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Ask Your Wholesale Grocer

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500 Sacks new crop polished Japan Rice—
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New Season CHINA TEAS, Excep-
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WINNIPEG, OCTOBER 31, 1892.

Wheat Prices.

While stocks of wheat and flour in this country are 31,000,000 bu more than a year ago, they are 20,000,000 bu less than last year in Europe and afloat. The United Kingdom, our best customer had Oct. 1 this year 27,000,000 bu, against 14,000,000 bu last year in store. It is that surplus with our large surplus now in store that makes holders of wheat so tired this season. Beyond it all, however, is the smaller stocks in other countries. France had but little more than half as much in store this season as last, Belgium, Germany and Holland less than half and Russia no more than half as much this year. The United Kingdom has raised 56,000,000 this year against 74,000,000 last, and will have to import 160,000,000 bu to supply the needs against 144,000,000 bu last year. It appears then that the supplies of both home grown and foreign in that country are 7,000,000 bu less than last year. Although the amount in sight presses the market down the shortage in the invisible will have its effect later in greater demand. This country with 100,000,000 bu smaller crop than last year, has brought more into the visible than last year at the cost of the invisible.

As more cannot be taken from less without leaving less, so the heavy draughts upon our smaller supplies will show in the smaller surplus towards the end of the season. Speculators may not base present action upon what is certain to be at last, but as time passes, final results promise to be more and more anticipated by them, naturally enhancing value to say nothing of the probabilities of crop accidents in the meantime. The nearest to a parallel, with the present season, was in 1886, when the visible supply in this country in Oct. was practically the same as it is now and the price of wheat was 3c lower than it is now. That crop sold up 15c a bu higher in May than it was in October, and 6c higher in June than

in May. There was a rise from this time in Oct. that year, to the highest point during June of 21c a bu. That rise was in the face of a new crop of nearly the average size in this country, and a new crop of the world that brought the market, in Sept. following down to 69c again. The parallel may not be maintained this year, but if it is not it will be the first failure of similar condition to bring a good advance for May wheat above Oct. prices.—*Minneapolis Market Record.*

Clothing for Next Spring and Summer.

What will be the correct styles, patterns and colors in clothing for next spring and summer?

This may seem a little previous, and our anticipations may seem more or less as given at haphazard, but our opinion in this matter holds good only as regards the best class of ready-made clothing. The cheaper class of trade is not so easily or so quickly influenced by the vagaries of fashion, and with this trade novelties get only a moiety of attention.

In the better class clothing trade for the spring and summer of 1893 large overplaids may again be the prevailing styles. At the present time the London tailoring and clothing trades are selling such patterns in the subdued tones suitable for this season. Plaids are fashionable now. Ergo, their uses will continue. In themselves these large plaids are not new; their use is. When anything pronounced in style, pattern or color catches the popular fancy during a season, it is safe to predict an extension of its favor to a succeeding season. It is a natural consequence.

As to colors, the blue greys, green greys and silver greys will continue, and will be used as the general tone of the patterns which may be adopted. Of course those pin-head checks will be a necessity with the trade, as their patrons are over many and faithful.

In trouser patterns the tendency is also to larger effects in stripes. To-day the neat effects rule, yet the opinion of men whose business it is to anticipate is that larger stripes will be most favored during the next spring and summer. This seems strange when we consider the decided tendency toward narrower trousers, which, with the highly fashionable, it is said, will reach an extreme.—*Ex.*

Tannin in Tea.

"Some samples which have been forwarded to us," says the *British Medical Journal*, "of the results of analyses for tannin and theine in tea indicate considerable variation in the amount of tannin, according to the quality of the tea, and the state of growth at which it is picked. In some blends of China teas the percentage of tannin extracted by infusion for 30 minutes was 7.44; theine, 3.11; and a similar result was given in the examination of the finest Moning; while, on the other hand, with fine Assam tea a percentage of 17.73 of tannin by weight was extracted after infusion for 15 minutes, and two blends of Assam and Ceylon tea gave, respectively, 8.91 and 10.26 of tannin. On the whole, it is probable that the Indian teas are much more heavily loaded with tannin than the China or Japan teas. Moreover, the common method of prolonged infusion in boiling water is well calculated to extract all the tannin, while it dissipates the flavor of the tea. To be drunk reasonably, tea should not be infused for more than a minute, and with water of which the temperature does not exceed 170 degrees F. It should be taken without sugar or milk, which would drown the flavor of the delicate and aromatic infusion thus obtained. This at least is how tea is drunk both in China and Japan, whence we have borrowed the use of it. With our European method of prolonged infusion in boiling water we destroy all the best flavor of the tea, and we extract such heavy proportions of tannin as to cultivate indigestion as the result of tea drinking. Indigestion is unknown among tea drinkers of the east, and it is in all probability only the result of our defective use of the leaf."

Hardware Presents.

There are a large number of goods carried in a stock of hardware which are suitable for presents, and with a few additions and a little advertising the merchant can make this a yearly feature in his business, with profit to himself and an increased number of customers in his regular trade. As a usual thing persons are desirous of having suggestions made them as to what they shall give for presents, and it often requires only an intimation that the merchant has in stock such articles which are useful as well as ornamental, to catch a portion of his trade. Set apart a portion of the store near the front door, and than arrange in an attractive display a sample bicycle, wringer, washing machine, range; also a small showcase of table and pocket cutlery, carvers, flat ware, razors and other goods of this class that may be in stock. Additions to these may be made of tool chests, carving tools, skates, air guns, cases of nut picks and cracks, toy blanks, fancy thermometers, express wagons, etc. The assortment and number of special goods may be enlarged from year to year as an increased demand requires. The principle to go upon is that the same goods which are carried regularly in stock, when grouped together and labelled with an attractive card design, acquire a new significance in the eyes of customers.—*Iron Age.*

Fire Loss Exceeds Imports.

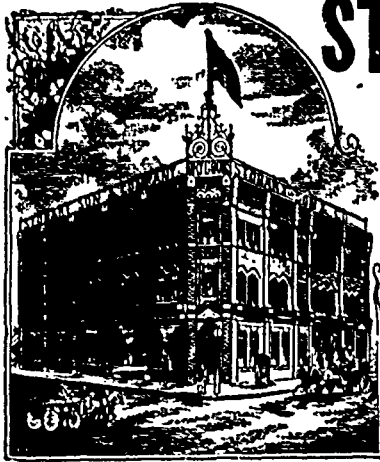
The fact is pointed out by high authority in the insurance world that the fire loss in the United States in the last sixteen years has exceeded the value of the imported merchandise received in New York in the year ended June 30, 1891, as well as that of the wheat crop for that year, and the estimated farm value of the cotton crop for the same year.

These values reached the total of \$1,418,122,456, but the fire loss in the sixteen years amounted to \$1,618,322,306, or over \$200,000,000 in excess of the values of imports and the crops of wheat and cotton. In 1891 the loss by fire in this country was \$13,764,967 against \$109,000,000 in 1890. The greater loss was not so much the result of a greater number of fires as an increased loss from each fire.

Many good risks, which any company would regard as perfectly safe, were included in the general holocaust, and insurance companies have suffered severely. It is not surprising, therefore, that small companies have retired from the field and reinsured their risks in other companies. The remedy proposed for such enormous waste of capital and property by fire is some such protective measures as have already been adopted and legal compulsory improved methods of construction.—*Minneapolis Commercial Bulletin.*

At the meeting of the Trade and Labor council at Toronto, it was decided not to enter a protest against the manufacture of binder twine at the central prison, the members being of opinion that it was not worth while, as it would not materially interfere with honest labor. They were of the opinion, however, that at least part of the money earned by the prisoner in making this twine should be devoted to the use of his family.

The Ontario Government sold at auction at Ottawa on October 14, 637 square miles of timber limits in Nipissing, Algoma and Thunder Bay districts, principally pine, which realized the sum of \$2,308,475. The largest limit was bought by G. W. Peck, of Alpena, Mich., who purchased 357 square miles at the rate of \$10,600 per mile. The limits which were sold in small blocks of ten or twelve square miles brought enormous prices. Gilmour & Co. paid as high as \$17,500 per mile and for others \$12,300. For fifty miles the firm paid on an average of \$13,000 per mile. The lowest figures were \$2,500 a mile. Hitherto \$1,000 per mile was thought a high figure.



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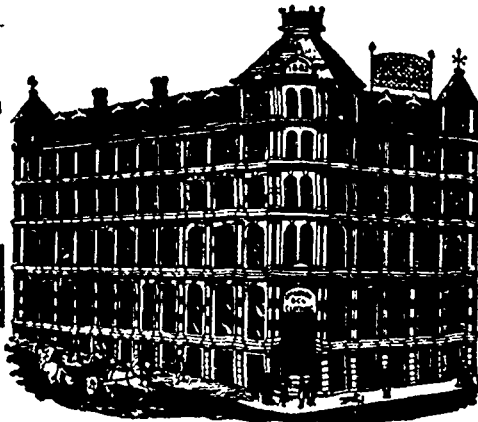
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(In 18 lb. Butts)

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If your wholesale man cannot supply these goods send for quotations **Direct to the Factory**
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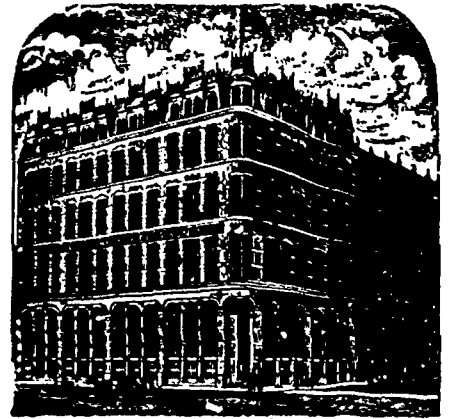
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The Commercial

WINNIPEG, OCTOBER 31, 1892.

TARIFF WARFARE.

The *English Review of Reviews* has been discussing the tariff question from the standpoint of forcing trade by means of tariffs. It takes the view more than once expressed in THE COMMERCIAL, that tariff hostility is simply a system of warfare. Instead of forcing their trade upon other countries by arms, nations, particularly the United States, have undertaken to do this by a tariff system. It is necessary to meet force of arms with like weapons, and under particular circumstances, it may be necessary to meet hostile tariffs with hostile tariff. The *Review of Reviews* takes the very sensible ground that war is not engaged in in a faint-hearted way. When nations engage in war, they do so with the utmost vigor, and strain every nerve to batter down the forces thrown against them. Therefore the *Review* deprecates Lord Salisbury's exceedingly moderate proposals regarding a light duty upon certain articles. If Britain is to undertake to combat hostile tariffs thrown up against her trade, she must do with vigor right from the start. She must strike with that same force which she would do, were she compelled to take up arms against any great power. That is common sense reasoning. There is no use in engaging in warfare unless it be with the intention of straining every energy to win. The most careful thought should be given to the matter, before entering into a tariff war, but once resolved upon, it must be carried out with vigor from the beginning. Following are the words of the *Review of Reviews* upon the question.

"There is no doubt much force in the argument that you cannot fight hostile tariffs unless you have weapons in the shape of import duties to put on or to take off, but is child's play to propose retaliation on principles of limited liability. War is not made, whether a war of tariffs or a war of campaigns, on limited liability principles. If Lord Salisbury really meant retaliation he would not limit his retort to the McKinley tariff to a trumpery duty on a few manufactures of luxury. He would, if he meant business, propose an import duty on United States corn (breadstuffs, etc.) and on United States cotton."

This reasoning is sound, regardless of the principle. There is no use in mincing matters in tariff warfare. THE COMMERCIAL has expressed the opinion long ago that Great Britain has power in her own hands to bring the United States to terms in this matter of tariff hostility. No government could live in the United States which would refuse to come to a favorable trade arrangement with Great Britain for the free admittance of the products of United States farms in case Britain should place a tariff upon such products. We have the confirmation of this statement from various sources in the United States itself, as for instance witness the following from the Minneapolis *Northwestern Miller*, in commenting upon the article in the *Review of Reviews*. The Minneapolis journal says:

"Mr. Stead, editor of the *Review of Reviews*, strikes the keynote of the situation. If England were to tax imports of American wheat

and flour, she would at once have a club which would be adequate to batter down our McKinley-made wall. The farmer would rise and rebel against a high protective tariff, when he found the English gates shut against his wheat, and his howls and lamentations would bring any party to terms. The condition of the wheat-growing and flour-making interests of America, should England actually enforce such a measure, would be so deplorable that the mere thought of it is painful. The question resolves itself into this: Does England dare to impose such duties? Can she get along without our wheat and flour. Those who think she cannot should remember 1838. It is well not to push our advantages too far, nor to insist too strenuously on the enforcement of a policy calculated to drive buyers of our food products into a corner where stringent retaliatory measures are absolutely necessary to self protection. The United States, in its efforts to corral the world's business, has gone as far, and perhaps farther, than is safe for the continued prosperity of all her people."

SELLING WHEAT. ✕

The great rash with which farmers in the United States have been harvesting their wheat, indicates clearly that the farmers have no knowledge whatever of commercial conditions, and are not guided to any extent in their actions by a knowledge of statistical or other conditions concerning wheat. Last fall a few agitators at the head of a farmers' organization in that country, succeeded in making a great many farmers believe that they would make money by holding their wheat. Wheat prices were then ruling at very fair figures, but the farmers were told by these alleged friends, that they would get \$1.50 for their wheat before spring, by holding. Many took this unfortunate advice, as is shown by the fact that a smaller proportion than usual of the crop was marketed in the fore part of the year. Later in the year they were obliged to sell at much lower prices than they could have obtained in the fall. This year, when prices are very low and commercial conditions never more favorable for an advance, the farmers are rushing in their wheat with unprecedented vigor. They seem to be acting as though the grain would become a total loss on their hands, if they did not get rid of it at once. Their foolish leaders of a year ago have deserted them, and having no knowledge of present commercial conditions of the wheat market, and remembering only their losses from holding last year, they are getting rid of the stuff as fast as possible.

The farmers are themselves to blame largely for the present depression in prices. They held a considerable portion of their last year's crop, and threw this in a mass on the market just previous to the advent of the new crop, thus forcing prices down at the beginning of the crop year. Since the commencement of the crop year, they have been doing their best to hold prices down, by rushing in their new wheat as fast as they can do it. While actual conditions are very favorable for higher prices, buyers across the Atlantic are restrained from advancing their views, on account of the large marketing of new wheat in America. With such vast quantities of new wheat being marketed on this continent, European buyers are apt to conclude that the crop is much larger than it is reported to be, and consequently they will be cautious. If farmers had market-

ed their wheat moderately in the early portion of this crop year, allowing a little time for the reduction of stocks of old wheat carried over, there is every reason to believe that prices would have appreciated considerably before this date.

GIVING PROPER CREDIT.

