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HEAD OFFICE, MONTREAL.

Capital Paid Up, \$6,000,000. Rest, \$2,725,000.

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Geo. HAGUE, Gen'l Mgr. JOHN GAULT, Asst. Gen'l Mgr

NEW YORK AGENCY—61 Wall Street.

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The position of this Bank as to amount of paid-up capital and surplus is the second in the Dominion.

Particular attention given to collections from and throughout the Dominion and the United States. Ample facilities; low rates; quick returns. Buy and sell Canadian and foreign exchange. Interest allowed at most favorable rates on Savings Bank Accounts and Deposit Receipts. Accounts of Merchants, Manufacturers, Corporations and Individuals received on favorable terms.

A General Banking Business Transacted.

ARTHUR WICKSON, MANAGER

IMPERIAL BANK OF CANADA

Capital authorized..... 2,000,000.00
Capital Paid up..... 1,940,007.00
Reserve Fund..... 1,020,292.00

DIRECTORS.

H. S. Howland, President T. R. Merritt Vice-Pres.
William Ramsay, Robert Jeffrey, T. R. Wadsworth,
Hugh Ryan, T. Sutherland Stayner

HEAD OFFICE, TORONTO.—D. R. Wilkie, Cashier.
B. Jennings, Asst. Cashier. E. Hay, Inspector.

BRANCHES IN ONTARIO.

Essex. Ingersoll. Rat Portage. St. Thomas
Fergus. Niagara Falls. St. Catharines. Welland
Galt. Port Colborne. Sault Ste. Marie. Woodstock.

TORONTO { Cor. Wellington St. and Leader Lane.
Yonge and Queen Sts.
Yonge and Bloor Sts.

BRANCHES IN THE NORTHWEST.

Winnipeg, Man.....C. S. Hoare, Manager.
Brandon, Man.....A. Jukes, "
Calgary, Alta.....S. Barber, "
Portage la Prairie, Man.....N. G. Leslie, "
Prince Albert, Sask.....J. E. Young, "
Edmonton, Alta.....G. H. F. Kirkpatrick, "

Interest allowed at current rates on Savings Bank Department and Special Deposits.

Municipal and Other Debentures Purchased
Agents in Great Britain—Lloyd's Bank, (Ltd) 72 Lombard street, London, with whom moneys may be deposited for transfer by letter or cable to any of the above branches

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Manitoba Loan and Trust Co., Ltd.

HEAD OFFICE: 230 PORTAGE AVENUE,

WINNIPEG. - MAN,

DIRECTORS.

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JAS. L. TURNER, Vice-President; of Turner, McKeand & Co.,

Alfred S. Patterson, James E. Steen, Robert F. Manoin, Frank Burnett.

MANAGER.

W. BAKCLAY STEPHENS.

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Complete range of Samples with T. H. Slater, Room "K" McIntyre Block, Winnipeg.

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INCORPORATED BY ROYAL CHARTER.

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Reserve Fund.....£275,000 "

HEAD OFFICE—3 Clements Lane, Lombard St. London.

COURT OF DIRECTORS—J. H. Brodie, John James Lester Henry R. Farrer, Gaspard Farrar, Richard H. Glyn, E. A. Hoare, H. J. B. Kendall, J. J. Kingsford, Federico Lubbock, Geo. D. Whatman.

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R. R. Grindley, Gen. Mgr. H. Stikeman, Asst. Gen. Mgr. E. Stranger, Inspector.

BRANCHES IN CANADA:

Brandon. Hamilton. Ottawa. Toronto.
Brantford. Kingston. Paris. Vancouver.
Fredericton. London. Quebec. Victoria.
Halifax. Montreal. St. John. Woodstock, Ont.

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New York, 62 Wall St., W. Lawson and F. Brownfield
San Francisco, 124 Sanson St., H. M. J. McMichael, acting, and J. C. Welsh.

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Foreign Agents—Liverpool, Bank of Liverpool. Australia, Union Bank of Australia. New Zealand, Union Bank of Australia. India, China and Japan—Chartered Mercantile Bank of India, London and China, Agria Bank (limited), West Indies, Colonial Bank, Paris, Messrs. Marcuard, Krauss of Cie. Lyons, Credit Lyonnais.

BANK of OTTAWA

HEAD OFFICE, OTTAWA.

CAPITAL PAID UP (sub., etc.).....\$1,335,000
REST.....\$707,549

DIRECTORS:

GEAS WAGEE, President. - ROBERT BLACKBURN, Vice-President.
Hon. Geo. Bryson, sr., Alex. Fraser, Geo. Hay, John Mather, David MacLaren.

BRANCHES.

Arnprior, Pembroke, Carleton Place,
Hawkesbury, Keewatin, Winnipeg.

GEO. BURN, General Manager.

AGENTS IN CANADA—Bank of Montreal;
" NEW YORK—Messrs. W. Watson and R. Hobden.
" CHICAGO—Bank of Montreal;
" ST. PAUL—Messrs. National Bank;
" LONDON, Eng.—Alliance Bank.

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ESTABLISHED 1852.

Accounts of Merchants, Traders, Manufacturers, Corporations and Individuals received on favorable terms.

Interest allowed on deposits.
Drafts issued on all the principal points in Canada, also on New York, Chicago and St. Paul and London, Eng

This Branch has special facilities for making Collections in Manitoba and North West Territories. Lowest rates are charged, and prompt remittances are sent.

J. B. MONK, Manager.

The Western Canada Loan & Savings Co.

CAPITAL, - \$1,500,000.
RESERVE FUND, - \$850,000.

HEAD OFFICES: Toronto, WALTER S. LEE, Man. Director.
BRANCH OFFICES: Winnipeg, - W. M. FISHER, Manager.

Moneys advanced upon Farm and City Properties, MORTGAGES, MUNICIPAL DEBENTURES & SCHOOL DEBENTURES purchased. Scrip held for use of Clients. Clients title deeds are not sent out of the Province but are lodged in the Company's vaults at Winnipeg, where they may be examined at all times. Agents at all principal points throughout the Province.

For further information write to the Manager of the Winnipeg Branch.

The Barber & Ellis Co'y,

Nos. 43, 45, 47 and 49 Bay Street,

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Manufacturers of ACCOUNT BOOKS, ENVELOPES, PAPER BOXES.

Importers of all Grades of Staple Stationery.

—DEALERS IN—

PRINTERS' SUPPLIES,

BOOKBINDERS' MATERIALS AND

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The Canadian Bank of Commerce.

HEAD OFFICE - - - - - TORONTO.

Paid-up Capital.....\$6,000,000
Rest.....1,100,000

DIRECTORS—Geo. A. Cox, Esq., President.
John I. Davidson, Esq., Vice President.

George Taylor, Esq. W. H. Hamilton, Esq.
Jas. Crathern, Esq. Matthew Leggat, Esq.
John Hoskin, Esq., Q.C., L.L.D. Robt. Kilgour, Esq.

J. H. WALKER, General Manager.
J. H. PLUMMER, Asst. Genl. Manager.
A. H. Ireland, Inspector G. de G. O'Grady, Asst. Insp. of r
New York—Alex. Laird & Wm. Gray, Agents.

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Alls Craig, Ayr, Barrie, Belleville, Berlin, Belleville, Burlington, Cayuga, Chatham, Collingwood, Dundas, Dunnville, Galt, Goderich, Guelph,	Hamilton, Jarvis, London, Montreal, St. John, 167 St James, 203 1/2 Notre Dance, 276 St. Lawrence, Orangeville, Ottawa, Paris,	Parkhill, Peterboro, St. Catharines, Sarnia, Sault Ste. Marie, So forth, Simcoe, Stratford, Strathroy, Therold, Toronto, Walkerton, Waterloo, Whitby, Winnipeg, Woodstock.	City Bell's 712 Queen E 450 Yonge St 79 Yonge St 207 College 510 Queen W 416 Parli'm't 128 King E Toronto Jct. Walkerton, Waterloo Whitby, Winnipeg, Woodstock.
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BANKERS AND CORRESPONDENCE.

GREAT BRITAIN—The Bank of Scotland.
INDIA, CHINA AND JAPAN—The Char'd Bank of India, Australia & China
PARIS, FRANCE—Lazard, Freres & Cie. (Paris) & China
AUSTRALIA & NEW ZEALAND—Union Bank of Australia.
BRUSSELS, BELGIUM—J. Mathieu & Fils.
NEW YORK—The Amer Exchange Nat'l Bank of N.Y.
SAN FRANCISCO—The Bank of British Columbia.
CHICAGO—The Amer Exchange Nat'l Bk of Chicago.
BRITISH COLUMBIA—The Bank of British Columbia.
HAMILTON, BERMUDA—The Bank of Bermuda.
KINGSTON, JAMAICA—Bank of Nova Scotia.

Commercial Credits issued for use in all parts of the world. Exceptional facilities for this class of business in Europe, the East and West Indies, China, Japan, South America, Australia and New Zealand.

Travellers circular Letters of Credit issued for use in all parts of the world.

Winnipeg Branch.

A General Banking Business Transacted.

F. H. MATHEWSON, Mgr.

UNION BANK OF CANADA.

HEAD OFFICE - - - - - QUEBEC.

Capital Paid up - - - - - \$1,200,000
Reserve Fund - - - - - 225,000

DIRECTORS:

ANDREW THOMSON, President. Hon. E. J. PRICE, Vice-President.
Sir A. T. Galt, D. C. Thomson, E. Cloux, E. J. Hale,
Jas. King, M.P.P.
E. E. WEBB, Gen. Mgr. J. G. BILLETT, Inspector.

BRANCHES AND AGENCIES.

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Foreign Agents: London, Parr's Banking Co. and The Alliance Bank, Ltd. Liverpool, do. New York, National Park Bank. Boston, Lincoln National Bank. Minneapolis, First National Bank. St. Paul, St. Paul National Bank. Great Falls, Mont., First National Bank. Chicago, Ill., Globe National Bank. Buffalo, Queen City Bank. Cleveland National Bank. Detroit, First National Bank.

Winnipeg Branch, Main Street;

F. L. Patton, Manager.

Interest allowed at current rates on Savings Bank Department and Special Deposits.

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381 MAIN STREET,

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Osler & Hammond,
18 KING STREET WEST, TORONTO.
(Members Toronto Stock Exchange)

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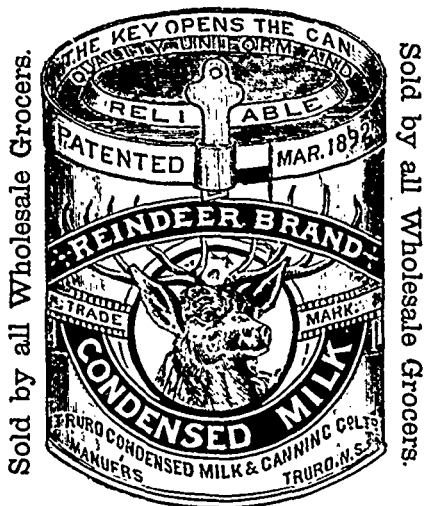
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Real Estate Bought and Sold. Money to Loan.

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PLEASE YOUR CUSTOMERS
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REINDEER BRAND

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COCOA and MILK
TEA and MILK.

YOUR WHOLESALE GROCER WILL SUPPLY YOU.

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WHOLESALE GROCERS,**

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The Ames, Holden Company,

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MILLER MORSE & Co

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Hardware, Cutlery,

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Princess St., WINN PEG.

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HARDWARE IMPORTER,

AND MANUFACTURER.

WINNIPEG, MAN.

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MACKENZIE & MILLS,

WHOLESALE GROCERS

Special attention given to

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CORNER KING AND ALEXANDER STREETS

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E. F. HUTCHINGS'
GREAT NORTHWEST

Saddlery House

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Main and Market Sts.,

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The Largest Stock and Best Equipped Establishment in
Canada. Lowest prices and Best Goods is our Motto.

TRUNKS, VALISES, LEATHER AND SHOE FIND-
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Don't forget the new promises.

E. F. HUTCHINGS, Proprietor, WINNIPEG.

Send for our new Illustrated Catalogue.

Mackenzie, Powis & Co.,

WHOLESALE GROCERS.

NOW IN STORE.

Two cars Crosse Blackwell's goods comprising
Jams, Marmalades, Pickles, Sauces, Oils, c.

Two cars Salmon consisting of the well
known brands, Express—Maple Leaf—Dominion and Har
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500 Sacks new crop polished Japan Rice—
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**New Season CHINA TEAS, Excep-
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New Canned Goods.

Cor. McDermot & Princess Sts., WINNIPEG

**Polished
Plate Glass**

For Stores, Offices and Private Dwellings.
Special prices from stock or for impor-
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Samples.

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Factory—MONTREAL.

The Commercial

A 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.

Eleventh Year of Publication
ISSUED EVERY MONDAY

SUBSCRIPTION, \$2.00 PER ANNUM (in advance.)

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Fine Book and Job Printing Departments.

127 Office, 156 James St., East.

JAMES E. STREN,

Publisher

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 desks of the great majority of business men in the vast district designated above, and including northwest 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, JULY 3, 1893.

Early Closing from the Employer's Standpoint.

In a recent issue *The Merchant* quoted from the experience of leading Toronto and Hamilton retail merchants in closing their stores at six o'clock every evening in the week. As the time is now at hand when this subject of early closing commands more attention from all classes interested than at any other time of the year perhaps, our merchant readers will probably welcome all information and practical testimony that may be gleaned from reliable sources upon this important question, which must sooner or later be solved by the general adoption of early closing. It is proposed to ask the retail associations in Toronto and other Canadian cities the question: What are you going to do about early closing this summer? Before answering it we would suggest your careful perusal of the following opinion and experience of a liberal-minded employer:—

"We have tried both plans and know whereof we speak when we say there is no reasonable excuse for keeping open late. We say close early, and when you come to think of it, six o'clock is not early. We open our store at 7.30 a.m. one half our force is on hand at the opening hour, and quit in the one hour before closing time; the other half comes an hour later in the morning and remains until closing time.

"This makes the day quite long enough both for employer and employee. We ask our customers for a moment, to put themselves in the position of a salesman. He lives two, three, four, or five miles from the store. In order to be on time in the morning he must necessarily leave home about six o'clock. The distance is too great for him to go home to dinner, and he lunches down town. Supper time comes. He is obliged to eat. He goes out and buys a supper; thus he is out the price of two meals a day without reducing the living expenses of his family, as they have also to eat, and the preparation for the family meal would not cost a penny more if one more were reckoned

ia. Closing time comes; nine o'clock, perhaps ten, just according to the struggling trade. He boards the first car for home. It is well on to eleven o'clock before he arrives there. The children are all in bed; his wife is weary through waiting; he himself is 'too tired to talk.' They retire; and the same thing is repeated to-morrow, and the next day, and the next, until Sunday comes, and for the first time in a week he sees his home, his wife and his children in daylight. How happy he is on the seventh day, when he awakes and realizes it is Sunday morning. He turns over and takes another snooze; he is tired out, exhausted, and perforce takes the rest needed to recuperate his lost energy. Half the day is already spent. All the joys of the week have to be crowded into one short afternoon.

"How do you like the picture? How would you like to be a retail salesman? And yet, we assure you, the picture is not overdrawn; it was our personal experience for years. How we did welcome the early closing movement, both on our account and our employees! We have tried it and found it both feasible and profitable, and until our patrons demand that we keep open evening, we shall continue to close at six o'clock sharp (except the week preceding Christmas, and occasional evenings just before the regular holidays).

"We say give employees all the rest you can. They need it. They will do more and better work in ten hours than if you compel them to drudge for fifteen hours. Therefore, we simply ask that our patrons do their trading before six o'clock; if it should be impossible, then come Saturday evenings. We are open until eleven o'clock Saturday."

As a rule customers will habituate themselves to such hours of trading as the store adopts.—*Toronto Merchant.*

The Commercial Phonograph.

What is known as the commercial phonograph is now used in many of the leading offices in the United States. The persons who desire to dictate their letters, essays or statements, simply place the cylinder on the drum of the machine, adjust it ready for talking, and dictate at their leisure, letters or essays. Should the dictator at any time while dictating desire to stop and think about various points, all he needs to do is to touch a little button on the machine and cease making a record. When the thought is ready to be talked to the machine, the recording is continued.

The phonograph gives special advantage to the person who is dictating. It is a silent stenograph and is always ready to take your record—will take it exactly as you repeat it, word for word—and the only care required is, that the person who is talking to the machine should give articulation. The various letters having been dictated to the machine, the dictator drops them back into the box one by one on the cylinder on which they have been placed, and then the typewriter simply takes the cylinders out in the order in which they are numbered, and copies the records with the use of the typewriter.

The special advantage to begin with is that the person who copies the letter always has time to continue his work without having to stop and take the record from the person who is dictating it. There is no question as between the dictator and the person who copies the records, for the record itself decides. Should you desire to have the records copied in long hand, it may be done in the same way. It has been found that by using this machine that the average phonographer will copy about double the work of the average stenographer in the various offices where comparisons have been made.

Another advantage is that the clerk or proprietor may dictate the letters at his own home, and send them to the office in a box to have them copied there. Three or four different business offices may each of them have a phonograph, dictate their records, and have one

phonographer copy all their work and bring their letters back to them at an appointed hour. It is believed that by this arrangement, in many of the smaller places where they cannot employ a phonographer the entire time, that persons will be able to procure machines and give work for about two hours a day, and by clubbing together, have all their letters copied upon the typewriter. It will be especially desirable to have what is known as "phonograph exchanges" established in the smaller towns where there are but few offices that can afford to employ a phonographer the entire time.

