned out.
 W. J. Baker, carriages, Belleville, burned out.
 Wm.-B. Elliott, hotel, Thomasburg; burned out.
 J. E. Schiller, hotel keeper, Toronto, has sold out.
 Wm. Turner, provisions, etc., Toronto, is dead.
 G. Vanwyck, blacksmith, Meaford, has assigned.
 Toronto Rubber Co., London, closing out this branch.
 John A. Tidey, books, etc., Norwich, has sold out.
 Boswell & Kidd, real estate, Toronto, have dissolved.
 Brown & Bradshaw, builders, Toronto, have dissolved.
 F. J. Loucks, general storekeeper, Marmora, has sold out.
 Mrs. J. H. Scott, fancy goods, Woodstock, has sold out.
 Mrs. L. S. Armstrong, tailor, Toronto; bailiff in possession.
 C. G. Matthew, gents' furnishings, Toronto, has assigned.
 T. McIlroy, jr., & Co., Rubber Co., Toronto, have dissolved.
 French, Wells & Burnie, planing mill, Dresden; burned out.
 W. A. Woodhouse, hotel keeper, Stoney Creek, has sold out.
 Duperow Bros. & Co., wholesale paints, Toronto, have assigned.
 E. Jackson, flour, etc., Toronto; style now Jackson, Little & Co.
 A. M. Shrieves, patent medicines, London, has moved to Windsor.
 Roderick McKinnon & Co., Brigden, away and attachment issued.
 J. W. Borrowman, furniture, Amherstburg, has gone out of business.

Henry Jones, grocer, Toronto, has assigned.
 Thos. Wilson, hotel keeper, Kingston, has sold out to J. E. Dunham.
 Hill, Simpson & Co., grocers, Sarnia, have dissolved. Simpson retires.
 Coltart & Neilson, cabinet makers, Chatham, factory burned out—insured.
 John Goodmurphy, general storekeeper, Gore Bay, has asked an extension.
 Stewart & Fleck, machinists, Ottawa, have dissolved. Fleck continues.
 D. Eagleson, boots and shoes, Lindsay, advertising giving up business.
 W. Z. Gallon, gents' furnishings, Lindsay, advertises going out of business.
 J. & G. Nicholson, fuel, Hamilton, have dissolved. George Nicholson continues.

QUEBEC.

Miller & Higgins, livery, Montreal, have assigned.
 Louis Grenier, shoes, Three Rivers, has assigned.
 Vital Bergeron, dry goods, Montreal, has assigned.
 Day & Dugas, tailors, Montreal, have dissolved.
 Alex. Tyo, general storekeeper, Dundee, has assigned.
 Lane & Hill, fancy goods, Montreal, have assigned.
 Timothy Kenna, restaurant, Montreal, has assigned.
 Mrs. Jas. Dyer, fruits, etc., Montreal, has sold out.
 Hugman & Norton, carpets, Montreal, have dissolved.
 Narcisse Racine, hats, furs, etc., Montreal, has assigned.
 Octave Belleleur, hotelkeeper, Montreal, was burned out.
 Post Printing and Publishing Co., Montreal; liquidator appointed.
 Jos. Paquette, sash and door factory, Montreal, was burned out.
 S. Chagnon, general storekeeper, St. Paul L'Hermite, has assigned.
 Henry Swain, cigar manufacturer, Montreal; Walter B. Swain admitted a partner under style of Henry Swain & Son.

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•• MERCHANTS. ••

19 Alexander St. West,
WINNIPEG, MAN.

FLOUR EXPORTERS,
AND DEALERS IN
BUTTER AND EGGS, CHEESE
Potatoes in Car Lots.
BALED HAY,

SACKS.
FOR GRAIN AND FLOUR.
COARSE - LIVERPOOL SALT - DAIRY

F. B. D. Lafleur, general storekeeper, Bryson; held a meeting of creditors.

J. L. Cassidy & Co., wholesale crockery, Montreal; C. Melancond of this firm dead.

Whelan & Co., lithographers, Montreal; John P. Whelan has ceased doing business under this style.

Boxer Bros. & Co., wholesale crockery, Montreal, have dissolved; Fred W. Boxer continues under same style.

NOVA SCOTIA.

C. Heskin, furniture, Halifax, is away.

H. B. Ward, lumber, Canning, is away.

L. Under Keddy, shoes, Aylesford, has assigned.

Theakston, Angwin & Co., hardware, Halifax, have assigned.

NEW BRUNSWICK.

Samuel Randall, lumber, Sheffield, has assigned.