The custom followed by several papers of clipping articles from their exchanges, without giving proper credit, is not "gentlemanly" procedure. Some papers have the habit of merely marking clipped articles with the word "exchange," or "Ex," to signify that it is clipped from another paper. This is a poor excuse of a way of relieving a paper from the charge of piracy. It is an unmanly procedure in journalism, and in no way condones the offence of appropriating matter from other papers without proper credit. In every case where an article is taken from an exchange, journalistic etiquette demands that full credit should be given, and this should be nothing short of giving the name of the paper from which the article is taken. Readers of THE COMMERCIAL will sometimes find articles in this journal with the word "ex" or "exchange" printed at the bottom. These are articles which have come to us in a second hand way, and not knowing the name of the paper in which they first appeared, the "ex" simply is used to denote that the articles are not original. We would much prefer to give the name of the paper to which credit was due, if that were possible. Besides the principle that it is right to give proper credit from the stand point of journalistic etiquette, it is also something which should be done in the interest of the reader, who has a right to know where the matter which he is given to read originated.

What a Visiting Miller Says.

An Ontario miller, who has spent some time in Manitoba recently, writes to the *Toronto Miller* as follows:—

"To a miller visiting Winnipeg perhaps the most disagreeable thing which he encounters is the constant complaint which the dealers there insist on loading on him with regard to the shortages in weight of cars sold to Ontario millers. That these complaints are without a shadow of foundation there can be no doubt, as has been proved over and over again, but there must be some reason for these complaints, and we will attempt to solve the mystery. It is well known that the local elevator man or buyer has to make heroic efforts each year to make his grain in the elevator come out even with his buying, and in consequence he has to weigh very closely, in fact, we are inclined to believe, sometimes too closely, and the result is that his principal bills the cars at the figures furnished by the buyer and when the inevitable shortage is reported he of course kicks. In a great many cases there is not the slightest ground for a "kick," as has been proved by actual results obtained from two of the most prominent firms doing business in Manitoba wheat in the city of Toronto—one showing a shortage of less than a hundred and fifty bushels on two hundred and fifty cars, the other reporting shortages on a dozen cars and an average of five out of nearly a thousand cars. If these gentlemen at Winnipeg have any serious grievance in this direction why do they not refer the matter to the Boards of Trade and let them take such action as will put an end to it instead of maligning all those engaged in the milling trade and making things excessively un-

pleasant for those millers who have the hardihood to visit the Northwest.

The same party writes as follows upon another matter:

"The manner in which those who wish to build independent elevators in Manitoba are treated by the railway companies is provoking a good deal of hard feeling there. The farmers around Rosebank, on the Northern Pacific, had subscribed sufficient stock to build a very handsome elevator at that point, and when they came to make terms with the company they found that the only terms upon which they could obtain a half acre of land worth five dollars, and a switch, was by a lease for five years with a cancellation clause which provides that they may at any time on giving thirty days notice demand the land, and if in that time the elevator be not removed it becomes the property of the company. These terms were not accepted by the farmers' company, and the N.P.R.R. are out to the tune of from 125,000 to 150,000 bushels of freight, as the farmers will team it across country to the C.P.R. points where there are elevators."

Cotton Seed Oil and its Uses.

At first cotton-seed oil was tried as a substitute for all the more expensive oils, says E. W. Thompson in the *Engineering Magazine* for September. It is intermediate between the "drying" and "non-drying" oils, so that it is difficult to substitute it for linseed oil, which should dry quickly, and still more difficult to adapt it for lubrication, where a perfect non-drying oil is required. By different processes of refining and manipulating it succeeded in a small way in both of these fields, but its greatest success was at first as a substitute for or adulterant of olive oil.

In 1872 the production of cotton-seed oil in the United States was 2,250,000 gallons, half of which was exported, mostly in a crude state, to Italy, France and Spain, where it was refined and made into "olive oil." The business flourished on this demand until 1890, when the production was 10,000,000 and the export 7,000,000 gallons. Olive-growing countries, becoming alarmed at the extent of the cotton oil trade levied heavy duties upon this product, and thus for a time depressed the business, reducing our exports for the fiscal year of 1892-3 to less than 500,000 gallons, though the production has grown steadily up to 19,000,000 gallons.

Refined cotton oil is still used in Europe for adulterating olive oil, and also in the pure state as a substitute by the poorer classes in southern Europe. It is used in Holland in the manufacture of butter and cheese and in America in the manufacture of butter substitutes. It is largely used in all countries for soap-making, one of the most widely advertised brands of soap containing it in large proportions. But the most important use of cotton oil now is in manufacture of "refined lard" in the United States. This subject has lately been thoroughly ventilated and advertised by congressional investigations during the discussion of the Conger lard bill, which was originally introduced to prohibit entirely the adulteration of lard with cotton oil. It failed in its purpose, and only served to popularize the practice.

Stated in a general way, the process of making refined lard consists in pressing the oil out of pure lard and supplying its place with cotton oil, which is cheaper than the lard oil replaced. Oil is expressed from the caul fat of beef, and the residue, known as "oleo-stearine," is mixed with the above compound to make it firm and to bring up its specific gravity and melting point to those of pure lard. Cotton oil generally enters into the compound to the extent of 40 per cent. The United States department of agriculture has taken up the subject of lard compounds under the general head of "Food and Food Adulterations" and a most careful review of the work done in this line, with a full discussion of the physical and

chemical properties of lard, cotton oil, and other substances used in the compounds has been published.

The Retail Grocer.

As the boy is father of the man, so is the successful clerk the father of the successful grocer. I was in an uptown grocer's store on the Boulevard last week, and while waiting to address the proprietor, glanced carefully around and took in the general ensemble of the stock and fixtures. The store furniture was new, of the latest pattern, well designed for display and the stock of such nature as to warrant the belief that the merchant catered to a fancy trade.

But how was the stock displayed? The general arrangement was good, but there was an evident slovenliness and lack of attention to the matter of keeping the shelves filled up, a can or two lacking in a display pile of fruits or vegetables which might easily have been arranged, the hopper of the coffee mills and the beams of the scales, while polished, had evidently been "slopped over" by a careless hand. There were two clerks behind the counter in addition to the proprietor, who was taking an order from a lady customer. As soon as he had finished, and almost before the lady had passed out of the store, he commenced a tirade of abuse on one of the clerks about some sin of omission or commission, and the poor fellow was so evidently cowed by the attack that he had nothing to say. His fellow clerk looked equally abject, as much as to say, "Guess it will be my turn next." This incident exposed the secret of a rich but slovenly store. A bullying "boss" and an unthankful, careless service. The proprietor met me in an artificial, suave manner, and after transacting my business, I took occasion to ask a neighboring grocer, with whom I was well acquainted, "What kind of a man is——?" "A first-class grocer. Why do you ask?" was the reply. "He was roasting one of his clerks before the customers a little while ago," I answered. "Oh, that's nothing. He's had to my knowledge four new clerks during the past six months, some of them good men, too.—St. Louis Grocer."

Winter Styles in Men's Wear.

Tan shoes in various shades will be stylish in footwear the coming winter for men. In samples they are shown in considerable variety. A new style of leather has been introduced for these. It is called Harvard calf. It is finished on the grain, not quite so smooth as the Russian calf and on an average runs a little heavier in weight. It will make a plumper shoe, not quite so fine. These shoes will also appear in Russia calf and promise to be more popular in this stock than ever.

They will be cut mainly Blucher; some lines are shown in a Blucher bal. There is a decided difference between the Blucher and Blucher bal. In the Blucher, the quarters of the shoes are cut in two solid pieces, the Blucher bal. four pieces; in other words, the Blucher bal. is a foxed shoe, simply laced in the Blucher style. The Blucher will be the popular shoe in black goods as well as colors. The colored shoes are made with one, two and three soles, edges running No. 14, 16, 18 and 20 wide. Some are even made No. 22. Heavy soles and wide edges are affected. In some styles the shanks are not bevelled but the edges are of equal width from toe to breast of heel. This gives the shoe a very heavy, substantial appearance, and is English, you know. Cork soles are also in demand in this line. In some samples the cork extends from breast of heel around the toe back to breast of heel. Made this way of heavy Harvard calf and lined with bleached calfskin, this colored shoe becomes almost watertight. It ought to wear. It has a very sturdy, solid appearance, and yet is stylish.

The styles of toe will be an improved Piccadilly; a medium wide French known as the Drossor Last; the German toe is also to be

popular, and a medium wide square toe. By some the improved Piccadilly is called the Lombard.

Cork soles are to be worn very generally. One firm has succeeded in making a cork sole, and a patent has been applied for on it. It is claimed that this cork sole has all of the good qualities of a hand-made cork sole. It is flexible, durable, and not likely to rip. The entire bottom is covered with a thin layer of cork so that the foot is kept completely isolated from the damp ground. These cushion cork soles are made both full sole, extending back to the breast of heel, and half-sole, extending beyond the ball only. All the above styles and novelties are cut in regular calf as well as colored shoes.—Ex.

Too Hasty Buying.

The buying of a stock of goods is of more importance than the average retailer seems to think. The trade of a season is to be made on a stock of goods purchased, and yet many buyers treat it as a very trivial matter. It is a mistake to do so.

The observer in a wholesale dry goods store will see buyers walk along an aisle and throw out a piece here and there from a case without scarcely a look at the figure, merely at the general style. This is done with an air of familiarity that seems to say, "I am an expert at buying goods, I am, and it don't take me all day to select a line. See?"

This may be business from the buyer's standpoint, but it is poor ground to stand on, for it will often mean the selection of a poor stock of goods that will not show up to advantage when put on the shelves at home. It will pay to take a little time to buy a line of goods. This is especially true of dry goods, when there is so much of style and variety to be considered. The man who buys hastily will be outdone every time by the man who buys at leisure. There is always a choice in a case of goods, and it will pay to find it, rather than take the piece that lies on top simply because you wish to display your buying speed at the expense of your judgment.

When an order purchased in a dry goods store is placed in a pile and brought into comparison with the purchase next to it, the result of haste in buying often appears prominently in the contrast. One order will be noticed to be well selected as to figure; there will be a variety and plaid, check, stripe, plain and large and small figure will be found in good choice, while in the order bought hurriedly there may be a style missing, or too much of one or the other.

When this is the case the consumer is narrowed as to choice and very often is not satisfied as to style and does not purchase. The man who bought carefully seldom misses a sale because he has a nice variety to select from. It will pay to give more attention to buying dry goods.—*Minneapolis Commercial Bulletin.*

Money Tightening.

The *Montreal Trade Bulletin* of October 21st says, the Bank of England advanced its rate 1 per cent. yesterday to 3 per cent., and immediately after the announcement here, the banks generally put up their rates on call loans to 4½ and 5 per cent., although we learn that the Bank of Montreal's rate is still 4 per cent. What, with the funds which have been sent to the west and northwest of late for moving the crops on the other hand, and the large blocks that have gone to New York, where more profitable rates prevailed, there is none too much money on spot at present, and a general tightening of rates of interest and discount is looked for. The bullion which left the Bank of England on balance yesterday was £408,000, an unusually heavy amount. Another significant feature in the situation is the advance of the London street rate from 1¼ and 1½ on Wednesday to 2¼ and 2½ yesterday.

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British Columbia Business Review.

Tuesday, October 24th 1892.

Weather has been fine for the past week and building operations and public works have been advanced rapidly.

Business generally has been good, but money continues tight and collections are slow. The autumn trade, however, and the business situation are very much better than conditions of a few months ago would justify us in anticipating.

The volume of shipping is large and especially the foreign shipping. In regard to export by sailing vessels, one notable charter has been effected, important because it points to the opening up of a new trade. The Norwegian barque Benjamin Bangs has been chartered to load lumber at Hastings mills for Montreal. This will be the first cargo of any kind shipped by way of the Horn to eastern Canada, and may be followed by others. The low freights existing now are favorable to the experiment, and there are products, slate for instance, which might be sent that way, the railway freight on which prevents shipping in the regular way.

It is said that straws indicate the direction of the wind, and a circumstance of last week indicates very clearly the direction in which the prices of farm lands in this province are tending. It is well known that lands on Lulu and Sea Islands have been the highest priced in B. C. for farming purposes, in some instances reaching \$200 and \$300 an acre. This was, of course, during the height of the speculative period. The other day a tract of 800 acres near the North Arm of the Fraser, was disposed of in Vancouver, under mortgage sale, at average price of between \$20 and \$30 an acre. Of course, a forced sale never realizes the highest price, but under other circumstances and here years ago, land which would have ranged as high as \$75 and \$100 an acre, would not have touched so low if generally prices were being maintained. This was unimproved land and it is safe to say the sale of last week indicates pretty clearly that unimproved lands in the district are coming down to what may be regarded as a fair market value in accordance with the law of demand. Speculators in farm land will shortly realize that to be rich in unimproved lands is the worst kind of poverty, inasmuch as taxes and interest will soon eat everything but the shell of these glittering speculations which were to bring wealth to the holder.

The latest advices from London, England, are to the effect that sealskins have taken an upward tendency, consequent upon a general improvement in trade. The ruling price is now 55 to 60s.

The Empress of Japan is due with 1,750 tons of freight for British Columbia, the coast and overland points. She has 65 saloon passengers, and 250 Chinese. By the way, the agent of the Northern Pacific Steamship Co. at Victoria reports that two steamers are on their way around to the Pacific Coast to enter into competition with the Empresses for the Oriental trade. The Alaska and Arizona, the two steamers in question, will run in connection with the Northern Pacific line. The Alaska has a registered gross tonnage of 7,000; and is 500 feet long, 58 feet beam, and 33 feet draught. The Arizona has a gross tonnage of 5,000. She is 416 feet long, and 36 feet draught. They were built in Glasgow, and have developed a speed of 17 or 18 knots an hour.

Hon. Theodore Davie, premier and attorney-general of this province, has gone to Ottawa on important public business. The questions which he will discuss and if possible arrange

with the Federal Government, include the definition of the railway belt within this province, about which there has been a dispute; an immigration policy for the province, which at present is very much in need of revision; the adaptation and enforcement of more thorough and effective quarantine regulations; and the arranging of certain matters connected with the judiciary. The delimitation of the railways built will probably be left to arbitration, and as to quarantine regulations, their importance is now pretty thoroughly recognized by the Dominion. Therefore, the immigration question is really the most important to be settled. At present, the Federal authorities having withdrawn their agents, there is practically no one to locate immigrants, and under the provisions of the B. N. A. Act it is questioned to what extent the province would be justified in assuming the work which properly belongs to the Dominion. Mr. Davie is hard-headed, aggressive and energetic, and the probabilities are that he will return with his mission fully and satisfactorily settled.

A branch of the B. C. Land and Investment Co. is to be opened in Nanaimo, with W. K. Leighton as local manager.

Norman Lee, who was appointed by the cattlemen of the Chilcotin district to interview the government in regard to a grievance several times referred to in THE COMMERCIAL, viz., the sheep nuisance, has been in Victoria on his appointed errand. Speaking to a reporter he said: "The sheep are destroying the country fast. In a few years, if the sheep are permitted to roam at large, the grazing portions of British Columbia will be rendered unfit for stock. The sheep destroy the grass not only for stock, but for themselves. They tramp's under 50 per cent. more than they graze upon, and besides they crop the grass so low that it seldom again grows." In respect to the justification of the sheep owners that mutton is as necessary as beef and that "the thousand hills" are not the exclusive property of cattlemen, there is much force in it. The matter is, admittedly, difficult to handle, but it is also one the necessity of which will find but one solution in the ordinary way, viz., the destruction of both the cattle and sheep industry by the spoliation of the ranges. There is but one way open to the government and that is to divide the ranges in some way or compel sheep owners to keep within certain limits. It is a question upon which the cattlemen of the interior are a unit.