The court stenographers find the commercial phonograph of special advantage to them. When their records have been taken for the day, they are able to dictate rapidly to the phonograph enough work to start two or three phonographers at once, and by late bedtime their reports taken in the courts for the entire day are all ready either to put into the hands of the printer for the night, or in typewriter form for the use of the attorneys or judges for the next morning.

British Grain Prices.

L Norman & Co., of London, write as follows, on June 12.—Trade has ruled extremely quiet during the past week, and the situation remains almost unchanged. The fluctuations of the American market earlier in the week led to a depressed and unsettled feeling on our markets, and the later advance, although imparting more steadiness, has not yet been responded to here. Sellers at once took advantage of the spurt to ask ninepence to one shilling per qr. advance, which our buyers are not at all disposed to entertain.

The off coast cargoes referred to in our previous reports have passed off better than expected. There has been a fair demand for same, especially from the Continent, where several cargoes have been disposed of, and several others resold and ordered to discharge at Continental ports.

There is a general feeling that prices have touched bottom, and although it is possible that we may have to wait another month or so before an active all-round improvement asserts itself, the present range of prices is certainly favorable for buying forward.

In Canadian grain only business of a very meagre character has passed since our last. This is due not a little to the difficulty shippers experience in securing suitable freights. There appears to be very little parcel room offering, and the rates asked for entire cargoes are above shippers' views.

No. 1 hard Manitobas—We report sale of some two or three thousand quarters to London at 29s. Since then a similar parcel has been sold at 29s 6d. To-day, however, there are sellers at 29s 3d.

No. 1 white winter wheat—There are buyers for east coast port at 25s 6d, with sellers at 25s 3d. No transactions reported.

No. 2 white winter wheat—Buyers at 27s 6d, sellers, 28s.

No. 2 spring wheat—Buyers, 25s 6d; sellers, 26s 6d. Owing to the poor quality of this wheat Canadian shippers will have to reduce their prices to tempt buyers. River Plate wheat at 26s 6d to 26s 9d, rye terms, are far better value to millers, and there is accordingly a steady demand for same.

Barley—Fair trade passing for good 50 to 51 lb. Russian feeding barley at 15s 9d to 16s 3d per 400 lbs. At these prices Canadian shippers do not care to compete. Malting barley no enquiry.

Oats remain very steady. Sellers have advanced their limits threepence since our last, but we have no sales to report.

Money is very scarce in Chicago and all over the Northwestern and Southwestern States, 35 per cent being paid in Chicago recently. It is reported that considerable quantities of commercial paper has recently been sent from the west to Montreal banks for discount.

LIVE MERCHANTS!

(HANDLE THE REX BRAND CANNED MEATS.)

PATENT KEY
OPENER.



PATENT KEY
OPENER.

(THEY PLEASE EVERY TIME. QUALITY STRICTLY CHOICE.)
FOR SALE BY ALL WHOLESALE GROCERS.

W. F. HENDERSON & CO., Wholesale Agents, Winnipeg.

OGILVIE MILLING CO'Y WINNIPEG.

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Hungarian and Strong Bakers' Flour

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GRAIN and FEED.

MILLS:

	DAILY CAPACITY		DAILY CAPACITY
ROYAL—Montreal	1800 Barrels	POINT DOUGLAS—Winnipeg	1000 Barrels
GLENORA " "	1200 " "	SEAFORTH—Seaforth, Ont.	300 " "
GODERICH—Goderich, Ont.	1000 " "		

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President.

J. K. STRACHAN,
Sec.-Treas.

R. L. MEADOWS,
Manager.

The Winnipeg Jewellery Co.

Wholesale Manufacturing Jewellers.

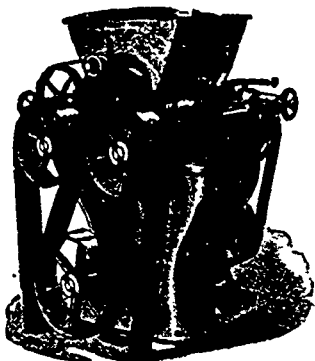
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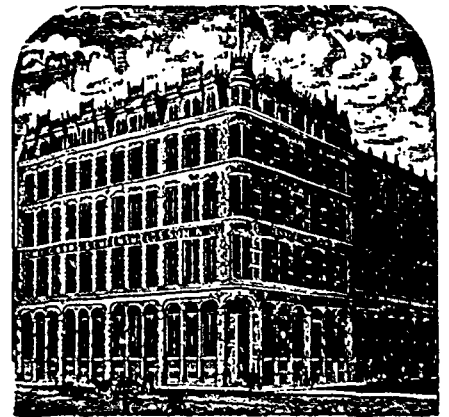


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General Dry Goods Merchants,
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Velveteens. A large assortment Black and Colored.

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The Transmission of Power by Compressed Air.

At the ordinary fortnightly meeting of the members of the Manchester Association of Engineers, held on Saturday last, at the Grand Hotel, Manchester, T. Daniels in the chair, an interesting paper was read by W. J. Jenkins, Assoc. M. I. C. E., and M. I. Mech. E., on "The Transmission of Power by Compressed Air." He said the modern tendency was towards the centralisation of light, heat and power, and a system was needed to cover the wide field of usefulness between the limits of the hydraulic and the electric systems. The hydraulic system, though a miraculously adapted for the transmission of power to slow moving, evenly loaded, and intermittently working machinery, soon fell short of commercial possibility when speeds were higher, loads variable, and constant working desirable. To cover the whole range of modern requirements, there were few systems that were equal to the transmission of power by compressed air. Many of the established plants for this purpose were, however, costly in work owing to defective apparatus; and Mr. Jenkins proceeded to describe some of the modern improvements in compressors, the remedies for defects in valves, and the loss from leakage and friction. Dealing with the question of air engines, or motors, he said he could not too strongly urge the importance of arranging these in such a way as to render impossible the using of the air expansively. It had been the custom to use compressed air in a most expansive way, that was to say, with practically no expansion. To render the system highly economical, however, it was necessary to use expansion and to do so carried with it the other condition that heat, in one way or another, must be added to the air before or during expansion, to make up for the work being done, and to keep the temperature above the freezing point, after exhaust. With good arrangements, a quarter of a pound of coke burnt per hour per indicated horse-power, was sufficient to heat the air required in a moderate-sized expansive engine, and such a small matter as, say, 5 lb. of coke per hour, for an engine indicating 20-horse-power, was not of great consequence, when it enabled the efficiency of the whole system to reach 85 per cent. In conclusion, Mr. Jenkins pointed out the general economy and usefulness of the system, and the almost infinite variety of purposes to which it could be applied.

In the discussion which followed the reading of the paper, Mr. Saxon said the author seemed to think the cost of the system quite an indifferent question, but the first costliness was a very important consideration. Whether they were to work it from a central station or not, they must have a boiler and engines, and complete compressing plant, and he thought the first outlay would operate against it a great deal. The system was no doubt a valuable one, in certain cases, such as tunnel boring, but he would like Mr. Jenkins to explain the failure of the Birmingham scheme.

Mr. T. Lewis remarked that there was a difficulty with regard to waste in air compression. It was not so much like water, as it like gas or felt like electricity; it passed away through small pores, sometimes to an enormous extent. He was surprised the author had not brought before them the Birmingham design of Mr. Surgeon. Air was indeed valuable for certain purposes, as, for instance, for drilling machinery in mines.

Mr. Rea thought that air compression would become very useful for driving motors in large cities from central stations.

Mr. West said twelve years ago he introduced a compressed air plant for working striking machinery in the Manchester gasworks, alongside hydraulic machinery, and he might say that the first cost of the air-compressing plant was less than that of the hydraulic, whilst the

power was considerably more efficient, although the air-compression system was not then so far advanced as it was now. It was also more economical than hydraulic power, whilst it cost less for wear and tear, which was a very important item. With regard to the failure of the Birmingham scheme, that was due to its not being worked on scientific lines; the leakage in the mains was something considerable, and the machinery, compressing machinery, far from perfect. In Portsmouth Dockyard they had adopted for some time past a large system of air-compressing machinery, and it had done its work most efficiently. The engines worked by air did not get out of order as soon as those worked by water.

The chairman said he would like to know whether lead or leather would not do for joints?

Other gentlemen having spoken, Mr. Ashworth moved a vote of thanks to the reader of the paper, which was seconded by Mr. Saxon, and Mr. Jenkins in responding, remarked that the cause of the Birmingham failure was exactly as Mr. West had indicated. With regard to cylinders, he thought dry cylinders were much preferable to watery cylinders. The question of freezing was one of the great difficulties with compressed air, but this could be remedied by heating the air before it went in. With regard to the use of lead and leather for joints, he might state that they used copper rings at first, out, in his opinion, nothing was equal to the ordinary flanged joint.—*Colliery Guardian.*

Decimal System in England.

Whenever and wherever the decimal system is seriously discussed, be the discussion in relation to its suitability for weights, measures or currency, the objections that can be raised against it are few, while the conveniences to be gained from it are many. Whether it be for internal purposes of ordinary trade and account keeping, or for the purposes of "the largest foreign trade of any nation in the world," the advantages to be derived from the use of decimal appear so obvious, that their adoption in a commercial country like the United Kingdom ought not to have been delayed as it has been. It would savor, in these go-ahead days, of touching on ancient history to hark back to the various Commissions and Committees that have from time to time reported on the necessity for the British adoption of the decimal system. It has been demonstrated long since, *ad nauseum*, that the time saved in education alone, to say nothing of that which would be saved in business, would fully repay the nation for a momentary perplexity arising from the changes that would be necessary. Of the utility of the system in education, the late Minister responsible for the department accorded recognition by ordering its inclusion in the code. As to foreign trade, it is common knowledge that every materially important nation on the earth's surface has adopted decimal for its currency, if not for its weights and measures. Strong in the almost unanswerable case that the recent deputation to the Chancellor of the Exchequer had to present, they were justified in expecting more encouragement than they obtained. Mr. Goschen was, by comparison, a measure of good cheer, heaped up and flowing over, to the present controller of the Exchequer. Mr. Goschen frankly and fairly told the deputation that waited upon him, several years since, that "education of the people" was what was wanted; this was not a matter in which the Government of the day could move without being urged by definite and distinct expression of favorable public feeling, and especially on the part of the working classes. This cue from one eminently fitted to advise in financial matters has been persistently followed up. The subject of decimals having been put in the code, together with the metric system of weights and measures, school boards all over the king-

dom have been urged, and have—to their credit—decided, to give this part of the school curriculum particular prominence. Trades councils, also, in many centres—the Trades' Union Congress itself—have passed resolutions in favor of the adoption of the system. Representatives of all the professions, and others well able to form opinions as to the relative values of the proposed and present systems, have given their adhesion to the reform.

However, the deputation of the 25th of January, which, while numerous, was also representative, did not presume upon the soundness of their position to suggest any extreme or drastic measure. They modestly urged, as a preliminary step, that a new inquiry should be instituted, which Samuel Montagu, M.P., anticipated would lead to the "complete success" of the decimalists. Having heard the views of various members of the deputation, the Chancellor of the Exchequer opened his reply by the encouraging remark that he at least required no conversion. "Everybody," he said, "who had reflected on the matter must see the great advantages which attach to a decimal system." But having gone thus far, he proceeded to launch out into the difficulties—some real, others frivolous—which he surmised had to be surmounted before Her Majesty's Government could seriously consider the question. One of our daily contemporaries taking up the discouraging phrase of the Chancellor of the Exchequer's response, said: "It is not often that Sir W. Harcourt finds himself in a position to administer a thorough saubing, without any apprehension that the indulgence of that pleasure will cost his party valuable votes. He accordingly availed himself of it to the full." We have naught to do with the political leanings of any minister or of any member of parliament, but, if the contention of the contemporary we have quoted is well founded, then it is matter for serious protest. We fully expect the request for an inquiry to be persisted in, notwithstanding the temporary rebuff; and it is to be hoped that such an inquiry will be granted. The "poor man and his penny" savors very much of co-cession to a policy of opportunism. But, to push the point, as it has been pushed, is to discredit the intelligence of the working classes, which for other affairs of State is considered beyond reproach. We refuse to believe that those who form "the great mass of the people" will not welcome the change if it be brought about judiciously. Even were this not the case, this reform appears to us to come within the sphere of those questions where statesmen should lead and not be led. It is a complement to the educational system of the country from which that system has much to gain and nothing to lose in the way of efficiency. Meantime it is evident that the agitation must spread, that information as to the advantages of decimals must be widely diffused, and there can be no doubt of the ultimate result.—*London Chamber of Commerce Journal.*

Cigar Industry in Florida.

The following figures, given by the Florida Times-Union, show the increase in the cigar manufacturing industry in Florida:

Cigars manufactured	156,879,627	145,878,583
Pounds of tobacco used	2,778,142	2,874,375
Cigarettes manufactured	1,371,290	1,321,700
Pounds of tobacco used	4,007	3,901

"Florida is the fourth state in the Union in the manufacture of cigars and in the amount of tobacco used in their manufacture, and the industry is a prosperous and growing one."

Revelstoke is petitioning for a branch of the Molson's bank. It is not decided yet whether that institution intends extending its business to the west.

The C. P. R. Co. is asking for tenders for the clearing of the right of way of the Revelstoke and Arrow Lake railway, from Revelstoke to the head of Arrow Lake, also for the construction of a station at Agassiz.

Canada-Australia.

VICTORIA COLONIST, JUNE 21.

F. W. Ward, of Sydney, New South Wales, representative of the owners of the new Canadian Australian line of steamships, held a second conference with the Council of the British Columbia Board of Trade, of Victoria, yesterday morning, and discussed with President T. R. Hall and members present the possibilities of trade between the Dominion and especially the Province, and the great Australian colonies. The meeting was opened by an informal talk about tariffs, etc., in the course of which Robert Ward drew attention to a statement which he had heard, that the general agents of the Australian colonies in England did not devote so much consideration as they might to the question of interchange of products between the various colonies of the Empire in different parts of the world.

F. W. Ward, to whom the statement was credited, wished it understood that he had no fault to find with the man who filled the positions. It was the system that was to blame for the omission, but he hoped as time went on this would be remedied. Continuing, he took up the prospective advantages of the new line, dealing first with the question of postal service. Possibly before very long, he thought, there might be a movement to give even a quicker service in the present form. Just now the great English mail from Australia goes home by way of the Suez Canal, but the contract under which this is carried will expire at the end of next year, by which time it might be possible to have arrangements made to carry it via Canada. At present South Queensland might send her mail via Canada, but under present arrangements it was too much to expect the whole of it would come this way. New South Wales, Victoria and South Australia could be served quicker by the Suez route than by the Canadian as it was now operated. These colonies have a reliable service once a week which they are not likely to abandon unless a better one were assured. In dealing with this matter he compared the time in which mails are now carried with that made by the Miowera. From New South Wales to London via San Francisco was forty days or five days slower than the time made by the Miowera. From Queensland via Suez via San Francisco was forty two days, or seven days slower than the Miowera's time. From South Australia to London via San Francisco was forty three days, or eight days slower than the Miowera. From Victoria (Australia) the time to London was forty one days, or six slower than by the Miowera, so that the new service, starting with all its disadvantages, had an unquestionably better record than the San Francisco line, which had been running for years. The great mail service from Australia to London was however, from Adelaide via the Suez Canal, the time from New South Wales being 36½ days, so that the mail by the Miowera beat even this by a day and a half. From Queensland via Suez was 38 days, and from Victoria (Australia) 35 days, the latter being one day quicker than by the Miowera, as there would be a day lost in transit between Victoria and Sydney by train. The time from Tasmania via Suez was 37 days, which would be the same practically as by the Miowera. The only portion of Australia with which it would be hard to compete would be South Australia, which was 1,000 miles away from Sydney. The San Francisco service was thus, by the first trip of the new Canadian line, put right out of the question so far as mail carrying possibilities were concerned. If, however, there were a regular weekly line, through sympathetic territory, and pushed by Canadians and everyone else interested, there was no reason why a much faster service could not be had, regularly once a week, between Sydney

and London, with which the old Suez canal route could not compete at all. He thought it quite likely that Canada would take every opportunity to push her claims in this respect, and had no doubt British Columbia would do the same. The San Francisco service was now working under an agreement that would expire in November of this year, but for various reasons he did not think New Zealand and the United States would consent to let this line drop, so that it might be considered still a competitor as far as freight was concerned. If a weekly mail service were given Sydney and Canada, he did not see any reason why there should not be a weekly mail express from Vancouver to New York or the Atlantic terminus, so that with fast time from Vancouver to London, mails might be landed at home ten days from Vancouver, and in this event the Suez Canal route would stand no show at all in competition, no matter how fast the steamers they should put on would be.

Then, as to the Pacific cable. At the annual conference of the postmasters general of the Australian colonies, held at Brisbane this year, the project of a cable had been discussed and approved of. At present there was a French company building a cable line to the French settlement of New Caledonia, but he did not think there was the smallest chance of this line, or any other, being built to Honolulu and San Francisco unless the United States Government put up all the money and took all the risk. The Australian idea was a British cable touching on no points save those controlled by the British, and landing only on British soil, so that it could always be assured to them as an alternative route. As at present situated, Australia was always in a great funk when anything should happen to the cable, for the people down in the South Sea colonies did not know whether some nation had declared war against England and the enemy had cut the cable, or what was the matter. The result was that, at enormous expense, the cities of Sydney, Brisbane, etc., had been fortified, so that for a time, at least, they could stand off the enemy. But with a cable to Canada all fears would be removed, and the convenience and safety would be immense.