H. B. Fraser, general storekeeper, St. Stephen, has assigned.

Cliff Atkinson, general storekeeper, Kouchibouguac, has assigned.

PRINCE EDWARD ISLAND.

Rackham & Phipps, grocers, Charlottetown, have dissolved.

Francis Gallant, general storekeeper, Tignish, has assigned.

The First Chinese Railway.

The first annual report of the first railway in China has been issued. The line runs from Tongsan to Yungchog, in the province of Chihli, in north China. Its length is 90 li, or about 27 miles, and it owes its existence to the Kaiping coal mines, from which a considerable portion of its revenue is derived. The gross receipts were 53,943 taels—about £13,000—and the net profits 19,606 taels—£4,900. A dividend of 6 per cent. has been declared on the paid-up capital of 250,000 taels, the nominal capital being 1,000,000 taels, or £250,000. The principal items of the traffic were 170,588 tons of coal, 81,543 tons of bricks, 15,566 packages of general merchandise and 4,000,000 pounds of lime.

Japanese Trade.

British Consul Quin, of Yokohama, Japan, reports the growing importance of Japan as an importer of iron and steel, the total trade of that port for 1887 exceeding that for 1886 by nearly 40 per cent, the largest increase being the following articles: Iron rails, 101,913l., against 80,720l. in 1886; iron pipes, which appear to the value of 66,299l., and ironware, which was imported to the value of 101,324l., against 39,427l. in 1886; also galvanised and roofing iron, which appears to the value of 10,479l. The increase of nearly 62,000l. in ironware, considerably more than doubling the figures for 1886, is accounted for by the importation of numerous heavy bridges and other ironware connected with railway works. The importation of machinery has also nearly doubled, being 93,089l., against 54,923l. In fact, the remark made by Mr. Hall in his report for 1886; that nearly all the heads of foreign miscellaneous imports showed an increase, can be more emphatically repeated this year, for out of forty-three articles, only five show any decrease, and none of them call for any remark, the total decrease under the five heads being only 20,436l. A notable increase is also shown in the import of arms and ammunition of war, which, including gunpowder, appears this year as a separate item, and amounts to 155,201l., more than double the figures of the previous year. One of the chief exports, as in former years, is the item of silk, showing an increase of 124,545l. for the year 1887. America has again proved itself the greatest consumer of this article, the figures of export showing a

steady increase to that country. Tea on the other hand shows a slight falling off, both in quantity and value. It is interesting to note that as regards the British carrying tea trade, there has been a great falling off in shipments by the Suez route amounting to about 4,000,000 lbs. carried across the Pacific Ocean by steamers running in connection with the Canadian Pacific Railway.—*London Chamber of Commerce Journal.*

Dairy Notes.

A very erroneous impression has been disseminated amongst the cheese buyers of Great Britain, namely, that the stocks of fall cheese on this side are unprecedentedly heavy, whereas nothing could be made more misleading. Between this city and Toronto the make for October has fallen off from 25 to 30 per cent. as compared with that of last year, and west of Toronto the shrinkage is estimated at fully 15 per cent. One of our leading combinations which made 1,500 boxes of November cheese last year, will not make a box this month, as the factories are said to have closed between the 15th and 20th ult. The shortage in the October make it is said will be a surprise to most people. A buyer for a Liverpool house has purchased between 8,000 and 10,000 boxes of second qualities within the past week or ten days, at prices ranging from 9½ to 10½, 10 to 10½ being paid for faulty September grades. Finest Septembers cannot be reached under 10½ to 10¾. Latest advices from Liverpool state that the stock of fine cheese is unusually small, one large house which in former years usually

held between 20,000 and 30,000 boxes at this period, now holds only about 3,500 boxes. The opinion obtains on the other side, in spite of "bear" circulars, that the position of finest cheese is a strong one, and will successfully withstand the combined onslaught of the "Liverpool Three" in their mad efforts to wreck present unusually low prices.—*Trade Bulletin.*

The *Montreal Trade Bulletin* publishes the following instructions re packing of roll butter: A practice that should be abolished by country shippers is that of working low grades of packed into roll, and packing them in the fresh-made roll, with the intention of passing it all off as fresh-made. The deception is always detected, and such lots are invariably sold at same prices as low grades of packed command. Regarding packages, new tubs or hardwood boxes are the most desirable, and half barrels or kegs will do equally as well, and these only should be used. Care should also be taken before putting the butter in packages, that all the sides and ends of the package be lined with new white muslin thus keeping the butter from decayment by touching the wood. A bad practice is in putting the butter up in paper; this should not be done as the paper sticks to the butter and damages the appearance. Each roll should be separately placed in a piece of new muslin cloth, washed in warm water to take out the starch, and thoroughly wet in good brine. The rolls should be of moderate size and not too large. Then again, the rolls should be of uniform color, not packing light and fresh-made with other that has been colored. The correct tares should be marked on each package.