Regular communication has been established between Victoria and Whatcom, taking in intermediate points. The ports of call are Roche Harbor, Friday Harbor, Lopez, Orcae, East Soand, Olga and Fairhaven, connections being made with the Puget Soand, Mainland and San Francisco steamers and the E. & N. railway. The Bellingham Bay, San Juan Island and Victoria Steam Navigation Co. is the title of the owners of the little steamer Island Belle, which has been put on the route.

B. C. Market Quotations.

CANNED SALMON—The market is strong. Local jobbing quotations are \$5.25 per case. There are no sockeye for sale in Canada, as about all the pack has been engaged in England. Cohoes are worth for export about \$4.50 to \$4.75. English prices are reported as 23s ex ship for talls and 27s for flats.

SHIPPING.—The tonnage in port last week was:

Port.	No.	Tonnage.
Vancouver	6	6,231
New Westminster	1	802
Nanaimo	10	9,915
Total	17	16,948

COAL—J. W. Harrison writes as follows in reference to the San Francisco coal market. Notwithstanding the heavy receipts from Australia, during the past four weeks, prices have been fairly well sustained, and the market is in a very satisfactory condition, particularly for cargoes en route and to load. Buyers are freely offering an advance of 25 cents per ton over last month's quotations for November and

December loading, yet but few cargoes can be obtained. According to the latest advices tonnage in Australia is held at higher figures. As wheat charters are doing better here, a further advance would doubtless lead to a softening in inward coal freights, which would check any pronounced improvement in coal values. The list of vessels engaged to load in Newcastle is gradually diminishing.

FREIGHTS—Lumber freights from British Columbia or Puget Sound are quoted as follows: Valparaiso for orders, 37s 6d; Sydney, 30s; Melbourne, Adelaide or Port Pirie, 35s to 37s 6d; United Kingdom, calling at Cork for orders, 50s; Shanghai, 45s nominal and Yokohama, 40s nominal. Coal freights are quoted: Nanaimo or Departura Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

JUTE BAGS—Jute bags, 10 oz., 22x36, are quoted at \$65 per 1000; 12 oz bags, \$75.

FISH.—There is a very good supply of fish in the market, especially salmon. Quotations are: Salmon, 6 to 7c; sturgeon, 4 to 5c; cod fish, 6 to 7c; flounders, 4 to 5c; herring, 6c; sole, 10c; sea bass, 5c. There is a good demand for cured fish, salted, smoked, etc., but the supply is extremely limited.

POULTRY, GAME, ETC.—Poultry is scarce and in demand. Hens sell at \$3 a dozen; spring chickens, \$5 to \$6; and ducks, \$7 to \$8. Game is plentiful. Prices are as follows: mallard, 50c a pair; pintail and wildgeons, 40c; teal, 20c; blue grouse 75c; partridges, 50c; Venison, 5 to 6c; wild geese, 80c a pair.

FLOUR GRAIN AND FEED.—No change is reported in the situation. Prices are still low and are likely to continue for some time. Quotations are: Flour, Manitoba patents, \$5.70; strong bakers, \$5.30; ladies' choice, \$5.70; prairie lily, \$5.30; Delta, Victoria Mills, \$5; Lion, \$5; Oregon \$5.55; Spokane \$5.65; Enderby mills—Promier \$5.70; three star \$5.25; two star \$5.25; oatmeal eastern \$3.40; California granulated, in gunnies, \$4.35; National mills, Victoria \$4.25; rolled oats eastern \$3 to \$3.25; California \$3.75; National mills \$3.65; 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 \$31 per ton; bran \$24; shorts, \$25; Man. oats, \$28 to \$32; B. C. oats, \$26; wheat \$29; to \$32; oil cake \$40; hay, \$16. Wheat is quoted in car lots for feed No. 2 regular at \$22 to \$23 per ton; oats \$24; chop barley \$25. California malting barley \$26 to \$27 f.o.b. in San Francisco. California chop \$32 to \$33. The Western Milling Co.'s patent flour is quoted at \$5; strong, \$5.60.

EGGS—There is a large stock of eastern eggs in the market, and prices are from 19 to 20c, a good many being sold at the former price. The quality of stock is first class.

VEGETABLES—Ashcroft potatoes are quoted at \$18 a ton; Fraser Valley \$12 to \$15; Cal. onions are 1 1/2c; B. C. onions 1 1/2c; carrots, beets and turnips \$15 a ton; parsnips 1c a lb.

MEATS, ETC.—The price of meats is declining and as soon as the stocks ordered from the east arrive very low quotations and considerable cutting may be looked forward to. This is usual at this season of the year. Quotations are: Wiltshire cured hams, 15 1/2c; do bacon 16 1/2c; do backs, 14c; do sides, 14c; eastern hams, 15c; bacon, 16c; backs 14c; rolls, 12c; smoked sides, 12 1/2c; dry salt backs 11 1/2c; long clear 11c; 3 5 and 10 lb tins lard, 13c; 20 lb pails lard, 12 1/2c; 50 lb tubs lard, 12c; tierces lard, 1 1/2c. Lard compound is 11c; barrel pork \$24. Commission agents quote American meats f.o.b. Victoria, duty paid as follows: Medium hams 15 1/2c per lb; heavy hams 15 1/2c; choice breakfast bacon 15 1/2c; short clear sides 13 1/2c; and dry salt clear sides 12 1/2c. Armour's white label pure lard, 10 lb pails, 13 1/2c per lb.

DAIRY—A sharp advance in butter is inevitable owing to the demand in the east and the

rise in prices there. The market here is very stiff and next week a considerable advance will no doubt be reported. Quotations are: Eastern creamery in 20 and 25 lb tubs, 29c; 28c in 50 and 75 lb tubs; Manitoba dairy, 22 to 23c; B.C. dairy, 20 to 22c. The last named, however, does not sell readily. Ontario cheese is 13c; Manitoba, 12½c; 10 lb creamery cheese, fancy, 16c.

DRESSED MEATS, LIVE STOCK, ETC.—Live steers, are quoted at 4c; cows, 3½c; dressed beef, 7½c; lambs \$4.50 apiece; dressed 5½; sheep 5½c; mutton, 12c; hogs 8c; pork, 11c; calves, 7c; veals, 11c. So far no reduction has been made in the price of beef. A cut is expected daily.

HONEY.—Smith Bros. Chilliwack, quote as follows: 1 lb glasses, per dozen, \$1.75; 1 lb combs, per dozen, \$2.50; 3 lb jars, per dozen, \$7.75; eastern honey is 12c per pound; strained honey, 13c.

SUGARS.—Quotations are: Dry granulated 5½c; extra C 5½c; fancy yellow 5c; yellow 4½c; golden C 4½c; syrups per lb 4c; Redpath's syrups 2 lb tin 15c; do 8 lb tins 50c; do kegs 3½c per lb.

FRUITS, NUTS, ETC.—Foreign fruits are beginning to get scarce, with the exception of grapes, pears and apples. Apples are coming into the market freely from California, Oregon, British Columbia and Ontario. The first consignment of Ontario snow apples were received on Saturday and were in prime condition, selling readily at \$6 per barrel. Several more car loads have been ordered and are on the way. Quotations are: Sicily lemons \$8.50; California lemons, \$8; coconuts \$1 per doz; bananas \$3.75. Turkish figs, 14½c, almonds 18c; walnuts 15c; filberts 15c; pine 20c; peanuts 10c; evaporated apples 13 to 14c; apricots 15 to 18c; apples in boxes 13 to 14c; nectarines 13 to 16c; peaches unpeeled 15½ to 17c; pears peeled and sliced 12 to 14c; plums, pitted 12½ to 13½c; prunes in sacks 12 to 14c; prunes in boxes 13 to 15c; strained honey, 13c; raisins, \$2 to \$2.75; B.C. apple, 75c to \$1.25; Cal. (fancy table) \$1.50; Portland, \$1.25; eastern apples (fameuse), \$6 per bbl.; pears, \$1.80 to \$2; grapes \$1.60; cranberries scarce and in demand, 45c per gal.; oranges, (Mexican), \$5; quinces, \$1.75.

LUMBER.—Nominal. Quotations are as follows, but the market is in a very unsettled state, a good deal of cutting going on in all lines. For export: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; deck plank, rough, average length 35 feet, per M, \$19; dressed T. and G. flooring \$17; pickets, rough, \$9; lath, 4 feet, \$2 per M. Local quotations: Rough merchantable lumber per M \$12; double dressed and edged \$22.50; single do \$20; No. 1 tongued and grooved flooring, 1 x 4, \$22.40; rough deck plank \$14, laths per M \$2.25; shingles, common, per m, \$2.00. On the Island, however, the Victoria Lumber Exchange, which had kept up a standard, has abolished the May price list and a drop in prices may be expected. This has arisen owing to the refusal of the new Sayward Milling Company to adopt the exchange list. The export trade continues active, principally on account of the low freights, but prices are low.

One People, One Policy.

For years THE COMMERCIAL has advocated the policy of a united West. From Port Arthur to the Pacific Ocean there is a community of interest that does not obtain elsewhere in Canada. The "Height of Land," proverbial in provincial politics, is a dividing line that separates the East from the West in the British half of the continent. It is the Rubicon which was crossed when the Canadian Pacific railway was projected across the continent and made the chain linking the scattered line of provinces into a federal whole. While THE COMMERCIAL does not by this imply that Canada is divided in interest it means that there are in the great west industrial possibilities and natural resources that peculiarly ally its various parts and make it distinctively

a country the development of which depends on common, mutual effort. To a large extent the building up of the West has drawn from the vital resources of Eastern Canada, and still Canada as a whole has benefited by the latter's growth, benefited greatly none will deny. The hopes of Canada for some years have been mainly directed to the West, the great extent and resources of which opened on her, in the language of Canada's, most gifted vice-regent, "illimitable possibilities." Considering, therefore, the west (meaning the whole prairie country) and British Columbia as apart from all the rest of the Dominion, their interests may rightly be regarded as one. This is a fact that the people of none of the western provinces have sufficiently recognized. It is really the keynote of success. By nature they are the true complement of each other. Manitoba and the Northwest with their limitless wheat fields and stock ranges supply an important element of the necessities of life, which British Columbia so far has found essential to import. The latter with its horticultural possibilities its timber and its fisheries should find east of the Rockies their best and most profitable outlet. Each is naturally anxious for "teeming populations," and there is evident that rivalry of claims as to climate, soil products, etc., laudable perhaps, the outcome of developing communities, side by side, with large absorbing capabilities, which marks most western districts, whether belonging to the same country or not.

Now that each is adopting or would strive to adopt what is known as a "vigorous immigration policy" and as the Dominion Government has recently declared its intention of relegating to the different provinces the duty, may we call it, of advertising its own resources, it may be well to consider if a more harmonious line of policy should not be adopted between this and the prairie provinces. Both provinces have gravely overlooked the fact that upon the peopling of the respective fields depends much of their own success. This applies more particularly to British Columbia. Generally speaking it is not a dominating theory here, though perhaps passively agreed to, that upon the filling up of the Northwest more than anything else hangs our industrial future. At present there is a considerable trade in lumber and fish and if we could supply it, there is a large demand for our fruit. But suppose the present say 200,000 people in the Northwest were increased, not to be unduly optimistic, to one million or what is easily possible to five or ten millions, what then? It means more for British Columbia than it is possible to conjecture. Our need of foreign markets is then completely absorbed and swallowed up in the more pressing demands of a people a few hundred miles away. One even hesitates to say whether our resources would be equal to what the prospect opens up in such an event.

On the other hand every additional inhabitant in British Columbia means another consumer of North-west flour, beef and butter.

Another important fact has been overlooked, that a considerable percentage of the population of British Columbia has percolated through Manitoba and the Territories and this will always continue by a natural selection of climate, locality and occupation.

Therefore it is perfectly obvious that every immigrant obtained for Manitoba and the other Northwest provinces is a positive gain to British Columbia, as much so almost as if he settled west of the Rockies. He is a consumer and a possible settler.

The moral is plain. The governments of the western provinces should unite and "pool" their efforts. In other words, they should economise energy and immigration expenditure by working through common agencies. The class of immigrants in the line of farming, required by each, is entirely distinct, and claims cannot clash. We have therefore, spread out to the world a variety of choice to the settler and why waste opposing efforts in the way of inducements. The Northwest will naturally absorb more rapidly which will react

on this province by the expansion of industry to keep pace with the market for fruit, fish, lumber and certain other products caused thereby.

If a conference were held representing the governments and the leading boards of trade the lines of co-operation could be easily marked out. They are, in fact, defined by nature.

Belief in the common destiny of the two great western sections of Canada has always actuated THE COMMERCIAL, and to desire as it should be of every inhabitant of both, is to see a policy having its speedy accomplishment in view, adopted.

Two Commissions.

For the unravelling of knotty problems royal commissions are the popular modern means. There are two now in session at Victoria. One is an international affair, for the purpose of enquiring into the particulars of the seizure of the Coquitlan in Alaskan waters. The evidence elicited so far proves that the steamer discharged no cargo in port, whither she went for water and where she was pounced upon by the American cutter Corwin. Nor was any cargo discharged or taken on within the three-mile limit. The steamer simply towed the sealers into what has always been regarded by the law of nations, the open sea, beyond the three-mile limit and there gave them supplies and took off seal skins, the purpose for which she was legitimately chartered. It seems, however, a new point will be raised on behalf of the right of the Americans to seize, viz., that there is a twelve-mile limit, all inside of which is American water and over which Americans have jurisdiction. Whether, even if this novel and extremely interesting contention be established, the Coquitlan would be liable is not clear as there seems to be some confusion of evidence as to just how far from land or where these transfers of skins and supplies took place; but in any event it would be construed the world over as inflicting an unparalleled hardship to confiscate a steamer and valuable cargo for overstepping a marine limit the existence of which had never heretofore been recognized. The captain of the Coquitlan in every respect seems to have acted quite regularly and if the punishment goes into effect it will obviously be on a technicality so slender that any nation or court would surrender its dignity to act upon it.

The other is a Royal Commission ferreting out the true inwardness of the small pox epidemic in this Province. The commissioners are making a tour of the four cities of the coast. So far nothing has been brought out to cause THE COMMERCIAL to alter the opinion expressed in a recent issue regarding the utility of the commission in question, nothing at all events which was already pretty well known, but the report of the commission, which might almost be anticipated from the outset from existing knowledge of circumstances in connection with the small pox outbreak of last summer, will be the groundwork and justification for certain legislation regarding the public health to be introduced next session of the legislature. Without in any way aiming to forestall conclusions, evidence goes to indicate what may be fairly deducible: 1st, that small pox was introduced by the Canadian Pacific line of steamers, pointing to the necessity of a rigid quarantine being enforced at Albert Head, and an efficient and thorough inspection of ships coming into port; 2nd, that the efforts by some of the municipalities to stamp out the disease were neither effectual nor energetic, and that governmental intervention was necessary and justifiable; 3rd, that a comprehensive revision of health laws and uniform methods of enforcement are desirable. Another matter that will probably have attention will be the rights and limits of local quarantine. As a matter affecting trade and commerce, this latter consideration is most important.