Another matter Mr. Ward discussed was the new line as a tourist route. At present the general impression was that for only several months in the year was it safe or pleasant for Australians to travel this way, but he hoped British Columbia Board of Trade and other similar organizations would assist in disabusing their minds of this idea. For his own part, he would do all in his power to induce travel here at all seasons of the year, particularly in the winter. The Canadian scenery, climate and everything else was so different from that to which Australians were accustomed, that once this fact became known it would be appreciated. The sport to be had here was also different, and he would endeavor to get Australians coming by this line not merely to just land here and go away again, but to stay over and enjoy the delights of the province for a little while.

Taking up commercial matters he expressed the hope that the Canadian Government might see its way clear to appoint a commercial agent to go to Australia to assist in the development of the trade. The statistics now published in Australia as to the trade between the various colonies and Canada did not seem to be in accordance with the returns he had seen since coming here, the cause doubtless being that the United States was getting credit for trade which properly came from Canada, but as San Francisco was the shipping point, had been credited to the United States. He quoted from the New South Wales Year book and comparisons with the Canadian year book, the irresistible conclusion being that there must be a mistake somewhere, as the figures were quite irreconcilable. In fact there should be a good trade between Canada and Australia, and he hoped that the quality of the salmon sent out hereafter would be more like what he had eaten here, which was greatly superior to anything

he had ever tasted in Australia. Lumber was another article in which trade could be increased. British Columbia now had the contract for supplying the largest mine in Australia with lumber, but there were other large mines which could also be sold timber. He read from a letter, received the day the Miowera sailed, from one of the extensive Australian meat and produce dealers, quoting mutton at 2½ per pound f.o.b., apples, lemons and oranges in cases of 10 dozen at 5s per case, and choice creamery butter at 5d, or 10c per pound. If there were the slightest encouragement for it, the company operating this now line would put in cold storage, so as to bring mutton, butter, etc., here, and take back frozen fish. The fish trade could also be developed with Hawaii, where there was large consumption, and something might also be done in ales and light beer.

M. Ward was listened to attentively throughout, and Mr. Hall promised at the conclusion to use his best endeavors to have the various trades suggested developed by those in Victoria and British Columbia dealing in the various lines.

Some New Styles in Shoes.

What can be more awful than a large, flat and shapeless foot? "Nothing, except, perhaps," says an authority on the subject, "the extremely short foot that is thrust into a tight boot, that overflows its barriers and surges up the ankles in rings of fat, reminding the horrified beholder of these rolls of pig meat, laced around with twine, that hang so inviting at the charcuterie."

The smartest style for footwear now shown in the shops is the straight, toe-capped patent leather, with glaze kid tops.

For evening wear, satin and glaze slippers are principally worn, with small buckles or neat bows.

One of the prettiest slippers shown is a light blue satin, with tiny ribbon bows caught with steel clasps.

A dainty slipper is that ornamented with a pinstripe, and can be made of any colored satin.

A young lady, who has a penchant for pretty shoes, showed me an effective slipper for evening wear which was extremely novel. It was made of glaze kid, and the toe scintillated with steel points, while a horseshoe buckle was studded with the same sparkling jets.

A square wooden box can be cushioned and curtained, and makes an admirable shoe box. It will also serve for a foot-stool.

The bedroom slipper is ample and conducive to comfort. It is made of black, red or blue cloth, being higher than the house slipper in order to protect the ankle, and the top is edged with soft fur.—*Boot and Shoe Recorder.*

All Sorts of Dozens.

The child is taught at school that a dozen means twelve every time, but when the child grows into a man he finds that a dozen is a very elastic term. A baker's dozen is thirteen, and so is a publisher's or news agent's in many parts of the world. In some sections a dozen fish means twenty-six, and there are other anomalies of this kind. But, to find a dozen in dictating from two to fifty, it is necessary to go to the earthenware trade. Here the size and weight of articles decide how many make a dozen, and in jugs, bowls, plates and so on there are two, four, six, eight or more to a dozen. A dozen composed of twelve articles is a very unusual thing in the wholesale pottery trade, and, as a result, there are few clerkships more difficult to hold than in this line. To have to find the cost of 500 articles at so much a dozen when that dozen may mean anything, is a very difficult task until a man gets thoroughly used to it.—*China, Glass and Lamps.*

FEED OATS and BARLEY WANTED.

Send samples and Prices to
 Thomas McLaughlin, 210 Board of Trade, Toronto, Ont.

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Special Notice

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Our customers may have sorting orders filled promptly from stock on hand. We solicit Letter Orders and promise

PROMPT ATTENTION.

Our Travellers will be here shortly with full lines of Samples, of New lines and designs, of all our specialties in Gloves, Mitts and Moccasins for season

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Jas. Hall & Co.

Brockville, December, 1892.

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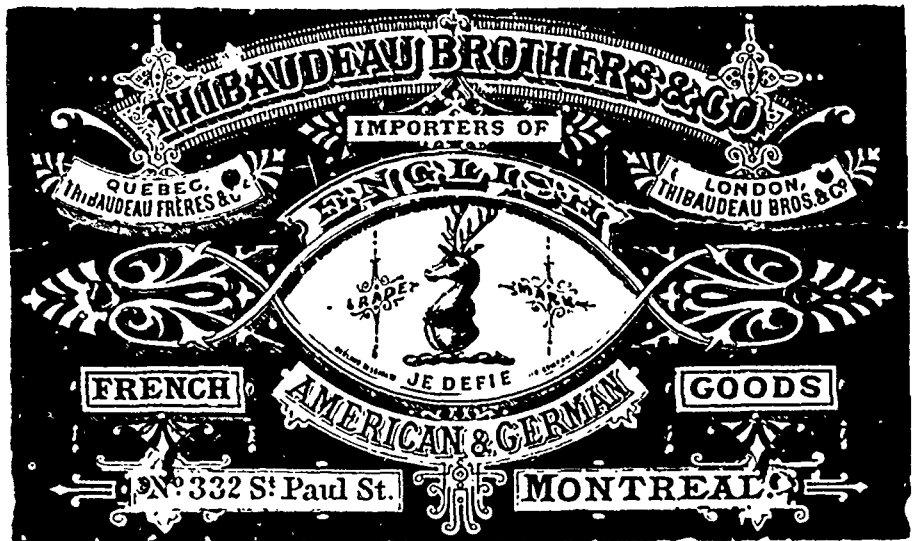
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WHOLESALE MANUFACTURERS
 of READY MADE

CLOTHING.

Cor. Bay & Front Sts, TORONTO.

Samples at McIntyre Block, Winnipeg } REPRESENTATIVES.
 A. W. Lasher W. W. Armstrong.



FALL, 1893

Mr. E. H. Taaffe is now on his Western Trip through Manitoba and the Territories. Kindly inspect our Range of Fall Samples in Men's Furnishings before buying. Assortment very large and Prices right.

Yours anxious to please,

Glover & Brais.

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Cooper & Smith,

MANUFACTURERS,

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 OAK TANNED
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 MONTREAL AND TORONTO.
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 Wholesale Boots and Shoes
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 Manitoba and N.W.T. Agency: J. M. MACDONALD
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 British Columbia Branch, WM. SKENE, Van Horne
 Block, Vancouver



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The Largest Factory of its kind in the Dominion.

LION "L" BRAND.

PURE VINEGARS.

Manufactured Solely under the Supervision of the
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Mixed Pickles, Jams, Jellies and Preserves

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MICHEL LEFEBVRE & CO.,
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Established 1849. Gold, Silver, and Bronze Medals. 20 1st Prizes.

GALT BLEND

BLACK TEA.

½lb, 1lb and 2lb Metal Canisters, packed 48lb in case.

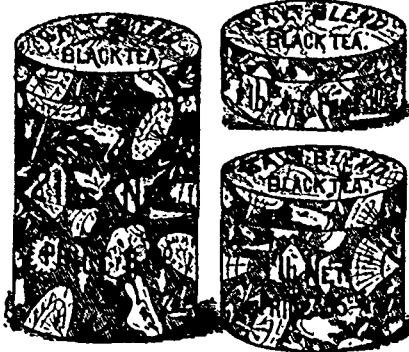
The best article in the market—No grocery stock is complete without it. Prices mailed on application.

THE TRADE ONLY SUPPLIED.

Perfect Gem Vegetables and Fruits. California Evaporated Fruits, New Turkish Prunes, hhds, bbls and cases, English Malt Vinegar in quarter casks, West India Molasses, New Cheese

G. F. & J. GALT,

Wholesale Grocers,
WINNIPEG, MAN.



C. H. MAHON & CO.

—WHOLESALE—

Boots and Shoes

MITTS, GLOVES AND MOCCASINS.

ALSO FELT GOODS OF ALL KINDS.

C. H. MAHON & CO., Winnipeg.

HO! IMPROVED Compressed Mince Meat.

Put up in neat paper packages and packed (3) three doz in a case. Price per gross net \$12. GUARANTEED STRICTLY PURE.

HORSERADISH—Put up in 16 oz. bottle a 2 doz. in a case. Price per doz. \$3. Patronize home industry.

J. S. Carveth & Co., Winnipeg, Producers and Packers.

MERCHANTS!

SHIP US YOUR

Butter, Eggs and other Farm Produce,

And obtain Highest Prices Market affords.

We are giving this branch of our business special attention. Let us have your Orders for Cured Meats and Lard.

Orders, Consignments and Correspondence Solicited.

J. Y. Griffin & Co.,
PORK PACKERS, WINNIPEG.

WINNIPEG WANTS.

PRODUCE!

We are always open for

BUTTER

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AT HIGHEST MARKET VALUE.

Write for full Market Quotations to

PARSONS PRODUCE COMPANY
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HOGS WANTED

Hams, Bacon, Rolls, Long Clear, Pure Lard, Lard Compound and Prime

PORK SAUSAGES

W. ALLEN, Pork Packer, Winnipeg.

BINDER TWINE

BEST MAKES.

Write us for Prices and Special Terms before ordering elsewhere.

H. S. Howland, Sons & Co.

WHOLESALE HARDWARE,

37 Front Street West, - - TORONTO.

CIGARS!

For a Pleasant Smoke try **REPUBLICS.**

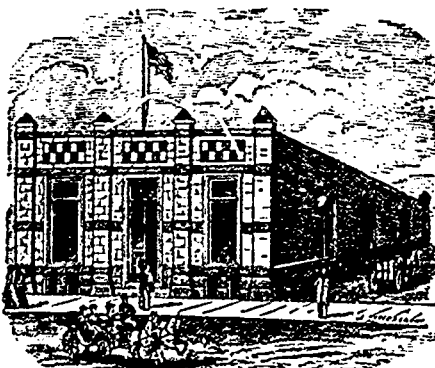
For Perfect Satisfaction try **LA HISPANIA**

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WINNIPEG, - MANITOBA.

TORONTO HIDE AND WOOL CO.,



298 ROSS ST., WINNIPEG.

James Garruthers & Co.

GRAIN EXPORTERS,

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CORN EXCHANGE.

TORONTO, MONTREAL.

Galvanized Barb Wire!

AND WIRE NAILS.

(ALL MAKES.)

M. & L. Samuel, Benjamin & Co.

Wholesale Hardware and Metal Merchants,

30 FRONT STREET WEST
TORONTO, ONT.

Manitoba

W. Wyatt, jr., harness, is opening at Virden.

R. J. Porteous, is opening a hotel at Gainsboro.

W. C. Edgar, general store, Virden, sold out to McGillivray.

Gray & Cochran, Oak River, succeeded by W. T. Cochran.

A. R. Campbell, hotel, Carman, succeeded by Wm. Simpson.

Joseph A. Rogers, hats and furs, Winnipeg, assigned in trust.

S. Hawkins, harness, Rounthwaite, stock slightly damaged by fire.

Wm. Hamilton, Ivory, Pilot Mound, has sold out to Crothers & Gibbs.

Robt. Ironside, of Manitou, has gone to Prince Albert to purchase cattle for export.

The ice cream parlors and business of the late H. A. Seed, Winnipeg, have been purchased by H. A. Holman, of Holman Bros.

The Virden Board of Trade is considering a scheme for the erection of a flour mill, the mill at that place having been burned.

A committee of Wawanosa citizens is negotiating with a practical miller for the erection of a flour mill at that place. A bonus of \$6,000 is asked and will probably be granted.

T. Owens, representing Miller & Co., of Trenton, Ontario, packers of the Log Cabin brand of canned goods, has returned eastward from a western trip. He reports doing a good business.

S. Davidson, of Kildonan, near Winnipeg, has a field of barley which is headed out. The seed was sown on May 5, and the growth since that day to the present has been three feet one inch.

Capt. Woodside, who has been making a trip to the Kootenay country, has returned. He thinks the district is a very rich one in silver. His letters to THE COMMERCIAL about this famous country make interesting reading, and are appreciated.

A by-law to grant a bonus of \$2,000 to the Assesippi Milling Company to assist them in rebuilding their dam has received its first and second reading by the council. Gill & Richardson depositing the expenses for submission. Voting is on the 7th of July next.

The improvements to the linseed oil mill at Winnipeg, which consist in the entire overhauling of the wood and brick work of the structure will be completed in about a fortnight. The cost has been estimated at \$5,000, and a substantial structure is now in place of the old one.

The tender for the supply of lumber for Winnipeg civic use, has been awarded to the Western Lumber company at \$17.20 per thousand. T. D. Robinson had a tender in at a similar figure, but the whole contract was given to the former firm. Both firms are members of the Provincial Lumbermen's association, and the price set by the association for the class of material to be supplied is considerably higher. This cut in prices is causing some trouble among the lumber dealers, and the offending firms have been suspended by the association.

Alberta.

Howey Bros., butchers, Edmonton, have dissolved partnership. W. R. Howey continues.

The output of the Canmore mines is now 200 tons a day, every pound of which is taken by the Canadian Pacific Railway. At Anthracite they have 5,000 tons stored ahead as a base of supply, all of which will be re-screened when loading on cars. The Canmore coal is now being washed and in future will contain no dust. New stores are being opened by the company at Canmore and Anthracite, and the business is being rapidly extended in all directions.

British Columbia Brief Business Notes.

Mr. Coigdariffe's interest in the old firm of Boucherat & Co., wine merchants, has been purchased by Mr. Max. Leiser, Victoria, and will be known as Pither & Leiser in future.

Barrister Bucke, Kaslo, has a notice in a local paper announcing that a company for which he is acting will apply to the Legislature next session for a charter to construct a railway to the mines in opposition to the Kaslo-Slocan company. It is believed the Great Northern are at the back of the movement, as a number of their leading officials have been here looking over the ground.

A gentleman recently from London, Eng., and himself a mining broker, states that the Silver King deal was completed on the following basis: The mine was floated for £309,000, of which amount the present owners secured £200,000 in paid up stock. The remaining £109,000 is to be subscribed in cash, and of this £70,000 had been subscribed when the informant left London. The original owners are to receive back from this the amount so far expended, the balance being utilized in the development of the property.

D. McGillivray & Co. closed a contract with the owners of the Horse Fly mine in Cariboo to supply them with 500 tons of thirty-inch steel pipes for hydraulic purposes. This will keep the Westminster works running at their fullest capacity for seven months. Immediately after the contract had been signed, McGillivray & Co. cabled to Glasgow an order for the immediate shipment of the necessary steel, which will be carried by steamer to Montreal, and from there to New Westminster by the C. P. R. Forty cars will be required to bring the steel across the continent. The first consignment is expected to arrive in two months, when the work will be immediately started. The pipes will be shipped to Ashcroft and carried from there by wagon 150 miles to their destination. It is reported that a number of large capitalists have secured the Horse Fly mine and will employ a very considerable force of men in connection with its operations.

Silver takes a Tumble.

A cable from London on Thursday says:—"An extraordinary decline has taken place in the price of silver in the market here. The fall was 2½ pence, making the present price 31½ pence." The silver market is greatly disturbed everywhere, as a result of the stoppage of free coinage in India.

The Position of the Money Market.

After the acute manifestations of the past fortnight a period of comparative calm has succeeded, but the wave of distrust has continued its onward course, presenting this week unmistakable evidences of its presence upon the Pacific coast. There are decreased requirements for money from the Mississippi valley, but eastern banks are refusing to meet current demands for discounts. The decision of the New York clearing house to issue loan certificates to its members was under the circumstances a necessary act. Its effect in restoring confidence and assuring the commercial community that the extraordinary demand for funds which comes about July 1 would be met has been plainly discernible. Up to date only \$5,300,000 of these certificates have been issued by the committee of the clearing house, and it is known that \$1,000,000 of the amount was taken out by one of the largest banks in the association, not because it required assistance, but as an encouragement to weaker banks to apply for certificates.

Another feature of the market has been the position of foreign exchange. The break in current rates for drafts upon London was so sharp that anticipation of gold imports was naturally aroused. Under normal conditions such imports could be expected when exchange sold down to between 4.83 and 4.84. This level

was reached in the week, and, in accordance with the predictions as well as with the fears of the London market, \$500,000 in gold was on Wednesday last taken from the Bank of England for shipment hitherto. It would seem, however, that this shipment was a special transaction, and could not be duplicated by other banking houses. It is recognized that the immediate circumstances do not favor an inflow of specie from Europe. The weakness of exchange does not proceed from any superabundance in the supply of drafts upon Europe either from mercantile exports, loans of foreign money to American borrowers, or purchases of securities in our markets for European account. The break in rates was simply the result of the exceedingly narrow and high money market, and the consequent restriction of purchasing power of importers and others having remittances to make to Europe. The announcement of the intended import of gold, coinciding with an easing off of the general money market, resulted at once in a marked augmentation of the buying of exchange, which carried the rates for cable drafts and for demand sterling considerably above the point at which gold could be imported without loss.