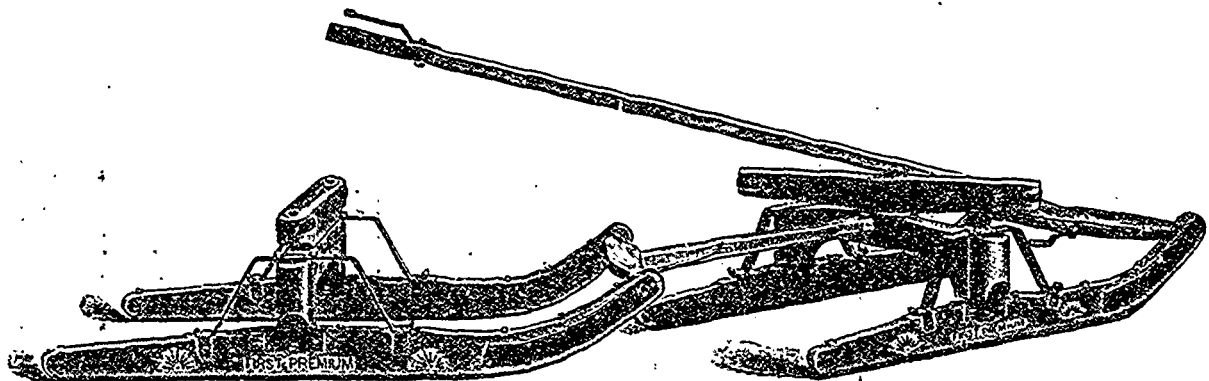
F. A. FAIRCHILD & CO.

—WHOLESALE DEALERS IN—

AGRICULTURAL IMPLEMENTS,

CARRIAGES, SLEIGHS, &c

PLOWS, SULKY PLOWS, GANG PLOWS, HARROWS, SEEDERS, FEED CUTTERS, CRUSHERS, WAGONS, BUGGIES, BUCKBOARDS, PHAETONS, SURREYS, ROAD CARTS, CUTTERS, SLEIGHS, RUNABOUT WAGONS,



CLOSE PRICES TO DEALERS. SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.

WINNIPEG.

The C. P. R. have been charging \$3 00 a ton on coal from Port Arthur to Rat Portage, and our local dealer has taken orders for several car loads at those rates. After receiving a car load the other day and orders for two other car loads, he receives word that the freight rate has been advanced 91 cents per ton. As each car contains between 15 and 20 tons, it will be seen that at the former rate the company received from \$58.50 to \$78 per car, for a distance of 300 miles. The increased rate raises the price of a car load to between \$72 and \$96 according to the amount loaded on the car. This is a most terrible price, and is extortion of the worst kind. It is almost as bad as the charge of \$10 for a flat car of lumber from Norman to Rat Portage, a distance of two miles, and in neither place do the company load or unload the cars.—Rat Portage News.

No man ever smoked "Myrtle Navy" tobacco for a fortnight and then took to any other brand in preference to it. It bears its own testimony of its qualities, and it is a testimony which is always convincing. The smoker who uses it is never annoyed by getting it sometimes of bad. The arrangements of the manufacturers for keeping its quality equal are very elaborate and complete, and are the results of many years of experience and close observation.

Northern Pacific & Manitoba Railway.

CHEAP

EXCURSIONS TO POINTS EAST.

The Northern Pacific & Manitoba Railway announces a series of seven special Excursions from Winnipeg, Man., to points in Eastern Canada and return during November and December.

Tickets will be on sale November 5th, 12th, 20th, 27th, and December 3rd, 11th and 17th.

The fare will be at the very low rate of

\$40.00

for the round trip; Tickets are limited to ninety days from date of sale and good for stop over.

With the completion and opening of the new line through to Winnipeg the Northern Pacific Railway offers the superior accommodations of dining cars and Pullman sleeping cars through on all trains between St. Paul and Winnipeg. We desire to call special attention to these accommodations as they are entirely new departures to the travelling public of North Dakota. Bear in mind that no other line offers similar inducements, and notwithstanding the attractions of last time, through cars Pullman sleeping cars and magnificent dining cars via the Northern Pacific, the fare is always as low as via any other route.