(Continued on page 195.)

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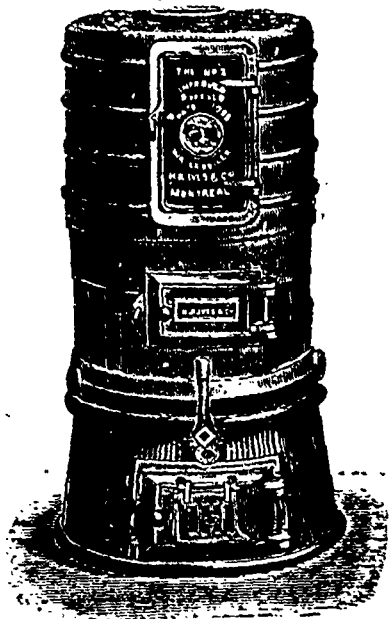
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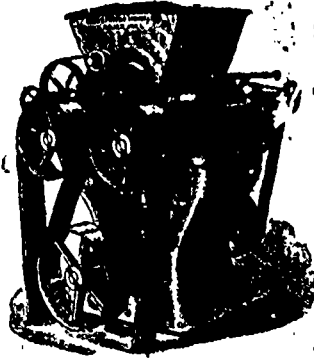
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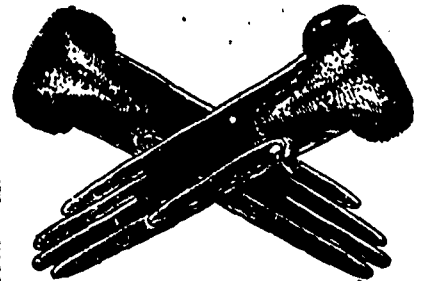
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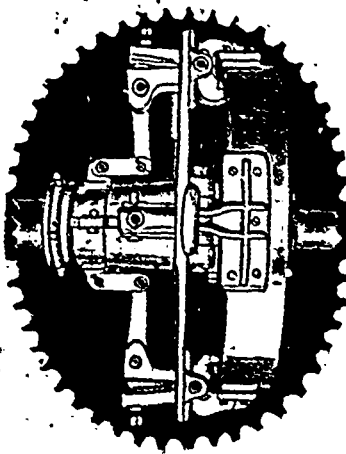
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WINNIPEG MARKETS.

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SATURDAY AFTERNOON, October 20.

Business has been rather brisker in general lines. The weather has been favorable to purchases of clothing, dry goods, etc., a decidedly cold spell having set in. The advent of rather cold weather on some days of the week, has induced a tendency to lay in winter supplies and push building and other work which it is desired to have completed this fall. This increases business activity as it necessitates many little purchases in various lines, which in the aggregate amount to considerable. The grain movement has continued heavy, and would be even larger if cars could be supplied as fast as required. Manitoba country stocks of wheat have piled up to large proportions. If all the wheat in sight now had passed out of farmers' hands, it would mean a considerable distribution of money throughout the country, even at the low prices which have ruled this fall; but considerable of the wheat in sight is held on account of the producers thereof, for higher prices. The weather has been favorable for fall work. Threshing is nearing completion, and reports from the country indicate that a large area of land has been prepared for spring crop, indicating a considerable increase in the crop area next year.

GREEN FRUITS.—Apples of good quality are now abundant, the temporary scarcity of a week ago having been overcome. Peaches are no more, the season being completely over. First new season Florida oranges are to hand. Bananas are arriving in poor condition as a rule. Where good they sell at about \$3.50 per bunch, but as low as \$1.50 for poor stock. Tomatoes are getting scarce and out of condition. Ontario grapes are not now coming forward, season being over. Some New York Concord and Catawbas are coming still. California grapes are not likely to hold out long, and soon there will be nothing but Malaga grapes to be had. The latter are expected to arrive in a few days. A few new figs have arrived. Cranberries are easier. Prices are: Florida oranges, \$6 box; Viridilla lemons, \$8 to \$8.50 box; bananas, \$3.25 to \$3.75 bunch; tomatoes, 25c to 35c per 20 lb basket; green tomatoes, 25c per basket; California winter pears, \$4.25 to \$4.50 per 40 lb box; California grapes, \$6 to \$6.50 per 40 lb crate, as to quality; Ontario apples, early varieties, \$3.25 to \$3.50 per barrel for good fruit; winter stock, \$3.50 to \$3.75; Ontario pears, 40c to \$1 per basket, and \$4.25 per keg; Cape Cod cranberries, \$9.50 barrel.

GENERAL WHEAT SITUATION.—Wheat has had some slight ups and downs, but continues lower in price. On Monday United States markets were some firmer. The visible supply of stocks in store at principal points in the United States and Canada, east of the mountains, showed a very heavy increase, the increase for the week being 4,312,000 bushels. This is a remarkably large increase in stocks for a single week. The total visible supply is now 59,402,000 bushels, as compared with 34,643,000 bushels a year ago. On Tuesday prices settled back in United States markets, cables being lower. The British visible supply increased 450,000 bushels. Wheat and flour on ocean passage increased 2,240,000 bushels for the week. Duluth received 500 cars and Minneapolis got 532 cars. On Wednesday there was a slight recovery in United States markets, which closed fractionally higher. It was stated that receipts of grains would be much heavier, were it not for the

railway blockades. Cables were weak. On Thursday wheat was lower in United States markets, being $\frac{1}{2}$ to 1c at principal points. Cables were weak. The Cincinnati Price Current issued a statement showing an improved condition of winter wheat, which caused weakness. On Friday wheat declined sharply in all important United States markets, on lower cables, heavy deliveries and large stocks. There was liberal selling all around.

Total receipts at the 4 principal United States spring wheat points since Aug. 1, the beginning of the crop year, foot up: Minneapolis 18,251,704 bu., Duluth 13,391,872 bu., Chicago 20,029,060 bu., Milwaukee 5,717,615 bu., making a total of 63,989,251 bu., against 57,089,253 bu. during the same time last year, and 24,434,545 bu. in 1890. The total receipts of wheat at the four principal winter wheat points, Toledo, St. Louis, Detroit and Kansas City, from July 1 to date are 43,416,493 bu., against 39,412,432 bu. in 1891, and 16,171,544 bu. in 1890.

A year ago Thursday Dec. wheat at Duluth closed at 91 $\frac{1}{2}$. Chicago wheat closing was 95 $\frac{1}{2}$ Dec. New York wheat closed at 1.55 $\frac{1}{2}$ Dec. Dec. wheat ranged from 89 $\frac{1}{2}$ to 90 $\frac{1}{2}$ at Minneapolis.

Exports of wheat (including flour as wheat) from sea ports of both coasts of the United States equal 4,049,000 bushels this week, an increase of about 800,000 bushels over the total a week ago.

LOCAL WHEAT.—The movement has been heavier again this week, Winnipeg receipts running over 200 cars per day. The weather has continued favorable for threshing, and this work is well through in some districts, and will be generally wound up in a short time. The rains of the fore part of last week are reported to have damaged some stacks, but it is not likely that any considerable injury has been done. Stocks in country elevators are heavy, some points being filled up. At Fort William there were 1,153,498 bushels in store on October 22, being an increase of 475,594 bushels for the week. Prices in Manitoba country markets have had an easier tendency in sympathy with outside markets. The range for good to choice samples at most points was from 50 to 55c per bushel.

FLOUR.—There has been no further change in prices. Prices are quoted as follows to the local trade in small lots per 100 pounds: Patents, \$2.05, strong baker's, \$1.80; XXXX, 80 to 90c; superfine, 65 to 70c. Less than 100 pound sacks 5c. extra per hundred. Millers say there is no money in the business at present prices.

MILLSTUFFS.—Prices are steady and unchanged. Bran is selling at \$3 per ton to dealers, in broken lots to the local trade.

OATS.—Locally the market has been stronger. On the Winnipeg street market, 22 to 24c per bushel of 34 pounds has ruled for offerings by farmers from 15 to 17c is the usual range of prices paid to farmers in Manitoba country markets.

BARLEY.—Feed samples worth 20 to 22c per bushel of 48 pounds to farmers. Local buyers are paying 23 to 30c for malting samples.

GROUND FEED.—Unchanged at \$13 to \$15 per ton as to quality and quantity.

MEALS, ETC.—\$2 is about the top range for best brands of rolled or granulated. Rolled and granulated oatmeal held at about \$1.85 to \$2 per sack, according to brand and standard meal 5c lower, these being prices to retail traders. Cornmeal \$1.65 to \$1.70 per 100 lbs. Split peas \$2.60 to \$2.65 per 100 lbs. Beans \$1.75 to \$1.80 per bushel. Pot barley, \$2.60 to \$2.65 per 100 lbs. Pearl barley, \$4.15 to \$4.20.

DRESSED MEATS.—There is no change to note. Dressed hogs bring 7c for nice hogs suitable for butcher's trade, and heavy 6c. Beef steady at 5 to 5 $\frac{1}{2}$ c for city dressed. Mutton 11c; lamb, 11 to 12c.

POULTRY.—Slower sale and tendency of prices lower. Dressed chickens 11c; geese and ducks 10c; turkeys 12 $\frac{1}{2}$ c.

VEGETABLES.—Following are prices at which dealers buy from growers on the market: Potatoes 25c per bushel; turnips 15 to 20c bushel; cabbage 25 to 60c dozen; cauliflower 40 to 75c dozen; celery 25c dozen; cucumbers 15 to 25c dozen. Tomatoes bring 25 to 50c per 20 lb basket. Green tomatoes plentiful at 50c per bushel; onions $\frac{1}{2}$ to 2c per lb. Carrots, 30 to 40c bushel; beets, 30 to 40c bushel; parsnips, $\frac{1}{2}$ to 2c lb.

BUTTER.—The market is firm. We have heard of 16c being paid for selected lots of dairy and 18c for small lots of fancy. Good round lots of dairy will bring 15c, when not strictly selected. Dealers have sold at 18c, and up to 20c for a single package of fancy selected.

CHEESE.—Not much business doing, factories hold at 10c, and some ask a little higher, but dealers are slow buyers.

EGGS.—Prices are now firm at the advance, and 20c is the usual quotation, in case lots.

CURED MEATS.—Dry salt long clear bacon, 9c; smoked long clear, 10 $\frac{1}{2}$ c; spiced rolls, 10 $\frac{1}{2}$ to 11c; breakfast bacon, 13 to 13 $\frac{1}{2}$ c; smoked hams, 12 $\frac{1}{2}$ to 13c; mess pork, \$16 to \$17 per barrel. Sausage quoted: Pork sausage, 10c; bologna sausage, 9c; German sausage, 9c; ham, chicken and tongue sausage, 9c per half-lb packet.

LARD.—Compound held at \$1.70 per pail. Pure at \$2.25 per 20 pound pail. In tins, 12 to 12 $\frac{1}{2}$ c per pound.

HIDES AND TALLOW.—Prices are not changed for hides. We quote: No. 1 cows 3 $\frac{1}{2}$ c; No. 2, 2 $\frac{1}{2}$ c; No. 1 steers, 5c; No. 2 steers, 4c; No. 3 2c lb. Real veal 8 to 13 lb skins 4 to 5c per pound or about 40c per skin. Kips about same as hides. Sheep and lamb skins 40 to 50c each. Tallow, 4 $\frac{1}{2}$ c rendered; 2 $\frac{1}{2}$ c rough.

WOOL.—Dealers paying 9 $\frac{1}{2}$ to 10 $\frac{1}{2}$ c for unwashed Manitoba fleeces, as to quality. Washed, 15 to 16c.

SENAGA ROOT.—Quoted at 26 to 30c per pound for good dry root.

HAY.—Baled offered on track at country points at about \$5 per ton; loose on the street market \$3 to \$4 per ton.

Another Manitoba Mill Destroyed.

Clendenning's flour mill, near Carman, Man., was completely wrecked about six o'clock this morning by the explosion of the boiler. No one was seriously injured, the engineer having left the engine room a few minutes before the explosion. The building as well as the engine and boiler and other machinery in the mill is an utter ruin and cannot be repaired. Pieces of the boiler were blown a distance of 300 feet, and immense beams and iron shafts were broken like pipe stems. The engine house was blown out of existence. The cause of the explosion is hard to make out, as the engineer says he only had sixty pounds of steam on at the time. Mr. Clendenning's loss will be very heavy, as he carried no insurance and the mill and machinery were first-class in every respect. There is no other flour mill in this district, and the loss will be a serious one to the farmers, who had to depend on it for their flour. Had the explosion taken place later in the day more serious results might have had to be reported, as employees and others would have been in the mill. There were 500 feet of siding over the boiler in process of drying. Not even a splinter of this lumber can be seen near the place. The loss is estimated at about \$3,000.

There is quite a building boom at Killarney, Man., no less than four business buildings are being erected on the west side of Broadway street.

The Commercial House, Austin, Man., will shortly come under new management. It is the purpose of Dan McDougall to retire to his farm and with a view to this step he has rented the boarding house to Mr. Bright.

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.]

Wheat opened a fraction higher on Monday, and advanced about $\frac{1}{2}$ c., closing at the gain. Oats were about $\frac{1}{2}$ c. higher, and corn $\frac{1}{2}$ c. higher. Closing prices were:

	Oct.	Nov.	Dec.	May
Wheat	72 $\frac{1}{2}$	—	74 $\frac{1}{2}$	70 $\frac{1}{2}$
Corn	42	—	42 $\frac{1}{2}$	40
Oats	29 $\frac{1}{2}$	—	30 $\frac{1}{2}$	34 $\frac{1}{2}$
Pork	—	12 20	—	—
Lard	—	8 02 $\frac{1}{2}$	—	—
Ribs	—	—	—	—

On Tuesday, wheat opened weak and declined $\frac{1}{2}$ to $\frac{3}{4}$ c., recovered partially and closed $\frac{1}{2}$ c. lower. Closing prices were:

	Oct.	Nov.	Dec.	May
Wheat	71 $\frac{1}{2}$	—	73 $\frac{1}{2}$	70 $\frac{1}{2}$
Corn	41 $\frac{1}{2}$	—	42	40
Oats	29 $\frac{1}{2}$	—	30 $\frac{1}{2}$	34 $\frac{1}{2}$
Pork	—	12 35	—	—
Lard	—	8 00	—	—
Short Ribs	10 60	—	—	—

Wheat was easy on Wednesday, later in the day firmed up and closed $\frac{1}{2}$ c. higher for May and $\frac{1}{2}$ c. for December. Closing prices were:

	Oct.	Nov.	Dec.	May
Wheat	71 $\frac{1}{2}$	—	73 $\frac{1}{2}$	70 $\frac{1}{2}$
Corn	41 $\frac{1}{2}$	—	42 $\frac{1}{2}$	40 $\frac{1}{2}$
Oats	29 $\frac{1}{2}$	—	30 $\frac{1}{2}$	34 $\frac{1}{2}$
Pork	—	12 25	—	—
Lard	—	7 95	—	—
Short Ribs	10 75	—	—	—

On Thursday wheat was depressed by weak cables, continued heavy receipts and the Cincinnati Price Current reported autumn-sown wheat in good condition notwithstanding the dry fall. Closing prices were $\frac{1}{2}$ to $\frac{3}{4}$ c. lower, as follows:

	Oct.	Nov.	Dec.	May
Wheat	71 $\frac{1}{2}$	—	72 $\frac{1}{2}$	70 $\frac{1}{2}$
Corn	41 $\frac{1}{2}$	—	41 $\frac{1}{2}$	45 $\frac{1}{2}$
Oats	29 $\frac{1}{2}$	—	30 $\frac{1}{2}$	34 $\frac{1}{2}$
Pork	—	12 05	—	—
Lard	—	8 35	—	—
Short Ribs	10 75	—	—	—

On Friday there was heavy selling influenced by lower cables and heavy receipts. Prices closed 1 to $\frac{1}{2}$ c. lower.