Under all the circumstances it would seem premature to expect any inflow of specie, while indeed it may be undesirable that such transactions should be forced until the condition of our foreign trade and the restoration of foreign confidence in our financial stability and in the value of our securities renders them necessary. Combined with the prompt action of the New York banks and the seconding of their efforts in other cities, it would seem that the business and financial communities should be able to meet the demands which during the next fortnight are sure to occur. The situation at the close of the week is certainly a trying one, though in view of the circumstances referred to above, and the disposition of the heaviest financial resources in the country to meet it, the result should not be in doubt. The United States Treasury and the New York banks are both doing their full duty in the premises, although the next two weeks are likely to exhibit further pressure.—Bradstreet's, June 24.

Freight Rates and Traffic Matters.

The Montreal Trade Bulletin of June 23, says: "The market for ocean grain freights is firm, engagements having been made at 2s. 9d to Liverpool, with 3s asked, but not obtained. For forward shipment 3s has been got for London, and we quote 2s 9d to 3s for spot and forward. For Glasgow 2s 3d has been paid, with 2s 6d asked, but not obtainable, Bristol rates are 2s 9d to 3s, the latter figure for forward shipment. The above figures show an advance upon those of last week for Liverpool and Glasgow. The Continent is quoted at 3s 3d to 3s 6d. A steamer has been chartered with 11,500 quarters of grain from Montreal to Cork for orders at 3s 6d prompt; and another steamer, 1200 tons, has been engaged at this port with general cargo for £1,500 free of landing charges. Sack flour has been engaged at 10s to 11s 3d Liverpool and Glasgow, and at 11s 3d to 12s 6d London. Provisions 15s to 17s 6d Liverpool and London, and 15s Glasgow. Butter and cheese 25s Liverpool, London and Glasgow, and 30s Bristol. Eggs to Liverpool 15s measurement. Cattle 45s to 50s by regular lines, and 40s by outside steamers. Deals 40s. Hay 49s to 45s Liverpool.

Inland grain freights are easier, the rate from Chicago to Buffalo being ½c lower at 2c wheat and 1½c corn; and from Buffalo to New York rates are down ½c at 5c wheat and 4½c corn, making the through freight from Chicago to New York 7c per bushel or ½c lower than a week ago. From Duluth, however, grain rates are ½c higher. From Chicago to Kingston, rates are 3½c, and from Kingston to Montreal 2½c wheat, and 2½c to 2½c corn. It will therefore be seen that the St. Lawrence route is still the cheapest."

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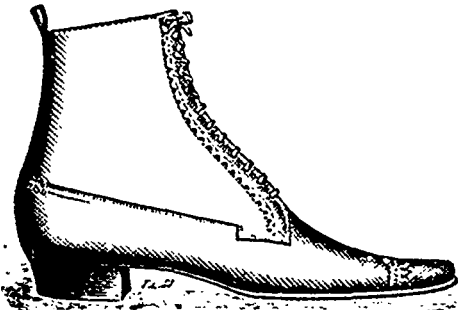
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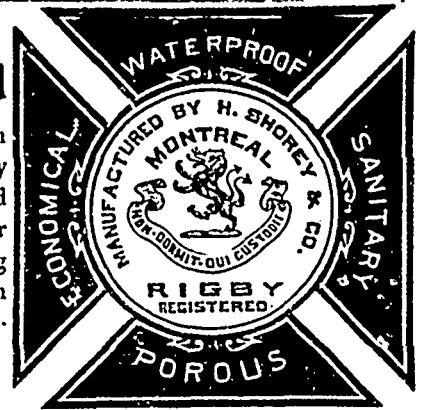
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BRITISH COLUMBIA.

(This department is in charge of R. E. Gosnell, who is permanently engaged as a regular member of THE COMMERICAL staff, to represent this journal in British Columbia. Parties in British Columbia who wish to communicate in any way with this paper, may apply directly to Mr. Gosnell at Vancouver.)

British Columbia Business Review.

June 26, 1893.

Business is very much the same as last and preceding weeks, though said by some to be improving. The long, cold rains leave very little hope for fruit. In fact, the reports from the farming districts is very discouraging all round.

Shipping is quiet again, though it gives every prospect of its improving shortly.

Building generally is quiet, but railway construction is active.

The cut in the rates, passenger and traffic, is well received, and the public pray that it may continue.

B. C. Market Quotations.

SUGAR—The current quotations by the British Columbia Sugar Refinery are as follows:—Powdered, icing and bar, 7½c per pound; Paris lumps, 7c; granulated, 6½c; extra C, 5½c; fancy yellow, 5½c; yellow 5½c; golden C 5½c.

They quote syrup as follows: Finest golden, in 30-gallon barrels, 2½c; do, in 10-gallon kegs, 3c; do, in 5-gallon kegs, \$2.50 each; do, 1-gallon tins, \$1.50 per case of 10; do, in ½-gallon tins \$6 per case of 20.

These prices are subject to 2½ per cent discount for cash in fourteen days, and cover delivery in Vancouver, Victoria, Nanaimo or New Westminster.

COAL—J. W. Harrison writes as follows with reference to the present condition of the San Francisco coal market:—

During the week there have been arrivals from coast collieries aggregating 17,232 tons, and from Australia 9071 tons. The quantity coming to hand for several weeks past is barely sufficient to meet the demand, hence the market remains undisturbed and no change in quotations has taken place. Freight rates on coal from Great Britain and the colonies are if anything a little weaker, as all local requirements for loading at any of these ports for the next two or three months have been already provided for amply. Some of the Northern collieries are now in a position to largely increase their daily output, principally the Nanaimo mines, which can if pushed raise 3,500 tons to the surface daily. A sample shipment of coke is at hand from the Union mines at Comox, and it is now being practically tested at some of our leading iron works; its appearance would indicate good results. The consumption here would hardly warrant the erection of extensive coke ovens, however.

DRESSED BEEF, LIVE STOCK, ETC.—Live steers are 4½c; beef, 9½ to 10c for Manitoba, and 8c for British Columbia. Stock—sheep, 5 to 5½c; mutton, 12c; lambs, \$5 each; lamb, \$6.50 for carcass; calves, 6½ to 7c; veal, 9 to 10c; hogs, 8c; pork, 10½ to 11c.

FLOUR, FEED, GRAIN, ETC.—The Ogilvie Milling Co. and Keowatin Milling Co. quote standard brands of Manitoba flour, in car lots only, at Victoria, Vancouver and Westminster as follows: Patent, per bbl., \$4.60; strong bakers, \$4.15. The Columbia Flouring Mills quote Eaderby flour in carload lots at Victoria, Vancouver and New Westminster: Premier, \$4.55; XXX, \$4.35; strong bakers, or XX, \$4.35; superfine, \$3.55. Quotations small lots are: Flour, Manitoba patents, \$4.70; strong bakers, \$4.30; ladies choice, \$4.80; prairie lily, \$4.50; Oregon, \$5.00. Eaderby mills—Premier \$5.25; three star, \$5.00; two star, \$4.75; oatmeal eastern \$3.40; California granulated in gunnies, \$4.35; National mills, Victoria, \$3.75; rolled oats eastern \$3.00 to \$3.25; California,

\$4.00; National mills \$3.75; cornmeal \$3.10; split peas \$3.50; pearl barley \$4.50. Rice—The Victoria rice mills quote wholesale Japan rice per ton, \$77.50; China rice do \$70; rice flour, do, \$70; chit rice, do, \$25; rice meal do, \$17.50; chopped feed \$30 per ton; bran, \$24; shorts \$25; Man. oats, \$33 to 35; wheat 25c; oil cake, \$50; hay, \$20. Wheat is quoted in car lots for feed No. 2 regular at \$26 to 30 per ton; oats \$30 in bulk and in sacks \$32; chop barley \$32. California malting barley, \$26 to \$27 f.o.b. in San Francisco. California chop, \$32 to \$33. Oak Lake patent Hungarian \$4.75; Oak Lake strong bakers, \$4.25. The Western Milling Co. quote mixed chop, \$30; rye \$33; patent flour, \$1.60; strong bakers, \$1.30; Graham flour, \$1.40.

VEGETABLES—Manitoba potatoes are selling at \$32 per ton. Onions are \$2.25 per cwt; cabbage, 2½c; carrots and beets, 1c; new potatoes, 2c.

FISH—No change in prices. Prices are:—salmon, 7 to 10c; halibut, 6 to 7c; melt, 6c, sole, 5c; flounders, 4 to 5c; smoked salmon, 12½c; smoked halibut, 10c.

MEATS—Quotations are as follows:—Hams, 16½c; breakfast bacon, 17c; backs, 14 to 15½c; long clear, 14c; short rolls, 14c. Lard is held at the following figures: In tins, 17c per pound; in pails, 16½c; in tubs, 16½c.

DAIRY—Eastern creamery is quoted at 25 to 26c; and dairy at 22 to 23c.

Eggs are worth 15 to 15½c.

FRUIT—Australian lemons are quoted at \$2.50 a box, and oranges at \$2. Bananas are sold from \$2.50 to 2.75 per bunch. Other prices are:—California oranges, navel, \$3.75; bloods, \$4.00; St. Michael's \$4.00; Mediterranean sweet, \$3.50; lemons, Sicilies, \$6.00; evaporated apples, 10c; apricots, 2½c; peaches, 11c; dates, 7 to 8c; strawberries, 10c per lb; cherries, 15c per lb; peaches, \$1.50 a box; apricots, \$1.75; plums, \$1.25—all from California.

Brief Business Notes.

The British ship *Dunmore* is on her way to Victoria with cargo.

A. S. McArthur & Co. have opened out a butcher shop at Yale.

G. R. Small, Westminster, has opened a barber shop in Vernon.

McKinuel & Decker have opened the Palmer House bar, Vancouver.

The stock of Roper & Roper, Nanaimo, has been offered for sale by tender.

The total assessed value of Chilliwack municipality for this year is \$1,060,321.

The annual meeting of the Victoria Board of Trade will be held on July 7th.

James Duke & Co. have taken over the Columbia Carriage Works, Vancouver.

E. E. High and Wm. Lync, hotel keepers, Ashcroft, have dissolved. Lync continues.

C. Strauss & Co., wholesale dry goods, Victoria, dissolved. E. Bloomingdale continues.

A. Pratty, manager of the Pioneer Fishing and Trading Co., has resigned and gone to Harrison.

The tenders for clearing the first four miles of the Barrard Inlet & Fraser Valley railway have been awarded.

Gilbertson, Sharps & Co., merchant tailors, Vancouver, have dissolved. A. J. & A. F. Sharps continue.

The N. P. ss. *Mogul* has arrived from Japan with 6 passengers in saloon, 113 in steerage, and 3,100 tons cargo.

Woolisms & McCulloch have purchased the business known as the "Old Pioneer Fishing & Trading Co.," Westminster.

It is said that a valuable find of yellow ochre has been made on the shore of Kootenay Lake, about seven miles from Kaslo.

The Westminster Slate company shipped 14 cars of slate last week east and south, and will send as much more this week.

Up to the present 933 claims have been registered in the Slovan district. 1 at represents an area of nearly 50,000 acres.

The C. P. R. and the C. & K. S. N. Co. have lowered their Columbia river traffic rates in order to allow Nelson merchants to compete with those of Spokane.

Gordon, Harman & Burwell, of Vancouver, have received the contract for the re-survey of Nanaimo at a cost of \$3,890. Theirs was the lowest tender with one exception.

The Warrimoo is bringing 30 first-class and 70 second class passengers. She has about 130 tons of freight from Australia, but has orders to take on large consignments at Honolulu.

A large body of galena ore is reported to have been discovered in the Adams Lake district. The ledge is six feet wide, and said to extend for miles. Four claims have been recorded.

There is a hitch somewhere it is said in the construction of the Nelson & Fort Sheppard railway. Work has ceased for the time being. Contractor McLellan's men are laid off for 10 days.

W. S. Santo, formerly carrying on a grocery business at Nanaimo, who left recently on a trip to the mainland, it is now known has skipped. He has let in several eastern, Victoria and local firms.

W. J. Sutton, William Sutton and J. E. Sutton are named as the first trustees of the Sutton Lumber and Trading Co. of Euculet, whose incorporation, with a capital of \$100,000 has just been announced.

The Diplock book and Stationery Co., Vancouver, has been organized, with a capital of \$200,000, and takes over the business of A. B. Diplock. A wholesale and jobbing business will be carried on in addition.

The British Columbia Gazette contains notice of the registration on May 27 of the Byron N. White Company (foreign), with general powers to deal in mining properties, a capital of \$500,000, and head offices at Nelson.

It is stated that the owners of the Grady mines at New Denver have refused \$175,000 for their property, and that \$40,000 has been offered to R. H. Kemp and J. Harding for the Glen City mine by Spokane capitalists.

Major Vaughan, C.E., is making preliminary surveys of the riverside land in Burnaby municipality, with a view to prepare a draining and dyking scheme. This will probably involve an outlay of between \$8,000 and \$10,000.

The following were declared duly returned, without opposition, at the first election held in the city of Kamloops: Mayor, Dr. S. Clark; Aldermen, P. Gordon, R. H. Leo, George Munro, R. E. Smith and James Vair.

H. J. Green has been appointed general agent at Tacoma for the Great Northern, and C. A. Rastry at Victoria for both the railway and the express company. The C. P. N. Co. will carry goods from Liverpool to and from Victoria.

Mr. Mahon, Vancouver, has received returns from the Tacoma smelting works for 15 tons of ore from the Vancouver Four Mile creek claim in Slovan district. The returns were 233 ounces of silver to the ton, 46 per cent lead; value per ton, \$227.53.

There are now four ocean sailing vessels on berth at Yokohama for the C.P.R. Co., viz., the American ship A. J. Fuller, 1,782 tons, Capt. Wallnut; the German ship *Sereno*, 1,437 tons, Capt. Sauerlich; the American bark *St. Katherine*, 1,193 tons, Capt. Fraser, and the British bark *Jessie Stowe*, 645 tons, Capt. Blanche.

The British barque *Doehra*, 866 tons, Capt. McJarrow, has finished loading her cargo of lumber at the Hastings mill, and sailed for Adelaide. She has on board 680,619 feet of rough lumber and 59,625 feet of pickets, making a total of 740,244 feet. The cargo is valued at \$5,024.

The British Columbia Steamship Co., in regard to which Captain S. F. Scott went to England a short time ago, have decided not to wind up their business in this Province at present, but to wait for an advance in rates and then put their steamers in service. Captain Scott will probably embark in business in Vancouver.

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Manitoba Fall Trade, 1893.

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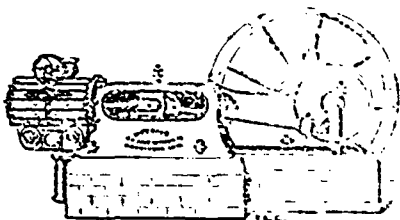
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WINNIPEG MARKETS.

[All quotations, unless otherwise specified, are wholesale for such quantities as are usually taken by retail dealers, and are subject to the usual reduction on large quantities and to cash discounts.]

FRIDAY AFTERNOON, June 30.

[NOTE.—We issue one day earlier than usual this week, Saturday being a holiday.]

In view of the continuation of favorable weather for the crops, the outlook remains hopeful, but as noted last week, there is not as much disposition to crowd business on the strength of crop expectations as has been shown in former years. The month of June, however, which closes to-day, has been one of wonderful growth. Reports of tall grain are already coming in, and a case or two of barley being headed out is reported. The month has been as nearly perfect for the crop as could be hoped for. But, as past experience has shown, it does not do to count our chickens before they are hatched, and the crops will be subject to many vicissitudes before the harvest is safe. Low wheat prices depress the outlook, but though prospects are not favorable for high prices for next crop, yet there is some reason to hope for a considerable improvement over present unprecedented values, by the time our new crop comes to market.

There is a little excitement in the lumber trade, growing out of the tenders for the Winnipeg city supply for the current season. Two city firms put in tenders at a figure considerably below the association price. The offending firms have been suspended and ordered by the association to withdraw their tenders, which they have refused to do. A couple of Southern Manitoba dealers have also got into trouble with the association, by cutting prices below the authorized list. It remains to be seen if the association will be able to maintain its position under these difficulties.

GREEN FRUITS—The market is well supplied with a liberal variety of fruits, and prices are lower than in past years in this market, at this time of the year. Business is also brisk, owing perhaps to some extent to lower prices. California oranges are in liberal supply, in the following varieties: Seedlings, \$3.75 to \$4 per box; budded, \$4.50 to \$4.75 per box; paper lined St. Michael, \$4.50 to \$5 per box; Malta blood oranges, \$5.50 to \$3. Choice Measina lemons, \$5 per box; fancy, do, \$7. Water-melons tending easier, and held at \$4.25 to \$5 per dozen; tomatoes, \$2.50 per crate of four baskets; pineapples, \$3.50 per dozen; California peaches, \$2.50 per box; do, apricots, \$2.25 per crate; do, cherries, \$1.25 to \$2 per box as to quality and variety. Strawberries \$5 per 24 quart box; bananas \$2.75 to \$3.50 per bunch.