For full information regarding routes, rates, etc., apply to the nearest ticket agent of the Northern Pacific Railway. H. SWINFORD, Winnipeg; W. E. JERMAINE, Passenger and Ticket Agent, Grand Forks; H. W. NUNN, Agent, Grafton; F. J. CUNNINGHAM, Agent, Pembina, or C. S. S. FEE, General Passenger and Ticket Agent, St. Paul, Minn.



Northern Pacific Railway.

Pembina, Grand Forks, Helena, Butte and all Prominent Montana points.

—THE—

POPULAR TRANS-CONTINENTAL

—AND—

DINING CAR ROUTE

To Spokane Falls, Portland, Seattle, Victoria, B.C., All Puget Sound Points and Alaska.

Express Trains Daily

To which are attached

Pullman Palace Sleepers and Free Colonist Sleeping Cars.

The only rail line to the Yellowstone National Park For full information, address,

CHAS. S. FEE,
Gen. Passenger and Ticket Agent,
ST. PAUL, MINN.

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, April 17th, 1887

PASS Tuesday Thurs. day and Saturday	Miles from Portage	STATIONS.	PASS Monday Wednesdays and Fridays
LEAVE 13 00		Portage la Prairie.	ARRIVE 14 50
A11 25		..... Gladstone	13 25 D
D14 45	65	..... Neepawa.....	13 05 A
15 45	61	..... Minnedosa	11 58
A16 35	79	..... Rapid City	11 11 D
D16 45		.....	11 05 A
	94	.....	9 45
18 31	115	..... Snodgrass	9 20
119 30	138	..... Birtle	18 20
21 40	155	..... Binson	6 20
23 00.	166	.....	5 00
25 15	180	..... Langenburg	4 45
ARRIVE		.....	LEAVE

files.
No. 1, Monday, Wednesdays, No. 1 Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.

Trains for Birtle leave Birtle Tuesdays and Thursdays only at 20.30. For Russell leave Birtle Tuesdays only at 20.30; returning leave Russell Wednesdays only. For Langenburg leave Birtle Thursdays only at 20.30; returning leave Langenburg Fridays only. For Rapid City leave Minnedosa Tuesdays Thursdays and Saturdays at 17.00; returning leave Rapid City Mondays, Wednesdays and Fridays.

Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg. For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent Portage la Prairie, or to W. R. BAKER, General Superintendent.

THESE VESTIBULED TRAINS go in service May 15th.

Chicago, St. Paul, Minneapolis & Omaha Ry THE NORTHWESTERN LINE,

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

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

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

Trains Eastward will run as follows: Leave Minneapolis 6 50 p.m.; St. Paul 7 30 p.m. Arrive Milwaukee 7 40 a.m.; Chicago 9 30 a.m.

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

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

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

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



Owens and operates 5,650 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

For maps, time tables, rates of passage and freight, etc. apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

ROSWELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt. J. F. TUCKER, Ass't Gen'l Manager. GEO. H. HEAFORD, Ass't Gen'l Pass. and Tkt. Agt. MILWAUKEE, WISCONSIN.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAUGAN, Land Commissioner, Milwaukee, Wisconsin.

TRAVEL VIA THE

Minneapolis and St. Louis Railway AND THE FAMOUS Albert Lea Route

	Live St. Paul.	Live Minneapolis
Chicago, Burlington, Kansas City and Des Moines Ex.....	a8 45 a.m.	a9 25 a.m.
St. Louis Fast Ex.....	b6 25 p.m.	b7 05 p.m.
Chicago Fast Ex.....	d6 25 p.m.	d7 05 p.m.
Des Moines Passenger.....	a6 25 p.m.	a7 05 p.m.
Excelsior and Watertown.....	a8 00 a.m.	a8 45 a.m.
Arlington and Excelsior.....	a4 15 p.m.	a4 50 p.m.
Mankato Express Accom.....	a3 15 p.m.	a4 00 p.m.
Ex. Sunday	b Ex. Saturday.	d Daily.

THROUGH COACHES AND PULLMAN PALACE SLEEPERS to Chicago, St. Louis and Des Moines

DIRECT LINE TO WATERTOWN, D. T.

PALACE DINING CARS ON CHICAGO TRAINS.

2—THROUGH TRAINS DAILY—2

to KANSAS CITY, LEAVENWORTH, ATCHISON or ST. JOSEPH, making connections in Union Depots for all points west.

Fast and frequent trains between St. Paul, Minneapolis and Lake Minnetonka points.

For maps, sleeping car berths, or other information call upon any agent in the Northwest or write to

S. F. BOYD, General Ticket and Passenger Agent, Minneapolis