	Oct.	Nov.	Dec.	May
Wheat	69 $\frac{1}{2}$	—	71 $\frac{1}{2}$	70 $\frac{1}{2}$
Corn	40 $\frac{1}{2}$	—	41 $\frac{1}{2}$	45 $\frac{1}{2}$
Oats	29 $\frac{1}{2}$	—	30 $\frac{1}{2}$	34 $\frac{1}{2}$
Pork	—	11 82 $\frac{1}{2}$	—	—
Lard	—	8 17 $\frac{1}{2}$	—	—
Ribs	11 00	—	—	—

On Saturday, October 29, December wheat opened at 71 $\frac{1}{2}$ c., held fairly firm and closed at 71 $\frac{1}{2}$ c. for December option.

Minneapolis Markets.

Following were closing wheat quotations on Wednesday, October 27:

Grades	Oct.	Nov.	Dec.	May	On trk
No. 1 hard	—	—	71 $\frac{1}{2}$	70 $\frac{1}{2}$	70 $\frac{1}{2}$
No. 1 northern	69	68 $\frac{1}{2}$	74 $\frac{1}{2}$	68 $\frac{1}{2}$	68 $\frac{1}{2}$
No. 2 northern	—	—	—	64 to 65	—

Quotations except, when classified, are for new wheat.

Flour—Was weak and did not sell freely, as export prices were not satisfactory, and the domestic demand was not of itself sufficient to take out the present large output. Quoted at \$3.80 to \$4.20 for first patents; \$3.70 to \$3.90 for second patents; \$2.70 to \$2.90 for fancy and export bakers; \$1.25 to \$1.45 for low grades, in bags, including red dog.

Bran and Shorts—Quoted at \$8.25 to \$8.50 for bran, \$9.00 to \$9.50 for shorts, and \$10.00 to \$10.50 for middlings.

Oats—Hold up well while other grain is so weak. Early prices showed good strength in some portions of the morning. The steady movement continues from the interior without the large accumulations shown in the supplies of some other grains. The only class of oats really dull in demand is such as show light weight or poverty of some other description. The general markets show a healthy tone. Car lots sold at 27 to 29c as to quality.

Barley—At a range of 30 to 45c for light, discolored grain, to heavy, bright samples was

the general range, with all shades between, varying from each other in prices about as they did in quality. Dark and inferior were hard to sell at any price for they were not wanted.

Feed—Millers held at \$15.50 to \$16.00; less than car lots \$16.00 to \$16.25; with corn meal at \$14.00 to \$15.00; granulated meal, \$20.

Potatoes—Quoted at 45 to 50c for mixed stock, and up to 55c for fancy sorts.

Eggs—Held at 19 $\frac{1}{2}$ to 20c including cases.—Market Record, Oct. 27.

Duluth Wheat Market.

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

Monday—October, 69c; December, 67 $\frac{1}{2}$ c.
Tuesday—October, 68 $\frac{1}{2}$ c; December, 69 $\frac{1}{2}$ c.
Wednesday—October, 67 $\frac{1}{2}$ c; December, 70c.
Thursday—October, 68 $\frac{1}{2}$ c; December, 69c.
Friday—October, 67 $\frac{1}{2}$ c; December, 69 $\frac{1}{2}$ c.
Saturday—October, 68c; December, 67 $\frac{1}{2}$ c.

A week ago October closed at 69 $\frac{1}{2}$ c. and December delivery at 69 $\frac{1}{2}$ c.

Manitoba Country Markets.

PORTAGE LA PRAIRIE.

No. 1 hard 55c; No. 2 and No. 1 northern 53c; No. 3 hard and No. 2 northern 45c; No. 1 frosted 30c; No. 2 frosted 20 to 25c.

Oats are plentiful at 17c per bushel, while barley is not looked for or bought only for feed.

Potatoes are a drug on the market and no purchaser cares for buying a large quantity. The price is varied, running from 15 to 25c per bushel.

Cattle, live weight per hundred \$2 to \$2.50. There is no very large demand at present, the general feeling being that the demand will remain about the same.

Hogs are quoted at 4 to 4 $\frac{1}{2}$ c live weight and 8 to 6 $\frac{1}{2}$ c dressed with demand fair and prices firm.

Mutton, dressed, 12c per pound; veal \$7 to \$8 per hundred.

Chicken 12 to 13c per pound; ducks 25c per pair.

Eggs 20c per dozen; demand good.

Butter 15 to 18c per pound; choice roll 20c. Good demand for choice butter.—Review, Oct. 26.

BRANDON.

Wheat:—Has receded in price instead of advancing as was expected. The deliveries during the week have been light and some of it has been of very poor quality owing to the soaking rains of a few weeks ago. Farmers have been too negligent in the building of their stacks and those who are now threshing find that they have a great deal of damp wheat on hand. Monday and Tuesday 52c was paid for the best quality but yesterday 50c was the ruling price.

Oats.—Still at the quoted price of the past few weeks. Dealers are paying 16 and 17c a bushel while stablemen are offering 18c.

Barley.—What little has been brought in was sold at 20c a bushel.

Cattle.—Have been in fair supply and butchers are now securing their winter supply. Good steers and heifers are making from 2 $\frac{1}{2}$ to 2 $\frac{3}{4}$ cts but from 2 to 2 $\frac{1}{2}$ cts are the ruling prices.

Sheep and Lambs —Are in demand at from 4 to 4 $\frac{1}{2}$ c a lb.

Hogs.—Live are still selling at 4 to 4 $\frac{1}{2}$ cts a lb, while dressed are making from 6 to 6 $\frac{1}{2}$ cts a lb.

Poultry.—Receipts were somewhat better during the week than at any time this fall. A large number of turkeys were brought in by one enterprising housewife but they were very small. For these 14c a lb was paid. Chickens are bringing from 10c to 12 $\frac{1}{2}$ cts a lb.

Butter.—Is much enquired after and good rolls or crocks would find ready sale at 18c a lb. Vendors of an inferior article would have to be content with a good deal less.

Eggs.—Are scarce and fresh laid are now quoted to us at 18 to 20c a doz.

Potatoes.—Are so plentiful that dealers are only offering 20c a bushel for them.

Hay.—Has again dropped in price owing to larger deliveries. Some loads were sold on Tuesday as low as \$6 and \$7 a ton.—Times, Oct. 27.

Bradstreet's Weekly Report.

The report dated New York, Oct. 28, says: "The features of the week in commercial circles, have been the enforced marketing of thousands of bushels of wheat, long held by farmers for an advance which did not appear, in order to make room for the newly harvested cereals, or to the crop being much larger than heretofore expected, and the extraordinary prolongation of mild open weather, which has served to check sales of heavy weight and other seasonable goods at many points.

Special telegrams to Bradstreet's from leading eastern centres show that duplicate orders keep shoe factories busy; in addition to which woolen and cotton mills and rubber factories report trade active. Those advices from Boston and Philadelphia are supplemented by advancing prices for petroleum paints and pig iron. Baltimore, where trade with the south is very extensive, reports collections improving as crops are being marketed, and the feeling among southern merchants better owing to the firmness of cotton prices.

The general demand for staple cotton goods as reported by manufacturers continues active. Print cloths are 16c higher for 64s on the disappearance of surplus stocks at the mills. Raw cotton advanced during the week but receded again.

The movement of grain at and through Montreal is quite brisk, notably of wheat and oats. The trade in dry goods, groceries, hardware and hog products there is also active. Farmers throughout the province of Quebec are greatly favored by mild weather. General trade has been quieter at Toronto, the mild weather greatly checking sales of seasonable dry goods and furs. Low prices for wheat and the scarcity of cars depress that cereal.

There were thirty business failures reported from the Canadian Dominion this week, against thirty last week and thirty-three in the like week a year ago.

The cities of Halifax, Montreal, Toronto and Hamilton report an aggregate of \$20,097,000 bank clearings for the week. Last year the total was \$22,764,000, and in the same week last year it was \$18,426,000.

The Canning Industry.

It appears that about 40 years ago the preserving of fruits and vegetables by way of the hermetically sealed can was an infant industry, practically an American discovery. Cans were made entirely by hand with the crudest kind of tinsmith tools. Three men could turn out over 100 cans each, or 300 cans per day, at a labor cost of \$2.50 per 100, or 30 cents per dozen; a boy could carry them to the storehouse on his back in two trips. Now, by the use of machinery three men will turn out 100,000 better made cans in a day. The labor cost is thereby reduced to less than one cent per dozen. This great output can scarcely be loaded onto two freight cars.

Twenty years ago corn was cut from the cob by hand at a cost of 10 cents a bushel; two bushels an hour for a boy was a good average. Now, by the means of one simple machine, a boy will cut 75 bushels an hour and do better work.

Ten years ago peas were shelled by hand and the labor cost was from 10 to 12 cents per gallon. Now there is a machine which, attended

by one man and two boys, will shell as many peas as 500 women could in a day, or 1,800 bushels in 10 hours, at a cost of less than one-eighth of a cent per gallon. Twenty-five years ago cans were filled by hand, the cooking was done in the crudest manner, and the capping was done by the use of the common soldering iron. Through improved facilities and machinery, 22 hands out of every 25 have been displaced at the filling table; 4 out of every 5 have been displaced in the cooking department, and 12 out of every 14 have been displaced at the capping stands. These marked reductions in labor, touching every feature of the business, enables the packer to pay the farmer old prices for produce and yet sell canned goods, such as corn and peas, which sold 25 years ago at \$6 per dozen, at \$1 per dozen. Thus by labor-saving devices the cost of production of canned goods has been so reduced as to place them within the reach of the poorest.—*New England Grocer.*

Politeness Behind the Counter.

We have written on this subject before. We shall write of it again. It is a subject that will bear repetition a good many times. The cheapest article on the market to-day is politeness, and it is one of the best; and yet it is a commodity that a good many are sublimely and blissfully ignorant of. If a trader does not know how to be polite himself, then he should stay in the back of the store and hide himself, and hire men at the front and behind the counter who have the inclination and can find time to be polite for him. If he will not do this, then he should go into the nickle-in-the-slot machine business, or retire altogether. It would be for the better for the customer, and it would prove decidedly more remunerative to the trader, were he to serve his patrons by automatic machines rather than through the medium of inattentive and impolite clerks. How many times has a good customer been driven away on account of a surly clerk? A customer wants attention, and polite attention. It matters not who it is, be it a man or a woman, young or old, that person expects civility, at least. The writer has had many such experiences as above described, and he has ever made it a rule never to give an impolite salesman a second opportunity of exhibiting his ugliness at his expense, and there are thousands similarly situated. It seems astonishing that a merchant who expects to succeed should overlook, or, as is often the case, cares so little about who serves his customers and how they are served. It is not obsequiousness that is wanted, but a civil answer to a civil question. It is only by politeness with a desire to please and satisfy the customer, that a profitable and satisfactory trade can be built up.

We have some people who would do well to cut this out and paste it in their hat.—*Ex.*

United States Tin Plate Industry a Failure.

The attempts to establish a domestic tin plate industry by means of a heavy tax on the imported plate appears to have proved a fizzle. It is now one year and three months since the duty was increased to 22 10 cents per pound, and yet the domestic output is ridiculously small—not worth mentioning besides the quantity imported each month. Even the small quantity that is produced here cannot be strictly termed "American." According to the manager of the Norristown, Pa., tin plate mill, all of the sheets, pig tin and palm oil used in that mill is imported. Even the workmen employed there are imported from Wales. All that is done in the Norristown mill is the dipping of the foreign plates in the foreign tin by foreign workmen, who use foreign palm oil, and this process is identical with that employed in the majority of the tin plate works of America, as regards the foreign material and foreign workmen employed, but the Norristown mill is run on a larger scale than most of its competitors in this country. A

bigger blunder was never made by a political party than the increase of the tin plate duty. The best thing the party responsible for it can do is to join with their opponents in getting the duty repealed, and thus relieve a number of industries from a serious burden.—*Merchants' Review, N. Y.*

Strike Bills.

Government statistics show that in seven recent years, taken all together, there were in the United States nearly twenty-five thousand strikes of workmen or employees of various sorts, and that these strikes cost the strikers nearly fifty-two millions of dollars. What they cost the employers is not known, but probably it was not a less amount.

The number and costliness of strikes increase from year to year, and as they become more frequent and more expensive, they also become more bitter and harder to settle.

The last summer has seen the soldiery called out in four states at the same time, to suppress riotous disturbances in some way connected with strikes. Probably the total "strike bill" of the year 1892 will surpass in magnitude any which has been incurred before.

It is impossible to settle the "rights and wrongs" of strikes off hand. Sometimes the employees are exacting, unreasonable and unfriendly to their employers. Sometimes the employers goad their workmen to open resistance by injustice, a grasping, or over-bearing insolence.

But nothing could be clearer than that the cost of strikes, in the long run, is just so much taken away from the general wealth of the community. Nothing could be more wasteful of the resources of both parties to a controversy. No doubt it would be less harmful, because less productive of the bitterness and hatred that leads to future trouble, if the millions of dollars which strikes cost were taken out and publicly burned rather than spent in the way they are.

Let us hope that the practical sense of the American people will, before many years, hit upon some satisfactory means by which this frightful and menacing strike warfare can be prevented.—*Youth's Companion.*

Live Stock Markets.

The Liverpool cable of October 24 says:—"The markets are still glutted with middling cattle and business is unsatisfactory. There is a steady demand, and the receipts of Canadian and United States cattle are light. Prices are nominally as follows: Finest steers 10 to 10½c; good to choice 9½ to 10c; poor to medium 8½ to 9c; inferior and bulls 6½ to 8½c.

The Montreal Gazette of October 24, says:—"The boom which the steamship people started a week or so is busted, and they find it almost impossible to fill their boats this week, even at a 30 shilling rate of freight. The trade were treated to their annual pleuro-pneumonia scare to-day, but the British agriculturist has evidently a weaker case this time than he had last year, and will not be any more successful than he was then in proving that this dreaded disease exists in Canada. The local trade is generally unsatisfactory in character. With a limited supply of cattle at the Point during the week trade improved somewhat; but prices were very little better. Hogs were in good demand at 5½ to 5¾c, and good sheep and lambs sold well. At the East End abattoir this morning there were 600 cattle, 1,000 sheep and lambs and 600 calves offered for sale. Trade was fair for good cattle, but there was an over supply of common cattle, which met with a very unsatisfactory sale. The highest prices paid to-day were 3½ to 3¾c, but the bulk of the business was done at 2½ to 3c. A few stockers were taken at 3½c. Old sheep sold at 2½c per pound, and lambs 3½ to 4c. Calves sold at from \$3 to \$12 each.