WHEAT—Wheat was firmer on Thursday in United States markets, owing to the large decrease in stocks, and wheat on passage. The Chicago visible supply statement of stocks in store at principal points in the United States and Canada east of the mountains, showed a decrease of 3,294,000 bushels. The total visible is now 63,081,000, as compared with 24,561,000 a year ago. There was also a decrease of 1,696,000 bushels in wheat and flour on passage. New wheat was reported as arriving at some southern points on Tuesday, St. Louis getting three cars, with threshing in progress. Crop news at home and abroad were more favorable, and prices were weak and irregular. Financial troubles, the tumble in silver, and favorable crop news all combined to depress prices on Wednesday. Harvesting was reported as becoming general in the south and southwest. On Thursday wheat was very weak. Cables were lower, and United States markets declined heavily. July wheat declined to 62½c at Chicago, again breaking the record of previous low prices. The principal weak feature was a cable to the effect that the India crop was 55,000,000 bushels greater than last year, so far as reported.

FLOUR—Unchanged. Prices in small lots to the local trade are quoted: Patents,

\$1.00; strong bakers' \$1.70; XXXX 80 to 95c; superfine 60 to 70c. Brands of some mills sell at 5 to 10c under these prices, even in small lots.

MILLSTUFFS—The price to the local trade, less than car lots, delivered is the same at \$9 for bran and \$11 for shorts.

OATS—Offerings on local account are held firmer, cars on track here being held at 30 to 31c per bushel of 34 pounds. Cars on track country points quoted at 23 to 25c, with choice milling samples demanding a premium.

GROUND FEED—Held at \$15 to \$17 per ton, as to quality. Oil cake meal, sacked, \$25 per ton.

OATMEAL, ETC.—Irregular in price. Rolled oats quoted as low as \$2.10 per sack, while some brands are quoted \$2.30. Granulated varies from \$2.10 to 2.30; standard \$1.90 to 1.95; cornmeal \$1.69 to 1.65; beans \$1.90 to 1.90 per bushel; split peas, \$2.40 to 2.50; pot barley \$2.40 to 2.50; pearl barley \$4 per sack.

CURED MEATS—Firmer. We quote: Dry salt long clear bacon, 11½c; smoked long clear, 12½c; spiced rolls 10½ to 11½c; breakfast bacon 14 to 14½c; smoked hams, 13 to 14c; the lower price; for heavy hams; shoulders, 10½ to 11c; mess pork, \$20.00 per barrel. Sausage quoted: Pork sausage, 9c; bologna sausages 9c lb; German sausage, 9c; ham, chicken and tongue sausage, 9c per half lb. packet.

LARD—Pure held at \$2.60, in 20-pound pails, per pail; compound, lower at \$2.20 per pail.

DRESSED MEATS—For beef 6c is now the top price, and 5½c is a general price. Mutton, 13 to 14c. Veal steadier again at 7 to 8c. Pork is firmer at 7 to 8c.

EGGS—Prices are again ½c lower, round lots changing hands at 11 and 11½c to 12c per dozen for smaller lots. The market is depressed, as packers are not now buying.

Butter—The market continues easy, though the receipts are not excessive. A fair range of quotations appears to be from 12 to 14c, for dairy; 15c per lb is now an extreme price, obtainable only for selections, in small lots.

CHEESE—Buyers are offering 8 to 8½c for round lots of the earlier makes, and selling small lots at 9 to 10c.

HIDES—We quote Winnipeg inspected here as follows: No. 1 cows, 3½c; No. 2, 2½c; No. 3, 2c; No. 1 heavy steers, 5c; No. 2 steers, 4c; No. 3, 3c lb. Real vital 8 to 13 lb skins, 5 to 7c per pound. Kips about same as hides. Sheepskins worth 60c to \$1 for full wool skins, the top price for very large; sheerlings, 15 to 20c each. Lambskins, 20c. Tallow, 4½ to 5c rendered; 2 to 3c rough.

Wool—Prices are tending lower, though there is considerable variation in quotations. The usual range is from 9 to 10c for unwashed Manitoba fleece, with a discount for very coarse and dirty stuff.

Winnipeg Board of Trade.

A meeting of the Winnipeg Board of Trade was held on Thursday afternoon when the following boards of examiners were elected for the ensuing year:—

Grain examiners—S. A. McGaw, G. R. Crowe, J. A. Mitchell, S. Nairn and S. Spink. Flour and meal examiners—S. Nairn, R. Muir, S. Spink, C. H. Steele, F. W. Thompson. Hide and leather examiners—F. F. Hutchings, P. Gallagher, H. Tulloch, N. Bawlf and F. Ossenbrugg.

A resolution from the Victoria Board of Trade, asking the Dominion Government to take into consideration the customs tariffs in force in Canada and the Australian colonies with the Australian governments, with a view to arrange such alterations as will encourage the development of reciprocal trade between the colonies, was referred to the council of the board for action, after further information could be obtained from the Victoria board.

Chicago Board of Trade Prices.

[Quotations below are per bushel for regular No. 2 wheat, which grade serves as a basis for speculative business. Corn and oats are per bushel for No. 2 grade; mess pork quoted per barrel, lard and short ribs per 100 pounds.]

On Monday wheat was firmer, opening ½c higher than Saturday's close, and advanced about 1½c more, closing 1½ to 1½c higher. Corn was ½c higher. Closing prices were:—

	June.	July.	Sept.
Wheat.....	61½	68½	70½
Corn.....	41	41½	42½
Oats.....	29½	29	26½
Pork.....	—	18 90	19 80
Lard.....	—	9 62½	10 17½
Ribs.....	—	8 90	9 27½

On Tuesday wheat was unsettled and lower, opening ½ to ¾c lower, fluctuated within range of ¾c and closed ½ to ¾c lower. December option held steadier and closed ¾c lower. Closing prices were:—

	June.	July.	Sept.
Wheat.....	65½	65½	70½
Corn.....	40½	40½	42½
Oats.....	29½	29	26½
Pork.....	—	10 15	20 10
Lard.....	—	9 00	10 20
Ribs.....	—	8 87½	9 27½

On Wednesday wheat was depressed, the situation in silver and other weak features depressing prices, which closed ½ to ¾c lower. Closing prices were:—

	June.	July.	Sept.
Wheat.....	—	64½	69½-69½
Corn.....	—	39½	47½
Oats.....	—	28½	26
Pork.....	—	19 00	20 10
Lard.....	—	9 50	10 22½
Ribs.....	—	8 90	9 35

On Thursday wheat declined heavily, July option selling down to 62½c and September to 68½c, breaking previous records for low prices. Closing prices were:—

	June.	July.	Sept.
Wheat.....	—	62½	68½
Corn.....	—	39½	41½
Oats.....	—	28½	26½
Pork.....	—	18 85	20 10
Lard.....	—	9 47½	10 17½
Ribs.....	—	8 87	9 27½

On Friday wheat was weak, closing at 61½c for July option.

Duluth Wheat Market.

No. 1 Northern wheat at Duluth closed as follows on each day of the week:

Monday—July 62½c; September 67½c.
Tuesday—July 61½c; September 67.
Wednesday—July, 61½c; September, 66½c.
Thursday—July 60½c; September, 66½c.
Friday—July 60c; September, 66c.
Saturday—July—September, —

A week ago July wheat closed at 61½c, and September delivery at 66½c. A year ago cash wheat closed at 78c, and July at 79c.

AUSTRALIAN TARIFFS.

A comparison of the various tariffs in vogue in Australia is most interesting, and for business men wishing to do business there a knowledge of them is most necessary.

Taking the articles which would interest Canada most, and the colonies, one by one, the list is as follows:—

NEW SOUTH WALES.

The value for duty being the value at the point of shipment: Condensed milk, 1d per lb; fish, dried, cured, etc.; 1d per lb; vegetables, preserved, etc., 1d per lb; jams and jellies, 2d per lb; preserves and canned fruits, 2d per lb; biscuits, bacon, hams, meat extracts, etc., 2d per lb; tobacco, 3s per lb; cigars, 6s per lb. Timber—Dressed, 3s per 100 ft.; rough and undressed (except on ash, hickory and oak), 1s 6d per 100 ft.; piling, 1s per 100 ft.; laths, 9d per 1,000; shingles, 1s per 1,000; pickets, dressed do., doors and sashes, 2s each; spirits of all kinds, including whiskey, 14s per proof gal.

beer, ale, porter, etc., in wood, 6d per gal; in bottle, 1s per gal; oils, except linseed, sperm and black whale, palm and cocconut, 6d per gal; grease, lubricating, 60s per ton; cement, plaster and hydraulic lime, 2s per bbl; vinegar, 6d per gal; acetic and sulphuric acid, 2s 6d per cwt; sauces and pickles, 1s per doz. Fruits—dried and candied, 2s per lb; boiled, etc., 1d per lb; bottled, 2s per doz qts. Soap—fancy, 2d per lb; common, 3d per cent. Green fruit, 1s per bushel; flour, etc., 1s per 100 lbs; furniture, machinery, boots and shoes and apparel dutiable at 10 per cent. On the free list are live animals, asbestos, all manufactures of cotton, etc., fresh fish, hops, matches, oars, nickel, ores, printed books, tools of all kinds, sewing machine heads, milk foods, undressed ash, hickory, oak and sycamore, binding twine and chlorate of potash.

VICTORIA.

10 per cent added to value at point of shipment; acids, muriatic, nitric and sulphuric; ale, porter, etc., 9d per 6 qt bottle; live animals, 5s each; apparel, etc., from 2s per cent to 3s per cent ad valorem; bacon, 2d per lb.; lager beer, 3d per dozen qts.; biscuits, 2d per lb.; boots and shoes, slippers, galoshes, etc., from 4s to 4s 1/2 per dozen pairs, according to size, style and kind; buckets and tubs, 25 per cent ad valorem; carriages, carts, etc., two-wheel d., 200s each, four-wheeled, 300s each, hansoms, etc., 400s each, omnibuses and coaches, 500s each, barouches, drags, etc., 1000s each, carts and wagons without springs, etc., 20 per cent ad valorem, other conveyances, 25 per cent; bicycles, etc., 25 per cent ad valorem; engines, portable, 25 per cent ad valorem; fruits and vegetables, dried, 2d per lb.; preserved in bottles, 6s per doz qts, boiled, etc., 3d; green (not oranges or lemons) 1s 6d per bushel; grease, lubricating, 60s per ton; oatmeal, 2d per lb.; malt, 4s 6d per ton; hams, 2d per lb.; hops, 8d per lb.; agricultural implements, 20 per cent ad valorem; leather, 6d per lb.; leather for book-binding furniture, 1s per lb.; leatherware for harness, etc., 25 per cent ad valorem; laces, 1s per lb.; matches, 6d per gross of 100 matches; meats and fish, pickled, etc., 20 per cent ad valorem; preserved, 2d per lb.; milk, preserved, 2d per lb.; nails, horseshoe, 12s per cwt; other nails, 5s per cwt; paper organs, 25 per cent ad valorem; upright pianos, 100s each; square pianos, 300s each; harmoniums, etc., 60s each; paper, as it leaves the mill, cut, 2d per lb.; other paper, 6s per cut; bags, 15s per cwt; cardboard, etc., 4s per cwt.; sauces, in bottles, etc., not exceeding a gallon, 4s per doz. qts.; all other, 10% ad val.; pickles, in bottles, &c., not exceeding a gallon, 3s per doz. qts.; soaps, perfumed, 4d per lb., other 2d per lb.; spirits, 12s per gal.; timber, (except Australian wood, hard wood, California red wood, sugar pine, American white pine, spoked and felloes of hickory and spars undressed) architraves and mouldings under 3 in., 4s per hundred lin. foot, 3 inch and over 7s, boards dressed 1s, 6d, doors not over 1 1/2 inch thick 5s each, over 1 1/2 and not exceeding 1 3/4 7s, 6d, over 1 3/4 inch 10s; door and window frames 5s, hardwood 2s per 100 ft. sup., laths per 1,000 5s, palins per 100 9d, sashes glazed 3s per pair, unglazed 2s, shingles 9d per 1,000; spoes and felloes in rough 6d per 100, timber

less than 7x2 1/2 inches, 2s, 6d per 100 ft. sup; bent and finished, 25% ad val.; cut into shapes for boxes, etc., 6d per cub. ft.; tobacco, rfd., 3s per lb.; unmfed., 1s per lb.; cigars, 6s per lb.; twine (reaper and binder and yarn from jute, flax or hemp) 8s per cwt.; vinegar, 6s per gal.; woodenware not otherwise enumerated, 25 per cent. ad val.; woollen mfrs., 25 per cent. ad val.; blankets, etc., 25 per cent.

The free list includes reapers and binders; leather, English bond and rough tanned calf, goat, kangaroo, sheep, etc.; machine and machinery used in industries such as spinning, weaving, printing, etc. and sewing machines; nails for trunks and grindery; work of musical instruments in parts, oils in bulk, paper in original wrapper and uncut edges, millboard, etc.; timber, undressed as excepted aforesaid, as doors.

QUEENSLAND.

The value for duty is the value at point of shipment.

Grease, lubricating, 6s per cwt.; sulphuric acid, 5s; ale, beer and porter, 1s per gal., in quarts, 6s per 6 quarts; bacon, 3d per pound; biscuits, 2d per pound; boots and shoes, 11s 6d to 33s per dozen pairs according to size and kind; carriages, tilburys, dog carts, gigs, etc., 200s each, express wagons, double seated wagons, four wheeled buggies without tops or springs, and hansoms, 240s each, wagons, etc., with tops, 300s each; omnibuses, etc., 400s each, borouches, drays, etc., 600s each; cement per bar 2s; cigars, 6s per pound; condensed milk, 2d per pound; cod liver oil in bottles and bulk, 2s per doz pints and 1s per gal. respectively; cordials, 14s per gal.; doors, 4s each; fish pickled and dried or salted 1d per pound, preserved not salted 2s per doz lbs; flour 20s per ton; fruits dried 3d per pound, bottled 1s 6d per doz pints; hams 3d per pound; hops 8d per pound; jams and jellies 2s per doz pounds; nails 3s per cwt.; oils 6d per gal.; cabinet organs 60s each; paper bags printed and not printed 12s and 8s respectively; pianos, upright, 120s each, horizontal, 240s each; preserved meats (not salted) and extracts, 4s per doz pounds; sauces and pickles, in bottles not exceeding a gal., 6d per doz pints and smaller sizes; sashes per pair 4s; soap 10s per cwt, perfumed 3d per pound; tobacco manufactured, 3s per pound; twine 1 1/2 per pound; lumber log; undressed scalling 9659 in. and over, 1s 6d per 100 sq. ft., scantling under 96 sq. in., 3s; vinegar in bottles 1s, per 6 quarts in wood 9d per gal; whisky 14s per gal; writing paper cut 2d per pound.

The free list includes live animals, American oak for staves, carriage maker's materials, children's boots, green fruit in case, machinery, such as flour milling, lathes, steam threshers, etc., paper in original wrappers and uncut, safety matches, saddlers' iron mongery, tools, fire engines, saws, gas engines, portable engines, sowing machines, and a variety of machines and machinery for industrial purposes. There are ad valorem duties on carriage shafts, spoked, felloes, etc., canvas of all kinds, cotton piece goods of five pounds for every 100 pounds value, and a duty of fifteen pounds per 100 pounds on agricultural implements, bark for tanning, carriage trimmings, cloths, dress goods, flannel, tweeds, woollens, and various other articles.

TASMANIA.

Ale, beer and porter in wood, 9d per gal; in bottle, 1s 3d per 6 qts; apparel, all kinds, 12 1/2 per cent; bacon and hams, 2d per lb; blankets, 12 1/2 per cent; boards, dressed, 5s per 100 ft. sup.; boots and shoes, 12 1/2 per cent; bottled and canned fruits, 3d per lb; broom handles, 12 1/2 per cent; manufactures of cotton, 12 1/2 per cent; wooden doors, 20 per cent; fish, dried, 1d per lb; in tins and pickled, 12 1/2 per cent; flour, 1s 3d per 100 lbs; fruits, green, 1s per bushel; dried, 1d per lb; furniture, 12 per cent; handles, 10 per cent; binder twine, 12 1/2 per cent; matches, 1s per cubic foot; musical instruments, 12 1/2 per cent; kerosene oil, 1s per gal; cabinet organs, 12 1/2 per cent; paper, writing and printing, 5 per cent; pianofortes, 12 1/2 per cent; jams and jellies, 1d per lb; sashes, 20 per cent; timber, under three inches, 2s 6d per 100 ft; tobacco, 3s per lb; whiskey, 15s per gal; wrapping paper, 12 1/2 per cent—value is estimated at 12 1/2 per cent added to that at the point of shipment. The free list includes carriage shafts, spokes, felloes, etc.; engines, all kinds; horses; church organs; paraffin; sowing machines; timber in log and sawn over three inches.

NEW ZEALAND.

Ale, beer and porter, 1s, 6d per gallon; apparel, all kinds, 25 per cent ad val.; bacon and hams; 2d per lb.; biscuits, 2d per lb.; blankets, 20 per cent ad val.; boots and shoes, etc., 20 per cent ad val.; buckets and tubs, wood, 20 per cent ad val.; carriages, etc., 20 per cent ad val.; parts thereof, 15 per cent ad val.; cement, 2s per bbl.; cigars, 7s per lb.; cotton, piece goods, 10 per cent ad val.; desks, 20 per cent ad val.; doors, plain, 2s each; glazed and ornamental, 4s each; fish, dried, etc., 2d per lb.; pickled and preserved, 20 per cent ad val.; fruit, fresh, 3d per lb., dried 2d, preserved, 20 per cent ad val., in pulp, etc., 1 1/2 per lb.; furniture and cabinetware, 25 per cent ad val.; hays, 6d per lb.; fencing wire, 1s per cwt.; barbed wire, 2s per cwt.; jams, jellies, etc., 20 per cent ad val.; matches, 1s per gross of boxes, 60 matches each; meats, pickled, etc., 20 per cent ad val.; condensed milk, 20 per cent; musical instruments, organs and pianos, 20 per cent; others, 15 per cent; mineral oils, 6d per gallon; paper, brown wrapping, 4s per cwt., other wrapping, 5 per cwt., writing, 15 per cent ad val.; pickles, 2s per dozen pints; railway and tramway material, 20 per cent ad val.; sauces, 3d per pint; sashes, plain, 2s per pair; soap, common, 5s per cwt., scented, 25 per cent ad val.; spirits, 15s per gallon; steam engines, 20 per cent ad val.; sugar 1/2, syrup, 20 per cent ad val.; textile piece goods, other than cotton or silk, 20 per cent ad val.; timber, sawn rough, 2s 100 feet sup., dressed 4s, shingles and lathes, 2s per 1,000, palings 2s per 100, posts 8s, timber rails 4s; tobacco, 3s, 6d per lb.; binder twine, 15 per cent ad val.; vegetables, all kinds, 20 per cent ad val.; vinegar, 6d per gallon; weighing machines, 15 per cent ad val.; woodenware, 15 per cent ad val.

The free list takes in nitre and pyragallis acid, ash timber, axes and hatchets, chil trees, boots and shoes, calico in the piece, carriage making material, fire engines, flour mills, gun boats, hickory, timber, spokes and felloes, machinery for agricultural purposes, dairying, electrical mining, refining, etc., machine saws, millboard, paper, portable and traction engines, sowing machines, shirts.

Value for duty is that at port of shipment plus 10 per cent.

Silver Market.

It being understood that the Herschell Commission's report would be made public at the close of the week, the London silver market has been in a feverish and expectant mood. The general belief is that some limitation will be suggested as to the free coinage of silver in India, and as a consequence both India exchange and rupee paper have advanced sharply. The temporary demand to fill immediate requirements for bar silver being, however, satisfied, the effect of these intimations was to cause a decline in the quotation for bar silver, which fell off from 38 3/4d to 37 3/4d per ounce. The New York market has again merely followed London, the price of assay bars falling from 83 3/4c to 81 to 81 1/2c on light inquiry for export. Silver prices, June 23—London, 37 3/4d; New York, 81 to 81 1/2c.—Bradstreet.

Northwest Ontario.

A fire broke out in Ward's hotel, Rat Portage, on June 22, occupied by Wm. Bull, but was subdued with a damage of \$300 to \$400. Fire broke out in the same building the following day, destroying the building. Bishop & Co's store was badly damaged.

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Canned Goods and Death.

In view of the abundance of the important questions which are just now engaging the attention of the more active members of the trade and of the associations which are happily arising on all sides to champion the interests of the trade in organized and effective fashion, it seems cruel to suggest an additional subject for consideration, and yet we cannot resist the conviction that there is a matter which should be taken up seriously, though not necessarily in a hurry. Reference has been made to it in these columns previously, but observation of the direction in which events are tending, backed by communications from influential quarters, leads us to believe that the question might wisely be pressed to the front, with a view to its thorough investigation and the clear elucidation of the facts. We refer to the reported deaths from time to time through the eating of canned goods. Some friends of our acquaintance seem disposed to "jump upon" the news papers for giving prominence to these cases, but it must be remembered that the newspapers have to make the best of the news which comes to their hands, and they cannot be expected to show regard for the feelings of any particular class of traders or the public. A discussion into how far newspapers are justified in making headings and matter generally as sensational as possible, that is to say, as effective as possible, would lead us in very deep water, and would, we imagine, serve no good or useful purpose, because that is not the way in which this question can be advantageously tackled. What is wanted is that some person or organization should be charged with the duty of going into this question in the most searching manner, with a view to preparing the report or pamphlet which shall substantiate the real facts. It is not a task to be lightly undertaken, because the question is one of considerable magnitude, and the investigation would have to be painstaking and complete. No doubt there are cases where death has followed more or less directly upon the eating of canned goods; but the surrounding circumstances of the cases—the previous condition of the deceased persons, their habits of life, the nature and amount of the food taken, the length of time to which the goods had been exposed to the air, and so on—are too often left in greater or less obscurity, with the result that an impression more or less erroneous is made upon the public mind, and even the retailer, perhaps, is made uneasy with respect to ordering his usual consignments of the improperly condemned goods. People gorge themselves, and suffer; people eat things which are not suited to them, and suffer; people, after repeated warnings, expose canned goods to the open air in a way which must seriously affect them, and suffer. But the canned goods are not to blame; and this is the point which the historian of the trade, or its historians, must make plain.

An eminent authority lays down that nobody using the senses which God has given him need eat any canned food which is otherwise than wholesome, any more than he need eat tainted butcher's meat or fish which has had too much sun and too little water. The truth of this assertion, and the additional fact of the general wholesomeness of canned goods, are quite forcibly demonstrated by even the most ineffectual statistics. We believe we are under the mark if we say that two millions of persons daily eat canned food of one sort or another in the United Kingdom. What, in comparison with this huge figure, are the few cases of reported death, most of which on investigation are found to be groundless. What other class of food is there which comes off so lightly if only the truth were told? It is very doubtful whether more deaths are not accounted for by chunks of butcher's meat getting wedged in people's throats—but we have no desire to pick a quarrel with the butchers.

What we insist upon is, that reasonable care being shown in its use, canned goods has an altogether admirable character, quite on a par with any other food, and that its stigmatization in the opposite direction is grossly unfair to it. Some few years ago a series of shocks in this same way were given to the trade in the United States, whereupon there was published an excellent little pamphlet, setting forth the virtues of the article, not alone upon the authority of the trader, but upon the declarations of medical men. The body of testimony thus collected was most valuable, and whether due to it or to the assertion by the consuming public of their own common sense, we cannot tell, but the fact remains that since then the canned goods trade of the States has developed enormously, the consumption probably having doubled. What is to prevent somebody, say the Federation or some wealthy organization, taking the matter up in this country, collecting information, preparing statistics, gathering together opinions—in short, putting the public and the trade right upon this matter? Useful, practical work is what our associations want. Here is a capital outlet for their energy.—*Grocers' Review*, Manchester.

Manitoba Crops.

An official crop bulletin for Manitoba, dated June 1, has been issued as follows:

	1891	1892	1893
Acres under Wheat	914,664	875,000	1,003,640
Oats	305,644	332,074	338,523
Barley	84,938	97,614	114,762
Potatoes	14,705	10,000	12,337
Roots	9,331	17,473	20,919
Acres Fallowed for crop of	205,232	250,455	271,683
Acres Fall plowed for crop of	109,138	325,717	473,410

ARMA UNDER CROP BY DISTRICTS.

District.	Wheat.	Oats.	Barley.
North Western	37,693 acs.	63,762 acs.	22,040 acs.
South Western	405,000	132,425	27,900
North Central	291,150	80,736	26,345
South Central	161,628	77,383	26,086
Eastern	55,766	31,223	8,896

Province ... 1,003,640 acs. 338,629 acs. 114,762 acs.

This shows by comparison with the June bulletin of 1892 that the principal increase has been in the South Western district. This is no doubt owing to the impetus given by the extension of branch railroads during the past year in that section.

The potato and root crops are only given as approximate for in many cases they were not all planted or sown when the reports were sent in. A fair increase is noted in these crops.

The following table gives the acreage of potatoes and roots in the different districts:—

N. W. District	2,320 acres.	8,681 acres.
S. W. "	3,825 "	6,450 "
N. C. "	742 "	2,362 "
S. C. "	3,601 "	1,333 "
Eastern	1,990 "	1,133 "

Total for Province ... 12,337 acres. 20,919 acres.

The following summary shows the total acreage of rye, flax, &c:—

Area under Rye	2,220 acres.
Flax	9,737 "
Pease, Corn & Buckwheat	1,059 "

The total area under all crops is 1,533,262 acres, while that of last year was 1,311,270 acres, showing an increase of 221,992 acres.

Following and Fall plowing.—It is pleasing to notice that there is a decided increase in the number of acres fallowed, while special attention was given to fall plowing. So much land being prepared for the seed last fall has enabled farmers to put in seed this spring in a very short period of time.

Hired Help.—Over 5,000 men are now employed as hired help and reports indicate that about 2,000 extra men will be required to assist in taking off the harvest. It is a mistake to rush these men from Ontario before they are actually needed, as farmers will not engage them at high wages until the harvest is on.

The wages paid for men varies all the way from \$10 to \$25 a month and board. As in the past, there is a great scarcity of female help, which it is impossible to supply. The average wages of female help is \$10 a month.

Farm Rentals.—The price paid per acre for cultivated lands varies from \$1 to \$2.50.

To question 23 "What is the condition of live stock, horses, cattle, sheep, pigs?" Over one-half the correspondents report the condition "good" or "very good." About one-third report "fair, somewhat thin but healthy," and less than one sixth report "poor." The North-western district seems to have suffered the most. It is well known that this district is specially noted for stock raising, and it appears that sufficient care was not taken to provide for the unusually long winter. The Southwestern district reports a few similar cases, while the North Central, the South Central and Eastern districts report all "good" or "fair."

Question 24. "Has any disease prevailed among them, and if so of what nature, and what has been its effect? Was there a sufficiency or a scarcity of fodder during the winter?" No serious outbreak of disease is reported from any part of the province.

Horses.—Some cases of glanders are reported, and quite a number of mares and foals have died this spring. Correspondents suggest that in many cases mares were overworked.

Store cattle are reported in considerable numbers in all districts except the Eastern, but not an extra number in any part. It is evident that many young cattle have been still fed during the past winter, using up the damaged grain of 1891. The line of the M. & N. W. about Virden, Wawansa, Pilot Mound and Manitou are most noted for fat cattle. Fat cattle have been pretty well picked up, a few stray lots are still reported for sale.

Hogs.—A careful perusal of reports shows that hogs are being raised more generally throughout the province. Reports, however, show considerable loss of little pigs, whole broods being weak, without hair, unable to feed, and soon perishing. This may be on account of in breeding or feeding wheat without stint, as correspondents invariably reported hogs in very fine order.

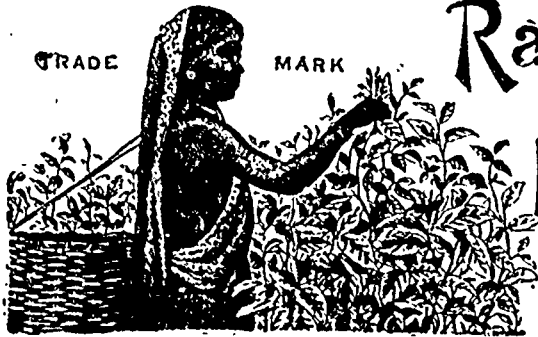
Wheat.—It is somewhat astonishing to find how little wheat still remains in farmers' hands. Only a very few in the province have any wheat for sale. Reports would indicate that in many cases farmers may have to purchase flour before the new crop is ready to grind. By all means let such farmers purchase all the flour necessary, now, when the price is low, as flour will certainly advance in price in Manitoba before harvest is ready.

Oats.—A fair supply is on hand for home consumption.

Weather.—A few in the Red River Valley only, report: "Too wet." The lateness of the season, and the high waters of the Red River so long in subsiding, were somewhat discouraging, yet it is pleasing to know that in nearly all cases crops were put in in reasonable time.

Question 27.—"How do the crops compare, in appearance, with average years?" Correspondents were asked to return circulars on the first of June, but ten days longer was given before compiling the same. The answer may therefore be dated at the 10th of June; a few only are given, as a sample, for they are all alike:—Better than average—very favorable—splendid growth—fully up to the average—wonderful growth—never better.

Question 29.—"What varieties of weeds are prevalent? In the N.W., the S.W., and the N.C. districts there are scarcely any noxious weeds, properly so called; pig weed, buck wheat, couch grass and wild sunflower are reported, but in only a very few cases are Canadian thistles, French weed, mustard or wild oats reported. In the south central district quite a number report nothing serious, but we meet with Canadian thistles, French weed, mustard and wild oats more frequently here, while from the eastern district the majority of correspondents report French weed and thistles.



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Montreal Markets.

Flour—Inactivity and depression continue the main characteristics of the flour market. There is no doubt the trade is in a bad way, owing to the protracted depression that has hung over it, but it is very certain that there must be a change, as things cannot keep on the sag for ever. At the moment, however, there are few signs of an immediate improvement; the unexpected will have to happen. Regarding actual transactions, while a few dickers have been attempted on the Call Board, sales of straight rollers have been made at \$3 17½ and \$3.20 in car lots, and at \$3.30 to 3.40 delivered in broken lots. As regards spring wheat flour it is difficult to give quotations, the price of city strong bakers being quoted all the way from \$3.75 to 3 90, a buyer yesterday stating on 'Change that there was no such figure as \$4 now. Manitoba strong bakers have sold at \$3.25 to 3 80 as to quality.

Oatmeal—There is an easier feeling in the market, and prices are lower to sell, owing to some parties being anxious to get rid of stock, and we quote as follows:—Ro'led and granulated \$4.20 to 4.30, Standard \$4.05 to 4.15. In bags, granulated and rolled \$2.05 to 2.10, and standard \$1.90 to 2.05.

Mill Feed—The market for bran is steady under a good enquiry, and sales of car loads have been made at \$14 50, and we quote \$14 to 15.00, as to quality. Shorts are steady at \$16 00 to 16 50, and Moullie at \$19 00 to 21 50.

Wheat—The market is weaker and lower than a week ago. A lot of 20,000 bushels of No. 2 hard Manitoba wheat was offered on yesterday's Call Board at 72c afloat, Fort William, no bids. A car of No. 1 hard Manitoba was offered in elevator here at 82c, no bids; a car of No 2 frosted was off-red at 64c here, no bids; 1 car No 2 Northern elevator here offered at 72c, no bids; wheat is 1 to 2c lower in Ontario, red and white winter wheat being quoted at 62c f.o.b. west of Toronto. Here No 2 hard Manitoba is quoted at 80 to 82c.

OATS—A car of No. 2 oats were sold on Call Board at 40c per 34 lbs. in store, and the sale of a lot was reported off the board at 41c; in store some holders ask 42½c. Oats appear to be getting scarce in Ontario.

BARLEY—This is a stagnant market, No. 2 extra being offered at 48c and No. 3 at 45c in store; but buyers were not around. Feed barley is quoted at 41c to 43c.

CURED MEATS—Holders of Canada short cut mess pork are watching the Chicago market narrowly; not so much the regular quotations in Chicago as private offerings for shipment to Canada. Sellers of the Canadian product are therefore weak in their ideas, and it is said that a lot of 100 bbls of Canada short cut could be had at \$20.50, and we quote \$20.50 to \$21.50 as to quantity. Sales of compound have also been made at \$2.00 to \$2 10 per pail. Pure leaf lard is quoted at \$2.30 to \$2.40, the latter figure for extra pure. Smoked meats are quiet but steady, the sale of 150 hams weighing between 12 and 14 lbs. being made at 12½c, smaller lots selling at 14c. A fair demand is experienced for bacon which sells at within range of quotations. Picnic hams have sold at 10½ to 11c. A lot of 250 bbls of Canada short cut pork sold at \$21 00.

BUTTER—Several lots of Creamery have been taken for English account, one lot of about 100 pkgs, June make selling at 19c, and a smaller lot was sold at the same figure. Since these sales were effected, however, two Montreal firms sent their representatives around to the creameries and bid 19c for the June product, which is equal to 19½ here. A lot of choice May creamery was offered at 19c, but 18c was the best bid. The lot of 1,000 pkgs finest creamery sold on the Call Board on Monday

last at 19c provoked a pretty broad smile from several bystanders, more especially as no month was specified. In Eastern Townships dairy several good sized lots have changed hands at 17½c. Buyers all said to be paying a fraction more money in the Township, 16c being the lowest figure at which fine goods can be secured. Western is quoted at 13½ to 15c. A buyer for Newfoundland states that he bought a lot of the finest Western obtainable on this market, costing him 15½c laid down in St. John's Newfoundland.

CHEESE—Advices from different sections of the country, East and West, state that the make at present is enormous, being fully 25 per cent. larger than at this time last year, so that the exports within the next two or three weeks will doubtless overlap those of the corresponding period last year. Regarding prices, 9½ was bid for a lot of 500 boxes of finest colored on the Call Board, when a seller offered that quantity at 9½c, and the buyer then bid 9½c, which however, resulted in no trade. Actual transactions, however, have been made for this week's shipment at 9½c for the finest Western colored, and at 9c to 9½ for the finest white, about 5,000 boxes being reported sold at the above figures.

Eggs—Dealers between here and Toronto appear to have got through with pickling, as they are offering more freely, one of these dealers being in the city this week trying to dispose of fresh stock, at equal to 10½ and 10¾ laid down here. The market has kept pretty steady all the week, with sales at 11 to 11½c, and a few cases of choice candled goods at 12c. Shipments to the English market are going forward slowly, as there seems to be no money in that business as yet, owing to the continued low prices on the other side.