Hill & Wallace, dry goods, Lethbridge, had a fire in their premises. Damage very slight.

Experiments in Wheat Sowing.

The Ohio agricultural experiment station has for several years been investigating such problems in wheat culture as the quantity of seed per acre, the depth of seeding, drilling versus broadcasting, the mixing of different varieties, cross drilling and the use of the roller press. The average results favor sowing at the rate of five to seven pecks per acre of thoroughly cleaned seed and sowing this not to exceed two inches deep. In favorable seasons broadcast seeding has produced about as large a crop as drilling; but if the seeding season be hot and dry, drilling is likely to give the best results. No advantage has yet been discovered in the mixing of different varieties. There has been a slight increase of crop where the wheat was cross drilled, the same quantity of seed being used in each case. This increase may be partly due to the more thorough pulverization of the soil accomplished by the double drilling. The roller press—a wheel following each hoe of the drill—has not increased the yield sufficiently to warrant its use.—*Cincinnati Price Current.*

British Grain Trade.

The Mark Lane Express of October 24th, in its weekly review of the British grain trade, says: "The prices of English wheat have slightly advanced in the provinces, but show no change in London. Foreign wheats have ceased to advance owing to the quantity of South and North American en route for this country. Best Californian is quoted at 34s., Oregon at 34s. 6d. and Duluth at 35s. Monday's market wheat and oats were dull. Corn was strong owing to diminished supplies. Flour was slightly cheaper. Barley was neglected and prices were 3d. lower."

The Portage oatmeal mill is shipping its product to England. The first consignment went on October 21.

Jas. Lawrence, formerly of J. H. Ashdown's, Winnipeg, has been appointed agent to wind up the estate of the Lethbridge Hardware Company.

The first color of snow this season at Winnipeg came on Friday, October 23. There was a flurry for a few seconds two or three times during the day, and as quickly disappearing.

Mr. Crosby, who is establishing a woolen mill at Morden, Man., has got out a quantity of heavy oak lumber for foundation work, etc., in the new mill, which he will commence at once. It is fully expected that it will be in running order by May next, with 216 spindles running.

The machinery is now being put in position in the new flour mill at Killarney, Man. A gang of millwrights from Toronto are at work putting the machinery in.

From Ottawa we learn, says the Deloraine Times, that the Minister of the Interior has authorized the erection of a wind-mill pump at the Deloraine artesian well. It is expected that when the sand has been removed from the pipe by the pumping, that a steady flow of water will be secured. The analysis of the water already published shows that it is a good water for all domestic purposes, while it will be a splendid protection against fire.

The wheat market is slow opening here, says the Minnedosa Tribune. The farmers have always endeavored to keep up with their work and get all the plowing possible done in the fall. Last year the first load of wheat was marketed on the 29th October, about the time of the ground freezing up and preventing plowing. This year it has come a little earlier, some straggling loads being brought in during the prevalence of the bad weather lately. The weather being now fine it is not expected much more will come till hard frost sets in. But with regard to the crops in this district, they are the best harvested for some years.

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—DEALERS IN—
FRUITS AND ALL KINDS OF PRODUCE.
Special attention to consignments of Furs and
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AGENTS Skidegate Oil Works, B.C.; D. Richards, Laundry Soap,
Woodstock, Ontario; Toller, Rothwell Co., Montreal, Parisian
Washing Blue.
We have a large cool warehouse with good facilities for handling
Butter and Produce in quantities.

Consignments Received in all Lines. Correspondence
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Victoria Rice Mill

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CHINA and JAPAN RICE,

RICE FLOUR AND BREWERS' RICE.

WHOLESALE TRADE ONLY.

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WHOLESALE AND RETAIL DEALERS IN

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The Oldest Established Business in Town.
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The Brackman & Kerr Milling Co.,

(LIMITED)

Oatmeal and Ground Feed Millers.

WHOLESALE DEALERS IN

FLOUR, FEED, GRAIN AND PRODUCE.

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FLOUR, FEED & PRODUCE MERCHANTS.

SOLE AGENTS FOR VANCOUVER, NEW WESTMINSTER
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CELEBRATED OAK LAKE, MANITOBA FLOUR

Wharves, False Creek, Westminster Avenue

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Consignments Solicited. Bank References

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BUTTER, EGGS, FRUITS AND PRODUCE

A PERFECT SYSTEM OF

COLD STORAGE.

230 ABBOTT STREET, VANCOUVER,

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LELAND HOUSE, VANCOUVER

British Columbia.

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

INSLEY & EDWARDS, Proprietors.

Baker & Leeson,

(Late of Douglas, Manitoba.)

PRODUCE

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Commission Merchants,

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Manitoba Consignments Solicited. Best
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—WHOLESALE—

Wines, Liquors and Cigars

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Direct Importers and Dealers in

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Shrubs, Seeds, Trees and Fruits. Dairy and
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Butter, Eggs, Cheese and Pork Products.

FRESH EGGS WANTED.

Mellon, Smith & Co.

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GENERAL FORWARDING.

Advances made on Consignments of goods.

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COCHRANE, CASSILS & CO.

Wholesale Boots and Shoes

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MONTREAL.

Manitoba and N.W.T. Agency: J. M. MACDONALD

McIntyre Block, WINDSOR.

British Columbia Branch: WM! SKENE, Van-Harbo
Block, Vancouver.

Grain and Milling.

The Winnipeg grain exchange has been
moved into new quarters in N. Bawll's new
board of trade block on Princess St.

Gray & Staples have secured the contract for
building the farmers' mill at Portage la Prairie.
The building will be a four story one, 34 x 60
feet, costing about \$5,000. Its site is just west
of the Farmer's elevator. Work on the founda-
tion has begun, and the whole will be complet-
ed by the middle of December.

At Osgood Hall, Toronto, on October 22,
counsel for the Lake of the Woods Milling
company moved to continue the interim in-
junction restraining the Citizen's Milling
company from selling flour in bags stamped
with plaintiffs' trade mark. The motion by
consent was turned into a motion for judgment
and the judgment granted a perpetual injunc-
tion with costs.

An Old Friend.

Word has been received from the publishers
of the Canadian almanac, of some important
additions to be made to its forty-sixth annual
issue to be published next month. Besides the
valuable matter so familiar to our readers, it
will contain an Ontario law list, a list of not-
aries in Quebec, and some interesting articles
on new subjects. A graphic description of
Montreal will be given together with a fine map
of the city.

D. GORDON MARSHALL,

SOLICITOR OF THE

Provinces of Ontario & British Columbia.

Conveyancer, Notary Public, etc. Special attention to
Commercial Law and Collections.

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Eggs and Choice Butter

Bought, also handled on commission by

F. R. Stewart,

Wholesale Provision and Commission Merchant,
VANCOUVER, B. C.

Shippers are invited to quote lowest prices or forward
a consignment which will be handled to the best possible
advantage.

THE MANOR

C. EDWARDS, PROPRIETOR.

Rates, \$2.50 to \$3.00.

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OFFICIAL ASSIGNEE

For the province of Manitoba, under the recommend-
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Insolvent and Trust Estates Managed with Promptness
and Economy.

Special attention to Confidential Business Enquiries.

Corner 2nd Avenue and 2nd St. North,
WINNIPEG, MAN.

WILLIAM GREEN,

Grain, Flour and Feed.

CAR LOTS.

34 YONGE ST., TORONTO, ONT.

(Opposite Board of Trade.)

Advances made on consignments. Specialty of
Ungraded Wheat. Send samples
and Quotations.

British Columbia.*(Continued from page 186)***The B.C. Colonization and Deep Sea Fisheries Scheme.**From the (London) *Canadian Gazette*.

Another stage has been reached in the arrangements for the proposed colonisation of the seaboard of British Columbia and the development of the deep-sea fisheries of the province by means of crofter labor. Major Clark has returned from British Columbia, where the agreements between the British Columbia Government and the commercial syndicate, which is to co-operate with the provincial authorities, have been signed and executed. The syndicate is now, therefore, taking steps for the formation of the company which is called for in the acts of the Provincial Legislature, and which is to be known as the Commercial Company of British Columbia (Limited). Our readers are already familiar with the main outlines of the proposal which the British Columbia Government is to carry out in conjunction with this commercial body. The arrangements between the Imperial and British Columbia Governments for the loan of £150,000 from Her Majesty's Treasury in three instalments of £50,000 each are complete, and it is the purpose of the company to co-operate with the Provincial Government in putting the colony into full working order. The company will assist in selecting the emigrants, and will be required to make such preparations as will enable the colonists to commence work immediately on their arrival at the fishing stations, and to adopt such measures as will further the development of the deep sea fisheries, secure the establishment of contingent industries and promote the colonization of the province.

The colonists will not be paupers in any sense of the word, but will be placed in a position to help themselves from the first, and be able, out of their earnings, to commence at once to repay the money advanced on their behalf. In consideration of these undertakings the Government of British Columbia has agreed, subject to certain conditions safeguarding the interests of the province, to grant to the company 500,000 acres of Crown lands to be selected by the company on the usual alternate section principle out of the areas mapped out by the commissioners of the syndicate on their explanatory cruise. These areas extend from Port St. Juan, opposite Cape Flattery, at the entrance to the St. Juan de Fuca Strait, in the south of Vancouver Island, to Cape Scott and Malcolm Island, on the northern coast of the island, as well as certain lands between the 53rd and 54th parallels known as Gribbell Island, and a portion of the adjacent mainland, and certain large areas on the Queen Charlotte Islands. The areas thus embracing the company's reserve are, at present, practically uninhabited, and while, of course, colonization under the present scheme will be carried on gradually, as fields for fresh labor arise, it is hoped that the scheme will supply the pioneer force for British Columbia, and ultimately bring a fishing population of over 100,000 to the Pacific coast of the Dominion.

Apart from the Colonial and commercial aspect of the scheme, it is obvious that the transfer of 1,000 families from congested districts, in the Mother Land without cost to the nation, should improve to an appreciable extent the condition of those remaining, while a class specially adapted for the colonization of the seaboard will be established in another part of the Empire, where a maritime population would appear to be in every way a necessity. Whether the services of the fishermen already belonging to the Royal Naval Reserve, and who will form a percentage of the colonists under this scheme, can be retained to the Empire in their new homes it will remain with the Imperial authorities to decide, but it would seem extremely desirable that these men should be able to continue their connection with the navy in British Columbia, considering the steady growth of Imperial responsibilities on the

Pacific Ocean. Moreover, the arrangements concluded between the Imperial Government and that of British Columbia create a precedent whereby a Colonial Government may invite from the surplus population of the Mother Country the class required for the development of its resources. The Empire cannot, moreover, fail to be directly concerned in the operation of a scheme which will tend to balance maritime interests on both shores of the Dominion. Canada stands fifth in the list of maritime countries at the present time, the Provinces on the Atlantic seaboard contributing principally to this result, and the tonnage of shipping, the number of men employed in seafaring pursuits, and the revenues derivable from the Atlantic waters, serve to indicate what the improved position of the Dominion will be when the present eastern development is duplicated in the Pacific.

A Bankruptcy Law.

The Victoria board of trade has been grappling with the old problem of an insolvency law. A special meeting was called at which the resolution published last week was discussed. What is wanted is a law which will protect the creditor, who is now at the mercy largely of the honesty or dishonesty of the insolvent—a law which will do away with all preferences and place creditors on an equal footing and receive pro rata benefits of all the assets of the insolvent debtors. It is scarcely necessary to go into the pros and cons of this now threadbare subject, because it is the same legislation that has been striven for in all the previous times and time again. It is simply the outcome of a universal need so far as the Dominion, viz. a general bankruptcy act, the details of which seem impossible to be arranged satisfactorily, due largely to the varying conditions existing. It is like a tariff law, which covering a great number of interests, necessarily bears harder on some parts and some persons than others. One feature of the present operation of the law although no preferences are recognized, is that the eastern creditor by his closer methods, usually gets the advantage. Another is the cupidity of the creditor himself, who very often does what he can to get ahead of other and smaller creditors. Then there are local exemptions and so on, each adding to the difficulty of an equitable settlement.

After the matter had been discussed at some length, the Victoria board decided to refer the matter to the Attorney-General for an opinion as to the possibility of provincial insolvency law. The Attorney-General, as was to have been expected from one so eminently practical, advised against the passing of such legislation, in as much as it would lead to endless litigation. He preferred the settlement of estates in liquidation by a federal statute, such as the various boards of trade have petitioned for.

It may fairly be presumed that the general necessity for a general insolvency law will ultimately ring from the federal authorities some remedial measure. In the meantime, what is most needed is a greater degree of concerted action among wholesale men of the province, whereby, as in Manitoba, their interests may be better protected. Business rivalry may be all very well, but when it comes to matters of this kind harmony and business confidence are necessary to preserve a commercial equity. Otherwise, an indiscriminate scramble for individual claims is sure to make things worse and increase the evil effects of failure. Very often it results in hardships on those who would be honest, and whose credits are curtailed on account of the failures of others. In the past, the reckless method of giving long credit without any statement of the merchant's affairs, is a mistake, and when the evil day comes the wholesale dealer who has been carrying the trader along ultimately strives to corner the assets by one means or another. A good deal, therefore, could be accomplished by united action, not

only to prevent loss by failure itself, but to protect trade interests against eastern creditors.

British Columbia's New Lieutenant-Governor.

After a long period of political suspense, Hon. E. Dewdney has been appointed Lieutenant Governor of British Columbia, succeeding Hon. Mr. Nelson, whose term has expired. Whatever may have been the chances of the late Hon. John Robson, generally considered to have been excellent, his claims were set at rest by his demise in England, and Mr. Dewdney's appointment was henceforth a foregone conclusion. He is an old British Columbian, with considerable political experience, and as such was one of the people of the province, and other things being equal, was fully entitled to the honor. As an occupant of Carey Castle, his duties will consist largely of a routine dictated by state etiquette, and as a social and constitutional head of the capitol Mr. Dewdney's qualifications are all that could be desired. His appointment meets with no opposition, and may generally be regarded as satisfactory. Among a number of public men in the province Mr. Mara as Lieutenant-Governor would have been preferred, but he is still a young man, active in business and politics, and can afford to wait an honor, which, if he covets it, may yet be his.

The Sealing Catch of the Pacific Coast.

The report of the provincial sealing fleet for the season just ended is at hand. THE COMMERCIAL's comments of some time ago regarding the probable unsatisfactory nature of the season's catch have been largely verified. The custom house report show that 65 schooners cleared for the sealing grounds, their crews including 952 white men and 491 Indians. The fleet carried 273 boats and 250 canoes. The biggest catch of the season was made by the Carlotta G. Cox, 2,737 skins; the next largest the E. B. Marvin, 2,045 skins, and the smallest the Minnie, 5. The total catch for the whole fleet was 45,412 skins, of which 4,579 were caught on the lower coast, 24,523 on the upper, and 14,805 on the Asiatic coast.