HIDES—Dealers are now paying 5 to 5½c for No. 1 ordinary hides, 6c for No. 1 steer, and 5c for No. 2. Quite a lot of hides are still going forward from Chicago to Quebec, costing about \$4 67 per 100 lbs, laid down in the latter city; but tanners must have a certain proportion of Montreal hides, owing to their being of a more spreading nature:—Nos. 1, 2 and 3 hides to tanners 5½, 4½ and 3½c and to dealers 5 to 5½c, 4 to 4½c and 3 to 3½c for Nos. 1, 2 and 3c. Calfskins 7c, sheepskins \$1.25, and lambskins 25c. —Trade Bulletin, June 23.

Toronto Markets

Flour—Dull and easy. Choice straight roller sold at \$2.90 in bags, Toronto freights.

Millfeed—Steady with a fair demand. A car of bran sold at \$12, Toronto freights.

Wheat—Duller and feeling was weaker. No export demand was reported, but there were a few enquiries from millers, who paid 62½ for red and bid the same for white. Spring dull at 60c. Goods steady and wanted. Manitoba wheats neglected. No. 1 hard is worth 87c, North Bay; No. 2 hard offered at 82c east, lake and rail.

Barley—Nominal at 45c bid for No. 1 and 40c for No. 2 outside.

Oats—Firm and higher. Millers paid 36c for round lots and for old cars north and west. Locally they are worth 38 to 39c, but under fair street receipts this market is not so strong as outside.

Grain and Flour—Car prices are:—Flour, Toronto freights, Manitoba patents, \$4.20 to 4.25; Manitoba strong bakers', \$3.80 to 3 90; Ontario patents, \$3.50 to 3.60; straight roller, \$2 85 to 3.10; extra, \$2.65 to 2.70; low grades per bag, \$1.09 to 1.25 Bran—\$11.50 to 12.00. Shorts—\$13. Wheat—(west and north points)—White, 62 to 63c; spring, 61 to 62c; red winter, 62 to 63c; goose, 60 to 61c; spring Midland, 62 to 63c; No 1 hard, North Bay, 85 to 86c; No 2 hard, 83 to 84c;

No 3 hard, 76 to 77c; No 1 frosted, 65 to 66c; pass (outside) 57½ to 58c. Barley (outside) —No 1, 41 to 42c; No 2, 37 to 37½; No 3 extra, 34 to 35c; No 3. 3) to 32c; Rye (outside) 55 to 56c. Buckwheat (outside) 50c. Oats, 38 to 39c

PRODUCE.

Potatoes—The local market continues easy. Late yesterday a car good sound potatoes was offered here at 65c, and one car sold during the day at 75c per bag. Dealers are a king 80 to 90c per bag for small lots out of store.

Eggs—Receipts have not been large during the week, and, as a fairly good demand has existed, prices have kept pretty steady. To-day commission men were asking 11½ to 12; for case lots strictly fresh stock, and 1 paying about 11c for round lots.

Produce—Quotations are: Beans per bush.—Out of store, \$1.25 to \$1.40. Dressed meats, per lb.—Beef, feres, 4 to 4½c; hinds, 8 to 9½c; veal, 7½ to 9c mutton, 6c to 7½; lamb, 11 to 12c. Hay—Timothy, on track, \$10.25 to \$10.50. Straw, \$5.50 to \$6.00. Hides—Cure 1, 5½ to 5½c; green, No. 1, cows, 4½c. Skins—Shoepskins—\$1 to 1.35; calf, 5 to 8c. Hops—Canadian, 1892 crop, 15 to 19c; yearlings, 12 to 14c. Honey—Extracted, 8 to 9½c; sections, 13 to 14c. Poultry—chickens, per pair, 60 to 75c; geese, per lb., 8c; ducks, per pair, 60 to 70c; turkeys, 8 to 9½c per lb.

Butter—The local market has been firm all week owing to the light arrivals. To-day store packed tubs were offered principally, the bulk of them selling at 13½ to 14c. The weather was almost too hot to handle rolls, but anything which came in sold readily at about 14c for choice grades. Good dairy tub butter was scarce and wanted at 15c.

Cheese—The market is firmer; local commission men have purchased a good deal of new cheese lately at 9c outside, or equal to 9½ here. They are asking 10c generally. There is still some autumn cheese on the market, but it sells slowly at 10½ to 11c.

Provisions—Quotations are:—Mess pork Canadian, \$21.50 to \$22.00; short cut, \$22.00 to \$22 50; bacon, long clear, per pound, 10½ to 11c; lard, Canadian tierces, 12½ to 13c; tubs and pails, 13 to 13½c; in tins, from 4 to 5 lbs, 13½ to 14c; compound l, do, 10 to 11½c. Smoked meats—Hams, per lb, 13 to 13½c; bellies, 15½ to 14c; rolls, per lb, 10 to 10½c; backs, per lb, 12½ to 13c.

Cattle—About 25 or 30 loads of shipping cattle, including yesterday's offerings, were placed on the market this morning, and nearly everything sold early. Prices were steady at 4½ to 5½c per pound. A few lots of rough exporters sold at 4½c, and one or two small lots of fancy cattle brought 5½c per pound. Shippers were complaining that not enough cattle were offered to fill the demand, but drovers were of the opinion that the supply was quite large enough to fill the demand and at the same time keep trade on a good basis.

Butchers' Cattle—The enquiry was fair and as the supply was not large we had a very good market. Common to good animals sold at 3c to 3½c; choice, 3½ to 3¾c per pound an fancy at 4 to 4½c. Most of the cattle offered were reported sold early in the day and the market closed steady.

Milk Cows and Springers—The supply was light and demand slow. Prices were quoted at \$30 to \$45 per head.

Sheep and Lambs—Sheep were dull and easy, although the supply was not large. The offerings to day were mostly clipped, which sold at \$3 50 to \$5 per head. Spring lambs were in good demand and firm at \$3.50 to \$4 75 per head. One lot of 41 good animals sold at \$162 per head.

Hogs—Market moderate; choice hogs sold at \$6 50 to \$6 60, weighed off car, and rough and light fat animals sold \$6.25. There was a fair supply in, and although the feeling was decidedly easier, everything sold before the close.—Empire, June 24.

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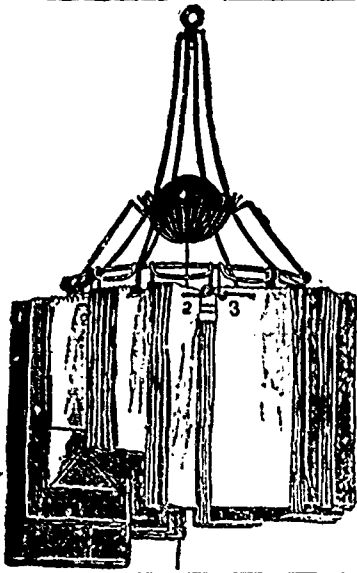
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Florida Orange Culture.

Orange culture presents a fascination that has become irresistible to many northerners, says *Commercial Enquirer*. As a climate for invalids to recuperate in Florida has not proven a brilliant success, the dry atmosphere of the far southwest having been found far better. But the class of men who make their home in Florida six months of the year are lusty, enterprising business men, in possession of all their powers, who go there every fall to gather the golden fruit from the trees to supply this and other markets. C. E. Walsh, who is this year sojourning in the land of fruit and alligators, writes in detail of the orange picking and packing industry as well as about the thrifty young men who go from cities and farms of the north to look after their small or large possessions in Florida. Some own only a few acres of orange trees, while others proudly count their orange trees by the thousands. Every one has the hope of some day possessing large groves that will return a handsome income for the rest of his life. The returns from some of the groves barely pay expenses for the winter trip, but there is good prospect of a steady increase in the income as the years roll by. Meanwhile, they are content to work on their northern farms in summer, or in the city stores, for a fair living, while they entertain dreams of future wealth, and enjoy the novelty of living north in the summer and south in the winter.

The annual southern bound company increases in numbers each year, and its ranks are recruited every season by young members who are willing to get a foothold in Florida by working a season or two at sorting and picking oranges for their more favorable brothers until they can start their own grove. Land is to be had on the installment plan, and while they make a living at packing and sorting oranges, they clear and plant the land that they are gradually paying for. When the few acres begin to bear fruit then they become their own masters, and their southern trip becomes one of great pleasure and joy.

Probably more than half the good orange groves in Florida are owned by northern people. A few capitalists have invested largely in the fruit business, but the vast majority of the groves are owned by small holders, averaging from two or three acres up to fifty. Consequently very few of the orange growers are wealthy men. They belong to the middle well-to-do class, whose work and energy have been rewarded by a fair permanent income from their fruit orchards. Three quarters of their owners live north from May until November, and sojourn in the south during the winter months. Southern owners and "Crackers" have been "land poor" from time immemorial, and they are willing to dispose of their property to northerners for a consideration. Every year some of the best orange groves pass from their

hands to enterprising northern farmers or progressive city business men who are bent upon making money in fruit growing, and of having a good chance of changing their place of residence twice a year.

Their life in the orange belt in winter is somewhat enviable, and very few of them who have once entered that sort of existence care to leave it. The work of picking and packing the oranges is not unpleasant, and is a most agreeable change from the hard farm work in their new England fields. The mere novelty of the work lends enchantment to it. Then when the oranges are picked, and the returns have come in from the northern commission merchants, the young growers make a tour of the state. They visit the sub-tropical exposition, linger round St. Augustine for a few weeks to see the life and gaiety of the hotels, run down to Cuba for a few days' lark, and spend pleasant days in hunting near the Everglades, or in fishing along the coast. On the whole they make a vacation that compensates largely for their hard, toilsome life on their New England farm.

Accustomed to northern ways, these orange growers study the fruit situation to better advantage than their southern competitors. They visit the northern markets and get the views of commission merchants, and they are pretty sure to be present to take a hand in a law-suit if any "snide" fruit dealer attempts to swindle them out of their fair earnings. The southerner may occasionally fall into the clutches of scheming commission merchants, but it is very rare that one of these young migrating fruit growers is caught napping. Their annual visit north enables them to study that end of the business as well as the other end. They have probably done more toward improving the business by adopting better sorting methods and superior picking ideas than any other class of men. Under their management the oranges are subjected to a rigid sorting and careful packing. They are divided up into lots according to their size, quality and color, and each box is carefully labeled and marked. The result is that Florida oranges are rarely different from the marks indicated on the outside of the box.

When a grove is to be picked, the small packing box is thrown open to the air, and the packers and pickers are in their places as soon as the heavy dew is off the fruit. The pickers are provided with small canvas bags, which they sling over their shoulders, a pair of sharp shears and a light ladder. Every orange is clipped from the tree so that a good stem is left attached to the fruit, and these are dropped carefully into the canvas bag. The light ladders do not injure the trees, and very few branches are broken in the operation. When the bag is full the picker carries them to the packing house and dumps them carefully on

the main heap, the russets in one pile and the brights in another.

A long wooden trough is made for the purpose of sorting the fruit. At intervals of every foot a hole is made in the bottom of this trough just large enough to permit an orange of a certain size to fall through and drop into its box. The smallest size begins first, and all the small oranges are caught as they try to pass the hole. It takes on an average 22 of these oranges to fill a box, and, though the box is labeled with this number, no one ever stops to count the actual number of golden fruit that compose it. As the oranges roll down the trough the next hole is reached, and every one that will drop through the aperture goes to make up the box that is marked "200 brights" or "200 russets." The next hole is larger still, and allows 191 to the box, and the others respectively 175, 150, 120 and 90. The latter are very large, fancy fruits, and several trees will generally yield only two such boxes.

The owner of the grove is supposed to keep himself well posted as to the condition of the market, and to know when to rush the fruit through in car lots. If the grove is a large one, the owner generally finds that all his time is occupied in superintending the work of picking, packing and shipping. The pickers need watching to see that only fruit clipped direct from the trees is brought to the horse, and the sorters and packers need overseeing to keep them from getting brights and russets mixed, or bad oranges in the box. The smaller fruit grower cannot afford to hire so much work done, and he has to go in, hand and glove, and help at everything. He has fewer men to work for him, and his sphere of superintendence is consequently limited. Sometimes several northern fellows will own a grove on shares, and they will do the work well for mutual benefit, and they do not need to call in the services of professional fruit gatherers.

In this way between four and six million boxes of oranges are picked, packed and shipped in the state of Florida. They come in just before the holidays, and the flow keeps up with more or less regularity until March. By that time the new fruit blossoms are scenting the air with their fragrance, and the old fruit is getting over-ripe and dropping from the trees.

Muirhead, traveller for Carscaden, Peck & Co., Winnipeg, who had his headquarters at Calgary, has absconded. He is short in his accounts with the firm about \$500. Suspicions were aroused some time ago that all was not right, and Muirhead having evidently detected that he was under surveillance, departed hastily. His fall is attributed to that insidious vice gambling, which has ruined thousands and thousands of clever business men, and which more than any other evil is the cause of bringing many business men to degradation.

R. B. HUTCHISON,
 (Late of Mills & Hutchison, Montreal.)

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BINDER TWINE

FOR 1893.

Prices and Samples can now be obtained from our Manitoba and N.W. Agents,

MERRICK, ANDERSON & CO., Winnipeg.

QUOTATIONS MUCH LOWER THAN EVER BEFORE.

HENRY SMITH,

53 Bay St., Toronto.

—WHOLESALE DEALER IN—

Fancy Goods and Woodenware

Importer of all the latest European and American Novelties.

Represented by R. G. MOGGRIDGE who is now showing a full line of

DRUGGIST, TOBACCONIST,

and STATIONERS' SUNDRIES,

PLUSH, LEATHER AND OAK DRESSING CASES AND BOXES,

PURSES, SILVERWARE

Electroplate and Cutlery,

CHINA GOODS,

Cups and Saucers, Toys, Games, Dolls, Sleighs and a full line of New Goods.

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Wines, Liquors and Cigars

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Office and Warehouse, 178, 180 King Street, WINNIPEG, - MAN.

Milk Granules

is the solids of pure Cow's Milk so treated that when dissolved in the requisite quantity of water it yields a product that is

The perfect equivalent of
MOTHER'S MILK.

SAMUEL HOOPER, DEALER IN MONUMENTS, HEAD Stones, Mantle Pieces, Grates, Etc. Special designs furnished on application. Corner Bannatyne and Albert Streets, Winnipeg.

Andrew Allan, President. John McKechnie, Supt.
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MILL ROLLS GROUND & CORRUGATED.
Architectural Iron Work.

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GENERAL BLACKSMITHING.

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STAMINAL

is a valuable food and tonic for the warm weather.

It Supplies

the vital principles of Beef and Wheat with Hypophosphites.

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MANUFACTURERS OF

Lumber, Shingles and Lath,

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To Chicago and the World's Fair.

"The Northwestern Line" now offers the following improved train service from Minneapolis and St. Paul.

"The Badger State Express" leaves Minneapolis every morning 7.20, St. Paul, 8 o'clock, and arrives Chicago 9.35 p. m. This train is equipped with modern day coaches and luxurious parlor cars. By this train the traveler is enabled to see the beautiful scenery of Wisconsin with its hills, rivers and lakes, giving most delightful daylight ride through a most picturesque and interesting region.

"The World's Fair Express" leaves Minneapolis every evening, except Sunday, 5.45, St. Paul, 6.20 7 o'clock, and arrives Chicago, 7.45 next morning. This train is equipped with vestibuled, Gas-Lighted Buffet Sleepers and Free Chair Cars; a direct use of the early arrival in Chicago is best train for World's Fair.

"The Northwestern Limited" leaves Minneapolis every night in the year, 7.30, St. Paul, 8.10 o'clock, and arrives Chicago 9.30 next morning. This is the only train west of Chicago equipped with Pullman and Wagner Private Compartment Sleeping Cars and Buffet Smoking Library Coaches, and is only train of its kind in America on which extra fare is not charged.

World's Fair Excursion Tickets now on sale, via "The Northwestern Line."

T. W. TEASDALE,
General Passenger Agent, St. Paul.

UNITED STATES

Government Land

Farming Lands Any person who is the head of a family, or a single person 21 years old, a citizen, may take up 160 acres of land and acquire title by living on it and cultivating it for five years, or he may perfect title after fourteen month's settlement, residence and cultivation by paying \$1 25 per acre, or \$2.50 per acre when the land is within the limits of a railroad grant. There are land office fees of about \$20.

Timber Lands Land covered with valuable timber, and unfit for cultivation, can be purchased by any citizen or association to the extent of 160 acres at a cost of \$2 50 per acre.

Stone Lands Can be taken upon the same terms as timber lands. Granite, sandstone, limestone, etc., at many points along the Great Northern.

Coal Lands Any person can acquire title to 160 acres by paying \$20 per acre if within 15 miles of a railway or \$10 per acre if beyond that limit. An association or company of persons can secure 320 acres under same terms.

Mineral Lands Mining claims upon veins or lodes of precious metals can be taken up along the veins to the length of 1,500 feet and 300 feet each side of the middle of the vein.

Desert Lands There are localities where the rainfall is not sufficient to insure regular crops. Where such land can be irrigated it can be entered by citizens and residents of the state or territory in which the land is situated, in tracts of from 40 to 320 acres, at \$1.25 per acre, by expending at least \$3 per acre—\$1 per acre during each year for three years—and by making proof, after four years, of the reclamation and cultivation of the land.

Free Land Millions of acres of farming and grazing lands are to be found along the Great Northern Railway in North Dakota, Montana, Idaho and Washington. Also thousands of acres of timber, coal and stone lands.

See Here For printed matter and other information of importance to home seekers and investors, apply to

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ALBERT MANUFACTURING CO.,

HILLSBOROUGH, NEW BRUNSWICK.