Five American schooners reported a total of 3,381 skins for the season. Of these 99 were taken on the lower coast, 2,056 on the upper, and 1,224 on the Asiatic side.

Brief Business Notes.

Cartor & Tolmie, brewers, Victoria, have as signed.

A new daily paper is being promoted in Westminster.

The R. P. Rithet loaded coal at Departure Bay for Honolulu.

A rich gold find is said to have been discovered near Northport.

F. A. Bocklofsky, restaurant, Nelson, has given up business.

Laughlin Jamieson is now operating the Victoria Shingle Mills.

The Lyman D. Foster is loading lumber at Moodyville for Sydney.

The Squamish Valley Hop Company is increasing its capital to \$35,000.

Tenders are being called for the dyking of 9000 acres of land in Pitt Meadows.

The Victoria Times Publishing Co. proposes to increase its stock to \$100,000.

A. R. Carrington, formerly of Victoria, contemplates opening a general store at Nicola.

Consignments of sugar are being sent from Vancouver to Spokane by way of Revelstoke.

The Bluebird claim in Slovan, which was discovered in June, will ship ore in November.

The British barque Fernbank has been chartered to load lumber at Moodyville.

Godfrey & Blowey, hardware merchants, Vancouver, have dissolved. Godfrey continues.

A new paper will issue at Kaslo on Nov. 8th. Kootenay reclamation works have again been interrupted by dissatisfied Indians.

The first issue of the *Courtenay News*, Vancouver Island, appears this week.

A. C. Wilson, florist of Westminster, has opened a branch store in Victoria.

The Kamloops Cattle Co. has opened a butcher stall in the market hall, Vancouver.

Keddy & Crossan, livery stable proprietors, Nanaimo, have dissolved. Keddy continues.

The *Daily Post* is expected to make its appearance in Westminster about December 1st.

J. Smidt has bought from the mortgagees the business of Chas. A. Desky, tobacconist, Victoria.

John Simpson and George Dennis, livery stable keepers, Ladner's Landing, have dissolved.

Callender & Storm, dealers in and makers of brick, Vancouver, have dissolved. Callender continues.

O. P. St. John, manager of the late John Doty Co., Vancouver, has resigned and gone to Buffalo.

The British barque *Grassmore* has been chartered to load lumber at Hastings mills for Valparaiso.

J. Trapp, Thor. Cunningham and D. S. Currie have been appointed market commissioners for Westminster.

R. P. Rither & Co., Victoria, last week forwarded 4500 sealskins, valued at \$54,000 to London, Eng., via C.P.R.

J. F. Wardner has 100 pack mules conveying ore from the Freddie Lee mine, Sloan, to Nakush for the Tacoma smelter.

The B. C. Iron Works Co., Vancouver, has purchased the plant of the Vancouver City Foundry & Machine Co. for \$30,000.

S. J. Emanuels and E. B. Deane, late of Deane & Searle, have formed a partnership as auctioneers, real estate and insurance agents, Vancouver.

C. G. Faulcor, late of Steenes, Burpee & Co., has opened an office in Vancouver and will deal in Japanese baskets, Calcutta socks, twins, etc.

Samuel Robins, managing director of the new Vancouver Coal Co., has sold 912 acres at Duncan's Bay to W. J. Macaulay and others for about \$30,000.

The British barque *Martha Fisher* has sailed with the first cargo of 1892 salmon and a small consignment of whalebone. The salmon amounted to 34 002 cases, valued at \$103,454.

Notice of incorporation of the *Colonist Printing Co.* Victoria, appears in the *Gazette*; capital, \$150,000; trustees, W. H. Ellis, A. G. Saigosin, James Danmuir, C. A. Holland and Sydney Aspland.

The C. & K. Co. has launched a steam scow to run between Revelstoke and the head of Upper Arrow Lake. By this means navigation can be kept open one month longer than usual.

The *Golden Era* reports the ore in the North Star claim, situated on the north side of St. Mary's river, opposite Fort Steele, as over 23 feet in width, solid steel galena, averaging 40 oz in silver. Such a discovery, if confirmed, is one of the most wonderful on record.

The steamer *Mongolian* sailed for Liverpool from Montreal on October 23, having on board a shipment of 451 wild territories cattle. On account of the nature of the cattle, many of the cattle men struck for higher pay. After hauling out awhile the shippers gave in, allowing them \$25 a piece for their passage. This is the highest rate this season.

Public notice is given in the *Canada Gazette* that whereas the Government of Canada is entitled to all Crown lands within twenty miles of the Canadian Pacific Railway from the summit of the Rocky Mountains to the statutory

terminus of that railway at Port Moody, and whereas the Government of British Columbia has assumed a line proposed by itself, but not agreed to by the Government of Canada, to be the boundary of the railway belt, and has disposed of land accordingly, the public are, therefore, warned that sales of Crown lands made by the Government of British Columbia within twenty miles of the Canadian Pacific Railway are illegal and will not be recognized by the Government of Canada.

Freight Rates and Traffic Matters.

The *Duluth Market Report*, of October 22, says: "Grain rates have ruled firm and steady with good demand for vessels at 4s for Buffalo. 4s has been paid from Fort Williams to Buffalo and 6s from Fort Williams to Kingston. Coal rates firm and unchanged at 23s for hard from Buffalo and 40s for soft coal from Ohio ports. Erie canal rates firm and higher at 6s to 6s on wheat to New York, including all Buffalo charges.

The *Montreal Trade Bulletin*, of October 21, says: "Quite an advance has taken place in ocean freights during the past few days, engagements of grain having transpired at 2s 6d to 2s 8d to Liverpool, with 3s now asked. Glasgow engagements have been made at from 2s 6d to 3s, and to London, 3s, with 3s 3d asked. There has also been an advance in sack flour, with engagements at 12s 6d Liverpool and 15s (Glasgow and London. Provisions are higher at 15s Liverpool and 20s Glasgow. Butter shows 25s Liverpool, London and Glasgow, and 32s Bristol. Hops have been taken at 2 of 1d per lb., with 3d now asked. Deals 4s 6d and cattle 50s to Liverpool. Eggs, 15s to 17s 6d. Hay, 40s to 50s.

Lake and river freights are steady at 5s wheat from Duluth to Kingston and 4 1/2 to 4 3/4 from Chicago to Kingston and 7 1/2 to 7 3/4 through from Chicago to Montreal.

From Chicago to Buffalo rates are a trifle easier at 2s wheat and 2s corn. From Buffalo to New York 4 1/2 to 4 3/4 wheat and 4 3/4 corn.

Manitoba.

J. C. Richardson, hotel, Neepawa, deceased. W. T. Allport, blacksmith, Nesbitt, has sold out to John Taylor.

A. A. Stewart has sold his undertaking business at Carman to T. H. Miller.

Sparks & Dixon, hardware, Belmont, have dissolved partnership; F. F. Sparks continues.

Polkey & Gordon, advertising and general agents, Winnipeg, have dissolved partnership. Polkey continues.

H. Price's butcher shop, Winnipeg, was broken into some time on Saturday night by burglars and the safe blown open, but nothing secured.

Porter & Ronall, wholesale crockery, etc., Winnipeg, suffered loss from fire in their cellar on Saturday. Damage about \$3,000, covered by insurance.

Several safes have been "cracked" at Portage lately. Martia & Co., lawyers, and Dick & Banning were the last to suffer. No money was found in either instances.

Body, of the linseed oil mills, left recently for England, intending to return next spring. The firm have arranged to erect a brick mill as soon as this season's crushing is finished.

A circular letter from the company's head office at Portage la Prairie has been issued appointing Henry Fry land commissioner for the Manitoba and North-western railway, with headquarters at Winnipeg.

Nine cars of cattle were shipped this morning by S. L. Head, says the *Minnedosa Tribune* of October 20. Five cars came from the west, four were loaded here, and five more cars will be taken on at Arden. Mr. Head complained bitterly of the delay caused by want of sufficient

cattle cars, and the imperfect feeding and watering arrangements.

The paper mill at Portage la Prairie, Man., was burned on Saturday evening of last week. The building and plant is a total loss. It was insured for \$20,000 and was valued at about \$30,000. It is satisfactory to learn from Morlock, Anderson & Co., Winnipeg, that there is a large stock of manufactured paper which was stored elsewhere, and which is saved. It is expected that there is sufficient manufactured stock on hand to last until next spring, by which time a new mill will likely be built. Full arrangements have not yet been made, but it is the intention to have a new mill established at once, of a more extensive and complete character than the old one. A first-class plant will be put in, and it is intended to manufacture fine wrapping and newspaper grades of paper, in addition to the lines turned out in the old mill. The business has been a profitable one the past year, so that there is no question about the establishing of a new mill, though it has not been decided yet where the mill will be located.

Northwest Ontario.

James, Woldman, printer and publisher, reported moving to Estevan.

George Moorling, furniture, Port Arthur, has assigned in trust.

Aaron Squires, insurance agent, Port Arthur, has sold out to Geo. Macdonell and J. J. O'Connor.

Assiniboia.

O'Neil & Co., general store, Broadview, stock sold by assignee on 23rd inst.

Moosejaw Electric Light and Power Co., Limited, have sold out to A. Hiltcock.

Cars are Scarce.

A telegram from Chicago on Thursday says: "No relief to the growing grain blockade in Chicago was found yesterday. On the other hand, several western roads, alarmed at the way grain cars were piling up, instructed their agents to load no more grain until further orders. But more than 10,000 cars are already loaded on western tracks, en route to Chicago. Unless the 10,000 or more cars already here are unloaded there is danger of the greatest blockade in history. The hopes of western lines are largely that eastern roads will find means of lifting the blockade, but no encouraging word came to day. Probably five thousand cars were refused by them during the day. This shortage of cars seems only to reduce the demand for them in the west. The St. Paul is four thousand behind its orders, the Atchison is probably six thousand behind, and a conservative estimate is that western roads could, if they had them properly placed according to the demand, load forty thousand cars to-morrow. The main trouble is that four-fifths of the business is east bound, and long lines of empty cars must be hauled back for new loads."

How to Make Shoes Waterproof.

Dissolve half an ounce of Burgundy pitch in half a pint of drying oil, mixed with half an ounce of turpentine. To use this fluid the shoes must be warmed slightly before the fire and then painted over with the composition by means of a soft brush, and then allowed to dry and painted over again with the liquid. The shoes should then be placed in a warm and dry place until perfectly dry. Another composition of a similar kind is made by dissolving an ounce of powdered resin in a quart of a pint of linseed oil made hot over the fire in an earthen pipkin; then add two ounces of mutton suet chopped fine, and simmer till the materials are well mixed. This mixture requires but one application.—Ex.

Pure Highland Scotch Whiskies.

**THE FAMOUS
LAGAVULIN DISTILLERY,
ISLAND OF ISLAY,
SCOTLAND.**

The Lagavulin Whisky is famous for its fine quality, being made from pure **SCOTCH MALT ONLY**, and has long been the favorite beverage of Sportsmen.

It contains no grain spirit, or other Whiskies one knows nothing of, and the most eminent Physicians of the day prescribe it where a stimulant is required.

ASK FOR THE LAGAVULIN.

**MACKIE'S
PURE OLD BLEND
10 YEARS OLD.**

GOLD LABEL
AS PATRONIZED BY ROYALTY AND THE LEADING
PHYSICIANS.

Sold only in the Northwest by:
G. F. & J. GALT. RICHARD & Co
HUDSON'S BAY Co.

MUNROE & CO,
Wholesale Dealers in
Wines, Liquors and Cigars
OF THE BEST BRANDS
9th STREET, - BRANDON

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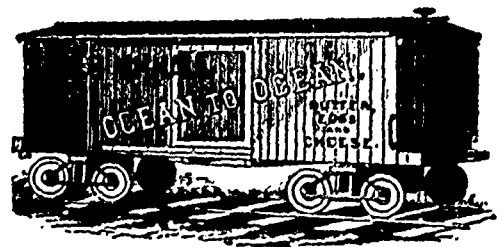
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Accident
Insurance
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EVERY POLICY issued by THE MANUFACTURERS' LIFE has this most liberal provision: "That, after being in force TWO YEARS provided the age of the insured has been admitted, the only condition which shall be binding upon the holder is, that he shall pay his premiums when due. In all other respects the liability of the Company under the policy SHALL NOT BE DISPUTED.

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W. R. MILLER,
Manager for Man., N.W.T. & B.C., WINNIPEG.



J. L. Bucknall,
(Successor to Grant, Horn & Bucknall.)

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—AND—

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FIRST CLASS STORAGE.

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CIGARS!

Encourage Home Manufactures by
smoking

Republics, Columbia, Canucks, Selects & Specials

—MADE BY—

Bryan & Co

WINNIPEG, - MANITOBA.

ASK OUR TRAVELLERS FOR

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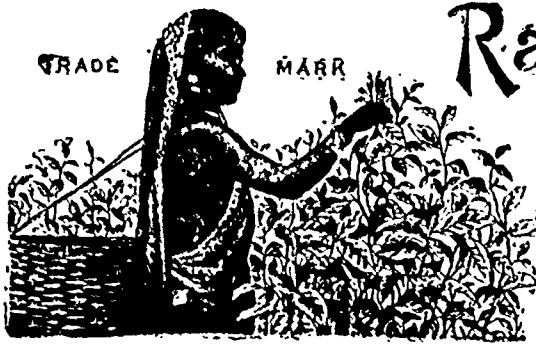
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INDIAN TEA**

GUARANTEED ABSOLUTELY PURE
AS MANUFACTURED ON THE
GARDENS IN INDIA.

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FINE
BOOTS & SHOES
MONTREAL.**

Representative for Manitoba, N.W.T. and
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L GODBOLT WINNIPEG McIntyre Block

**LAKE OF THE WOODS MILLING CO.
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The most perfect Flouring Mill in Canada. CAPACITY 2,000 BARRELS A DAY.

Barrel Factory at the Mill and Grain Storage Capacity of 550,000 bushels in addition to which we have a system of handling Elevators throughout the Northwest.

All Grades of HARD WHEAT FLOUR in Barrels and Bags.

Offices at: MONTREAL. KEEWATIN. WINNIPEG.

E. A. Small & Co.,

—MANUFACTURERS AND WHOLESALEERS OF—

Men's, Boys' and Children's Clothing.

Albert Buildings, Victoria Square, Montreal.

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Main Street, Winnipeg.

THE LOCK POCKET PATENTED Attached to our Garments only.
See it before Purchasing Spring Goods.

S. C. MATTHEWS.

W. C. TOWERS.

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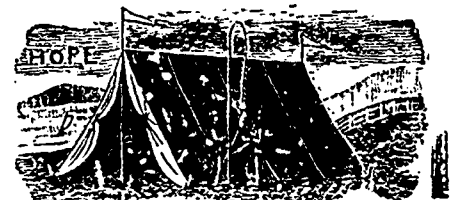
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Outposts of Civilization.