British Columbia's Eldorado.

KASLO, 5 June, 1894

The stern wheel steamer Nelson, of the Columbia and Kootenay Navigation Co., plies between Nelson, Kaslo, and Bonners Ferry, in Idaho. On her I took passage to Kaslo. It being after midnight when we passed Balfour and Ainsworth, these ports could not be seen. The latter place is the larger of the two, but is only a small village, with some of the silver mines first discovered in Kootenay within a short distance of it.

Kaslo, forty five miles north of Nelson, on the Kootenay Lake, is a regular boom town. In population and in buildings it is almost twice the size of Nelson, and the volume of business transacted here seems to be much larger than that of its older rival. Appearances are rather deceptive, and I am told that Nelson transacts a much larger wholesale and retail business than it is credited with at first sight. But the streets of Kaslo are more crowded, the stores and hotels do a larger retail business, and the citizens talk bigger than those of any other town in Kootenay.

The present population of Kaslo, I learned from reliable sources, is about 1,500. During the end of the winter and early spring it was from 2,200 to 2,500. The loss of population is due to the exodus of prospectors to the hills for the summer work.

The town site is on a sloping terrace formed by the action of Kaslo river, which comes down through a valley or "gulch" west of the town. Kaslo Bay is a beautiful little inlet north of the town, where the big rafts of logs are moored for the use of the large sawmill and planing mill operated by Mr. Buchanan. The steamboats land most of their freight there. The steep wall of a mountain coming right down to the waters of the tiny bay has been laid off in town lots, which if they are ever built upon will enable the dwellers in the upper streets to drop in to visit by way of the chimneys of their neighbors on the street below. There is enough of Kaslo already laid off to form a second Chicago, and notwithstanding the fact that the hills come down close around the town, the maps present a very comprehensive system of streets, without regard to the topography of the country immediately around the town. The real estate boom is flat now, and there are few sales of property except for building purposes. The town, only a few months old—less than a year—has grown wonderfully fast. The main street is well filled up with hotels and business places, many of them very creditable buildings. There are sixteen licensed hotels, headed by the large and pretentious Slocan, and three public boarding houses, in addition to smaller concerns. No saloons are permitted, each place that secures a license must have accommodation for a specified number of guests. There are two dry goods houses, four general stores, one hardware store, three groceries, two furniture stores, two tinshops, three tailors, five bakeries, one brewery, two newspapers (the *Examiner* and *Claim*), one private bank, one commission firm, half-a-dozen cigar shops and news depots, two druggists, two jewelers, two butchers, two blacksmith shops, one shoemaker, two boat building shops, powder factory, a telephone exchange, etc. There are several new buildings in course of erection to be occupied as hotels or stores. The real estate offices are too numerous to be counted with certainty. Law, medical, and assay offices also form part of the mercantile life of the town.

The population of the town is very largely American, although is well represented in business circles. Manitoba is represented by a branch of T. A. Garland's Portage la Prairie establishment. It has another branch at Nelson. Haslam & McKelvie of Brandon purpose opening in dry goods and gent's furnishings as soon as possible. Thos. Norquay, son of the late premier of Manitoba, is one of the real estate kings of Kaslo.

Although Kaslo is crowded with miners,

speculators, gamblers and the general float that follows a mining town, mostly American, it is an orderly town, where life and property is as safe as it is in the city of Winnipeg. They are an enterprising people the Kasloites, and if push will bring and keep their city in a leading position in Kootenay then it is bound to take it.

At present business is dull because the winter roads and trails are broken up, and the summer ones are scarcely in fit condition for travel yet. I would not recommend anyone to go to this district looking for work, there are plenty there already. Experienced prospectors do well and later on miners will be in big demand. About 500 miners have gone out over the hills into the Slocan district and into the Lardo district. Those who are waiting for better trails are camped around in tents and shanties, forming a very large but not pretentious addition to the town. When Mr. Van Horn's party was here they spent a few hours in the town, and visited Lardo, a village at the north end of Kootenay Lake, eighteen miles from Kaslo.

The price of staple articles in dry goods and groceries is not as high here as one would suppose, about 25 to 40 per cent higher than in Winnipeg. The people dress well, and in addition to the stock of mining clothing—the most important of all—each store keeps a fine line of gents clothing and furnishings, while they also carry an excellent stock of ladies wear and dress goods, for, in addition to the number of respectable ladies, which is becoming larger every day there is a large trade in the finest of goods, to be done with that element which follows mining camps; more of a select class here than is usual on the opposite side of the boundary in similar places.

The more respectable of the stores close on Sunday, most of them, I am sorry to say, only because their clerks "kicked" vigorously at working seven days in the week. Some of the others take a half holiday on that day. The least useful of the shops, the cigar stores, etc., nearly always keep open the whole day. The hotels make a show of observing the law. Drunkenness is rather uncommon on the streets, because Kaslo has a veteran chief of police and a couple of good policemen, who keep the fear of Canadian law before the eyes of the disorderly element. Perhaps no better compliment could be paid to our Canadian laws than the information frequently conveyed by one disputant to his antagonist—"If I had you over the line I would put a bullet through you!"

A telephone line runs along the west side of Kootenay Lake from Nelson to Balfour, Ainsworth and on to Kaslo. For the trifling sum of fifty cents you can send a message from either end, and for an additional twenty five cents you can have it delivered to any house at its destination.

I saw notices calling for tenders for the clearing of the right of way and furnishing of the ties for the first section of five miles on the Kaslo-Slocan railway, designed to connect Kaslo with Slocan mining district, from twenty-five miles and more westward of the town. People here do not have much confidence in the railway charter holders, I fear, and they are clamoring for the completion of the wagon road through the same district. Last winter the citizens contributed in the most liberal manner thousands of dollars toward the construction of this road, and over it as a winter road they received tens of thousands of dollars worth of ore, whose sale put plenty of money into circulation, so that last winter was a boom time at the ambitious port of Kootenay Lake. This ore brought down from the mines to Kaslo at a cost of \$40 per ton, was shipped on via Bonner's Ferry to the American smelters, and the money realized for its sale was spent in and around Kaslo. Just let me instance. The owners of the Washington mine paid over to Mr. Humphrey, the great transportation man here, \$21,000 for hauling their ore from mine to town, a distance of about 25 miles. Mr. Humphreys took out large

quantities of ore for other mines, but owing to the fact that he had to open many of the trails, and his expenses were so high, he really made no profit for his winter's work. Some of the ore is brought down on sleighs, some is packed on the backs of horses and mules, and some of it is brought down in rawhide sacks, that is sacks made of the fresh hide of cattle and dragged along the ground half side down. They last well, and a horse can often draw a ton of ore in one of these, they slip over the snow so easily.

A word about the ore. It is the richest silver ore district ever discovered, and can simply discount the famous Coeur d'Alene mines. If silver was not in such a depreciated condition, there would be one of the biggest stampedes to this country ever seen. The mineral belt passes right through West Kootenay, and it carries gold, silver, copper, nickel, lead, iron and other metals, principally in ores. I have only seen one particle of native silver in the district, a poor one at that. But these great lodes of galena (lead ore in cubic form, fine or coarse) carry silver in some cases of fabulous richness, for masses of ore that will assay from \$1,000 to 3,000 per ton must be considered rich indeed. In speaking of assays the silver is reckoned in ounces and the lead in per cent.

You want facts concerning the mines in the Kootenay country, and I will give them as close as possible. I spent seven years in a silver mining country, and am not a tenderfoot in experience. I saw so many specimens from so many districts, and of such great richness, that I am constrained to say that Kootenay is wonderfully rich, and when the mines are opened up by railway connection there will be an immense production of silver and lead, and of what I am better pleased to see than either of them, the royal old metal—gold.

But there are great difficulties in the way of prospecting, developing and mining in this country, although its wonderful lake system has removed much of the difficulty. I do not merely want to boom the district. The Americans usually know a good thing when they see it, and that is why ten to every one of the mines are owned by our cousins who have come into the country in crowds within the last year to invest, develop and resell to English companies at a big profit. My next letter will contain Slocan Lake experiences.

HENRY J. WOODSIDE.

Change Your Advertisement.

Advertising space costs a good deal of money, and no advertiser can afford to waste it or allow it to lose any of its value by neglecting to furnish fresh copy frequently. An advertisement that runs along month after month without change does not pay the advertiser. It loses its effect and is worth practically nothing after the first half dozen insertions. This is the reason that many people do not find their advertising paying them. An editor who never changed the news or editorial in his paper would not expect his paper to pay him, and an advertiser who never changes his advertisement, but expects the public to read and be interested in the same stereotyped card, day after day and week after week, need not expect returns from the space he uses.

Advertising is an art, a business in itself, and the average business man will find that he has not time himself to attend to the writing and taking charge of that branch and giving it the attention it deserves. He pays large sums for space in newspapers and other publications, and he cannot afford to neglect for the small additional sum that it would cost to employ someone who makes a business of writing advertisements, to take charge of it for him. The most successful advertisers in the country to-day are the ones who devote the same amount of attention to the advertising department that they do to any other department necessitating a like expenditure of money.

NORTHERN PACIFIC R.R.

TIME CARD.

Taking effect on Sunday, Nov. 20, 1892.
Central or 90th Meridian Time.)

North Bound		STATIONS.	South Bound	
Brandon Ex. Tues. Th. & Sat.	St. Paul Express Daily.		St. Paul Express Daily.	Brandon Ex. Mon., Wed & Fri.
2.55p	4.10p	0	11.45a	1.00p
2.45p	4.00p	0	11.54a	1.10p
2.30p	3.45p	30	12.09p	1.24p
2.17p	3.31p	15	12.23p	1.37p
1.60p	3.13p	30	12.41p	1.55p
1.50p	3.04p	45	12.49p	2.02p
1.39p	2.61p	30	1.01p	2.13p
1.20p	2.33p	40	1.20p	2.38p
	2.18p	46	1.35p	
	1.67p	50	1.57p	
	1.25p	60	2.18p	
	1.15p	63	2.25p	
	0.35a	103	6.00p	
	5.35a	223	9.55p	
	8.35p	470	6.30a	
	8.00p	481	7.00a	
	9.00a	583	9.35a	

MORRIS-BRANDON BRANCH.

East Bound.		STATIONS.	West Bound.	
Freight Mon., Wed. & Fri.	Passenger Tues. & Sat.		Passenger Mon., Wed. & Fri.	Freight Tues. & Sat.
11.40a	2.55p	0	1.00p	3.00a
7.30p	1.15p	0	2.30p	7.30a
6.40p	12.53p	10	3.03p	8.15a
5.46p	12.27p	21	3.31p	9.05a
5.24p	12.15p	35	3.43p	9.25a
4.46p	11.57a	33	4.02p	9.58a
4.10p	11.43a	38	4.15p	10.25a
3.23p	11.26a	40	4.33p	11.15a
2.58p	11.08a	54	4.60p	11.48a
2.18p	10.49a	62	5.10p	12.23p
1.43p	10.33a	68	5.24p	1.00p
1.17p	10.19a	74	5.39p	1.30p
12.54p	10.07a	74	5.60p	1.55p
12.22p	9.10a	80	6.06p	2.23p
11.51a	9.35a	92	6.21p	3.00p
11.01a	9.12a	102	6.45p	3.50p
10.26a	8.55a	109	7.21p	4.20p
9.49a	8.40a	117	7.35p	4.50p
9.35a	8.30a	120	7.47p	5.16p
8.48a	8.06a	129	8.14p	6.00p
8.10a	7.45a	137	8.35p	6.43p
7.30a	7.30a	145	8.55p	7.30p

West bound passenger trains stop at Belmont for meals.

PORTAGE LA PRAIRIE BRANCH.

Taking effect Tuesday, Dec. 20, 1892.

East Bound		STATIONS.	West Bound	
Mix. No. 144 Mon. Wed. Fri.	Pass. No. 118 Tues. & Sat.		Pass. No. 117, Sat.	Mix. No. 141 Mon. Wed. Fri.
12.15p	12.10p	0	4.15p	3.40p
11.60a	11.62a	3.0	4.25p	4.00p
11.18a	11.33a	11.5	4.45p	4.26p
11.07a	11.23a	14.7	4.50p	4.35p
10.36a	11.12a	21.0	5.07p	5.00p
10.05a	10.54a	28.8	5.25p	5.27p
9.55a	10.49	31.2	5.31p	5.35p
9.38a	10.40a	35.2	5.40p	5.40p
9.11a	10.23a	42.1	5.50p	6.13p
8.25a	9.55a	55.5	6.25p	7.03p

Passengers will be carried on all regular freight trains.
Pullman Palace Sleeping and Dining Cars on St. Paul and Minneapolis Express daily.

Connection at Winnipeg Junction with trains for all points in Montana, Washington, British Columbia, Oregon and California. Close connections at Chicago Eastern line.

For further particulars apply to

CHAS. S. FEE, H. SWINFORD

G. P. & T. A., St. Paul. General Agt., Winnipeg.

H. J. BELCH, Ticket Agent, 463 Main St., Winnipeg.

CANADIAN PACIFIC RY.

Quickest route to the

WORLD'S FAIR.

Direct and Cheapest route to Toronto, Montreal, New York and all Eastern Cities.

— ALSO TO —

Kootenay Mining Country, Spokane Falls and the

PACIFIC COAST.

C.P.R. LAKE ROUTE.

Sailing from Fort William.

S. S. MANITOBA, every Tuesday.

S. S. ATHABASCA, every Friday.

S. S. ALBERTA, every Sunday.

Connecting trains leave Winnipeg Monday, Thursday and Saturday.

EXCURSION TICKETS TO BANFF

— TO —

EUROPE

From Montreal every Wednesday and Saturday; from New York every Wednesday, Thursday and Saturday.

AUSTRALIA

From Vancouver to Honolulu and Sydney.

S. S. Miowera..... June 14

S. S. Warrimoo..... July 14

and every month thereafter.

China and Japan

From Vancouver to Yokohama and Hong Kong

Empress Japan..... June 26

Empress China..... July 17

Empress India..... Aug 7

And every three weeks thereafter.

For full information apply to Wm. McLeod, City Passenger Agent, 471 Main street; J. S. Carter, Depot Ticket Agent, or to

ROBERT KERR, General Passenger Agent.

SPONGES!

A full assortment of Cased, Baled, Carded, etc.

LYMAN, KNOX and CO., Wholesale Druggists, MONTREAL AND TORONTO.

Alberta Ry. & Coal Co. and Great Falls & Canada Ry. Co.

CONDENSED JOINT TIME TABLE

R'd Up.		In Effect September 1st, 1892.		R'd Dow	
Going South.		STATION.		Going North.	
DAILY	No. 5		No. 6		
	9 30a	Ar	Great Falls.....	Do	11 00
	8 50	Ar	Vaughan.....	Do	11 40
	8 15	Ar	Steel.....	Do	12 20
	6 50	Ar	Collins.....	Do	00
	5 20	Do	*Pondera.....	Do	3 40
	5 00	Ar	Conrad.....	Do	5 00
	3 40	Do	*Shelby Junct.....	Ar	6 00
	2 20	Ar	Rocky Springs.....	Do	7 30
	1 40	Ar	Kevin.....	Do	8 10
	12 60	Do	Sweet Grass.....	Ar	9 00
	00p	Do	(Intern'l bound.)		
Mon., Wed. and Friday.	30	Ar	*Coutts.....	Do	9 50
	10 40	Ar	Milk River.....	Do	10 40
	9 50	Ar	Brunton.....	Do	11 25
	8 20	Ar	Sterling.....	Do	12 55p
	7 00a	Do	Lethbridge.....	Ar	2 10
Going West.		STATION.		Going East.	
DAILY	No. 2		No. 3		No. 1
	7 50p	Do	Dunmore.....	Ar	8 55a
	10 30p	Do	*Grassy Lake.....	Ar	12 45p
2 00a	Ar	Lethbridge.....	Do	4 45p	

Meals. Through trains leave Great Falls, Sunday, Tuesday and Thursday, at 11 p.m. Through trains leave Lethbridge, Monday, Wednesday and Friday, at 7 a.m.

CONNECTIONS.

Canadian Pacific Railway. — Trains leave Dunmore Junction: For Atlantic coast at 10 25 a.m. For Pacific coast at 6 02 p.m.
Great Northern Railway. — Trains leave Shelby Junction: For Kallispell, Bonner's Ferry, Spokane, etc., at 10 45 a.m. For St. Paul at 2 32 p.m.
Great Northern Railway. — Trains leave Great Falls: For Helena and Butte at 10 42 a.m. For St. Paul at 1 45 p.m.
MacLeod and Pincher Creek. — Stage leaves Lethbridge every Tuesday, Thursday and Saturday, at 3 a.m.
Choteau Stage for Choteau, Bellotier, Bynum, etc. connects with trains No. 5 and 6.
N.B. — Passengers to and from Kallispell, Bonner's Ferry Spokane, etc., will note that close daily connections are made with Great Northern Railway at Shelby Junction.

E. T. OULT, W. D. BARCLAY, H. MARTIN, Gen. Manager. Gen. Super. Gen. Traffic Agent.

ALL ABOUT WORLD'S FAIR.

"The North-Western Line" has just prepared a splendidly illustrated World's Fair Guide, replete with information about "The White City"

This book will tell you a great deal about the Fair in Chicago, and what to see and how to see it when you visit it. It will be mailed to any address on receipt of two cents in postage.

T. W. TEASDALE, Gen'l Passenger Agent, St. PAUL, MINN.