The Hudson's Bay Company as a civilizing agency has formed the text for many a homily. When the whole Canadian Northwest was almost a sealed book to the outside world—isolated as completely as Greenland now is—it was the "Governor and Company of Adventurers trading into Hudson's Bay," who kept the spark of civilization alive, and built up a reputation for rectitude of dealing which has done more than ought else to smooth Canada's path in the treatment of her native races. Honesty was, you may say, obviously the best policy, and the Company itself has reaped the benefit. But how seldom do commercial bodies holding absolute power in new regions recognize and act upon the maxim as thoroughly as has done that corporation to whom 222 years ago Charles II. made over the whole region whose waters flow into Hudson's Bay.

The functions of the Hudson's Bay Company as a civilizing agency have by no means ceased with the cession of jurisdiction to the Dominion Government and the advent of the railway. Of this fact a forcible reminder is given by Mr. Warburton Pike in the record of his wanderings which Messrs. Macmillan have given to the world. He was in search of the musk-ox in the region which lies between Hudson's Bay, the eastern ends of the three great lakes of the north, and the Arctic Sea—a vast and almost unknown desert modestly called the Barren Ground. Before one can reach this desolate Arctic land one must leave the Canadian Pacific main line 1,000 miles or more to the south as the crow flies—probably at least half as far again as man travels—and those who read of Mr. Pike's adventures will need no reminder of the difficulties and perils of the journey. Indeed, the only white men who had succeeded before Mr. Pike in getting far out into the Barren Ground were early explorers—Hearne, Sir John Franklin, Sir George Back and Dr. Richardson, while long afterwards Dr. Rae and Stewart and Anderson went in search of the missing Franklin expedition. They took all the precautions that experience and wealth placed within their reach, but we know how much suffering and loss of life from privation are interwoven with the tale of their journeyings. And yet the Hudson's Bay Company has for many generations had this vast region within the scope of its operations. Without its agency the difficulties of access from the outside world would be increased tenfold. No sooner has one left Edmonton on the far northern journey than the services of the Company are found to be well-nigh indispensable. To reach the Athabasca River one of the freight carts of the Company are pressed into service. The road of 100 miles or so in length which has to be traversed across large streams and through thick pine copses is the work not of the Government but of the Company; and when at the end of two days the division between the Saskatchewan and Athabasca Rivers is reached, and in another day and a half the Athabasca Landing, it is the Company's steamer—a large, light draught stern wheeler—that has to be used to pass down the Athabasca River. What would the far north of Canada be without these steamers—the forerunners of the iron horse? Mr. Pike is only voicing the opinion of all travellers in the out-of-the-way regions of Western Canada when he compliments the Company on the efficient manner in which they are managed. The obstacles to navigation are of no ordinary kind. Reefs of rocks are often to be found lying half-hidden in the middle of the stream, and frequent rapids, and the consequent necessity for long portages, make the service one of much difficulty. The Indian and half-breed crews are not, moreover, easily "broken in," and it is therefore no small task to maintain communication; yet, as Mr. Pike says, "everything is done in a quiet and orderly way, and a very noticeable feature is the total absence of the swearing and profanity so essential to the well-being of a river steamer in other parts of the American continent."

But the most striking feature of Hudson's Bay rule in these remote regions are the posts which serve as very oases of civilization in a Sahara of plain and forest. To realize fully all that these posts mean to the extreme Northwest of Canada one must do as Mr. Pike did. Travel day after day away from all signs of human life in the midst of desolation; redolent red Indians one's only companions; dependent solely upon the rifle and not for food; one's meals made up of half raw meat snatched from a dirty kettle, and no covering at night but the open heavens—live in this fashion for four months together, then come upon such a post as Fort Resolution at the foot of the Great Slave Lake and enjoy its hospitality, and you will never cease to bless the Hudson's Bay Company. Then you will feel what the enjoyment of a warm room is, what it is to have books and all ordinary comforts of life around you, and to know that so long as you stay in the house you have your own place, and the wind and snow have theirs outside. "For true hospitality," says Mr. Pike, "there is nothing in the world to beat the welcome back to a Hudson's Bay post in the north after one has made a long journey in the wilds; no need to trouble your head with the idea that you may not be wanted or that you will eat too much of the ever insufficient supplies sent in from the outside world to the officer in charge. What wonder, then, that to the traveller in this northern wild the simple letters "H. B. C." on an old red ensign have a world of meaning and consolation.

And not to the white man only. About a quarter of a century ago, when the country about the 49th parallel was in a state of political turmoil, the disturbance spread to the Indian population, and every vestige of civilization in the shape of a house paid the fiery penalty. Yet not every vestige; one house remained in an immense tract of land, and when asked the cause of its continued existence the Indian simply pointed to the red ensign with its mystic "H. B. C." sign and remarked, "That's the great White Mother." When Mr. Pike whiled away his time on the barren ground by chatting to his Indian comrades, he found it difficult to persuade them that the Hudson's Bay Company did not rule over the whole world. Marked as might be the magnificence of the Great White Mother, she was to the red man as nothing in importance when compared with the governor of the Company. "She may be your Queen," said the leader of the band, "as she gives you everything you want, good rifles and plenty of ammunition, and you say that you eat flour at every meal in your own country. If she were my Queen, surely she would send me sometimes half a sack of flour, a little tea, or perhaps a little sugar, and then I should say she was indeed my Queen. As it is, I would rather believe Mr. Reid, of Fort Province, who told me once that the earth went round and the sun stood still; but I myself have seen the sun rise in the morning and set at night for many years. It is wrong of you white men, who know how to read and write, to tell lies to poor men who live by the muzzle of their guns." And when one remembers the history of the dealings between the Company and the Indians, this reverence is not to be wondered at. The opportunities for sharp practice are endless, and the Indians know only too well what the "free trading" means which brings them gaudy clothing and dazzling tinsel in exchange for their rich furs, and leaves them in the woods, when the snow comes, without the necessaries of life. In dealing with the company the Indian has always met with fair and even lenient dealing. The guns, ammunition, blankets, capotes, dress-stuff, and tea, and tobacco, which are to be found in every store are good, and, considering the long and risky transport, cheap; and, although the Indian has learnt to appreciate the fact, he cannot always resist the "freetrader's" temptation of a bright lint. That, however, does not shut him out from help when he comes to a fort with his tale of want and woe. His promise is readily given, and as readily broken, to hand in his fur in the following spring, and his

needs are met. News of starvation, is, too, always followed by a Company's escort to the rescue, and hardly a winter passes without the saving of many an Indian from starvation. "Ah, monsieur, une fois j'ai goute le pain avec le beurre; le bon Dieu a fait ces deux choses in expres pour manger ensemble," so said a half-breed to Mr. Pike on the shores of the Great Slave Lake. Were it not for the goodness of heart of the Hudson's Bay officials and the policy of the Company which gives them that latitude, "le pain," with or without "le beurre," would very seldom pass the lips of these children of the far northern plains.

In the past the Hudson's Bay Company has been credited with a desire to keep dark the agricultural wealth of the prairie regions lest the monopoly of former days should be disturbed. Now the officers of the Company are often the pioneers of agricultural development. This has been the case at Prince Albert, Edmonton, and other out-of-the-way spots, and it is also the case in the Peace River region. At Duvogon the Company and the missionaries harvest crops which afford abundant evidence of the fertility of the soil. Twenty miles away is the Company's cattle ranche, and with its thoroughbred stock it affords an example of good farming which should bear fruit. It is evidently to cattle-raising rather than to other forms of agriculture that this district must look for its future development.

But in thus speaking of the work of these "outposts of civilization," we must not fail to render due meed of praise to those who voluntarily put themselves beyond civilized life to minister thus to the wants of the white man at home and the red man out there. It is, as Mr. Pike says, no sinecure for the man that has to keep this vast extent of country supplied with everything necessary for the existence of the Indians, making the best bargain he can for the product of their hunts, and endeavoring to please the Chipewyans in the woods and the shareholders of the company in England at the same time. Many of the officers coming in their youth from that home of the staunchest in the Canadian population—the Highlands and islands of Scotland—have given the best years of their life to the service, and they keep alive as best they can their associations with the old land. It may be that the sole link is some British journal regularly received and regularly read—advertisements and all. We have heard of one of these representatives of civilization in the wilds receiving the *Times* with as great regularity as the intermitting mail packets would permit, and, in the hope of keeping up the memory of home, causing the issue for the day exactly six months previous to be placed on his table each morning. He might have many issues to read, but never more than the appointed one would be read in the day, and though his news was half a year behindhand, what mattered it? He had his *Times* with his coffee every morning. But distance cannot fail to weaken the ties with the old land, and when, after forty or fifty years spent in the wildest parts of North America, a return is made to the haunts of boyhood, it is often only to find oneself completely lost in civilization, and wishful of hurrying back to the land of snow. The far north has, indeed, a magnetism of its own, which one who has spent much of his life there can never lose. Even Mr. Pike felt this charm. Ask a Hudson's Bay factor or a Roman Catholic priest when you meet him struggling against a keen head wind and driving snow on his way to some Indian encampment whether he ever sighs for his native heath or for sunny France. "No," he will tell you; "here I have all I want, and perfect health; why go back to the worries of the great world, when here I can finish my life in the peace which only the far north knows?"

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Development of the Grain Trade of Great Britain.

The ancient markets of the kingdom, many of which existed before the Norman Conquest, fulfilled purposes which are now to a large extent served by the press. In former times the market was the test of value, preventing buyer and seller from wasting time over endless disputings. The spread of information which followed on the invention of printing was immediately great with respect to religion, and afterward in relation to politics, but commercial information at once sound, extensive, and "up to date," is one of the most recent benefits of the press. Markets until a hundred years ago, at least, existed quite as much for the comparing and putting together of information as they did for actual buying and selling there and then. The country markets still fulfil a part of this "informational" function. It is at the local exchanges that we may learn with more fullness and accuracy than elsewhere the details of local yield, and the informant, whether grower or miller, is restrained from rash statement by the knowledge that he is speaking in the presence of brother experts. The number of transactions registered at the status markets would appear to have reached its minimum in the years 1887, 1888 and 1889, but to have commenced an upward movement the following year. The reality of these conclusions is, however, much disputed, as some of the best judges in the country assert that the stricter enforcement of the acts compelling returns is responsible for the whole difference in the figures. The transfer of agricultural statistics from the board of trade to the board of agriculture is to-day even more complete. We hear, for example, that London and Cambridge make returns to one authority—the latter; while Norwich and Oxford make returns to the other. However that may be, the inquiry for returns is more stringent at all markets than it used to be, and we cannot safely have any conclusions on any recent increase in accounts of market sales.

Steering as far as may be an equal course between the rather neglected returns of the eighties and the fuller ones of to-day, as regards the proportion of actual sales revealed by them, we discover that in an average year about three and a half million qrs of wheat, about four million qrs of barley, and some half to three-quarter million qrs of oats are sold at a little under two hundred exchanges.

Coming to the big port markets like London and Liverpool, we find that the former requires three and the latter two regular markets a week. London having the Mondays, Wednesdays and Fridays; Liverpool the Tuesdays and Fridays; while Manchester, Bristol and Plymouth have Thursdays, and the agricultural exchanges are the chief feature of the Saturday. Trade at official markets of the first-class is done on a nominally cash basis, but in London payment within a month passes for cash,

and no interest runs against the purchaser who pays within the month. This is the reason why London is so dull in November, and especially from the 15th to the 30th of that month. Contracts made then will have to be honored just at the close of the year, a contingency which every trader makes special efforts to escape. The volume of business at the port markets has almost certainly declined the last ten years. Capital at Mark Lane is especial is less than it used to be. Many of the stands have been abandoned by principals to their managing clerks, and the manipulators of opinion, the leading operators in corn, do not trouble the markets by their presence very much. The attendance of factors and small buyers has fallen off from another cause. Enterprising firms long since took up with the system of employing travellers, and the local buyer knew what was a fair price to pay, by means of his agricultural newspaper and its weekly list of quotations. Not only is expense of travelling shifted by this plan from the buyer to the seller, the more eager going by a process of a sort of natural law to the less eager, but the quietude of the local shop with its gentle current of business, occupying the entire day, is felt to be more favorable to consideration and selection than the bustle of the Exchange. Sellers, too, like the system, for it greatly tends to create a class of regular customers.

Yet a third development of the grain trade has to be noted. This is the adoption of the French and American produce exchange system. In the papers of to-day may be seen some such little table as the following.

	London Wheat.		Maize.	
	s.	d.	s.	d.
May	41	6	31	0
June	41	0	30	0
July	40	8	29	6
August	40	5	29	6
September	40	0	29	6
December	40	5	29	9

Here is something which may puzzle the oldest of farmers. What is "London" wheat and maize in the first place? and what does the array of months mean in the second?

Let us answer the question in order. London wheat represents an average quality, and maize the same. In wheat either the finest Indian, known technically as No. 1 Bombay, or secondary American wheat, known as No. 2 red winter, is deemed average grain. English wheat reaches London in such small quantities that for large speculative operations it is left out of account. It may be inquired whether even fine Indian and secondary American do not sometimes fail, and this question leads us to the ingenious way in which such difficulty is met. Contracts for London wheat will be fulfilled in average quality it may be, but the seller, if unable to deliver the mean sort, can deliver

Australian, at 7½ per cent. more
or Californian at 3 " "

or Russian winter wheat at 1½ per cent. less or Saxonka or Polish wheat at 3 " " or Russian spring wheat at 6 " " Rather inconvenient for millers will be the reflection, but then it is not millers for the most part who care to buy in this way. Who, then? The answer is speculators; those who like to play at the Stock Exchange game of "margins" and "differences," but to have a wall of legality behind them in case of a "rush." The buyer may insist on having his grain, but he very seldom does so. In twenty cases out of two dozen he pays over his difference or receives his margin, and no grain ever goes through his hands at all.

The array of months introduce a large further field for speculation, the table we have given means that there are to-day speculative dealers who will undertake to deliver "London" wheat on or before the first day of the present month (May) for 41s 6d, while if you do not want the wheat before the end of September you can have it for 40s 6d less. If you in your turn are not prepared to receive it before December you will get rather less favorable terms, for while a decline is anticipated immediately after harvest, some slight recovery is probable about Christmas. Thus the merry men of the London Produce Exchange, Limited, and of the Liverpool "futures" market, forecast our agricultural future prices up to the very end of the year, and it is their ability only, not their inclination, which prevents them saving nature in particular, and the trade in general, a vast amount of trouble.

The fourth and last great development of the grain trade is connected with the "Baltic" in London, and the "Atlantic" at Liverpool. These are coffee houses, the London one being of no less name and fame than attaches to the venerable "South Sea House." Many years ago such merchants as saw their way to profit on importing grain, despite the high duties then prevailing, were wont to foregather at the bottom of Throgmorton street at South Sea House. The name, though historic, was smirched with failure, and the merchants decided to change it for one expressive of their own business. Most of the London imports of grain were then from the Baltic. It was a comparatively short so-voyage, the vessels also brought timber and linseed, and other Russian products. The name thus given has remained, though business now is with every quarter of the globe, and trade with the actual Baltic is small by the side of India and Black Sea trade. Liverpool has a newer name for a like exchange, and at the "Atlantic" business with America is still the leading feature.

At the "Baltic" and at the "Atlantic" cargoes are dealt in, and the unit is almost a thousand-fold that of Mark Lane and the other 195 statute markets. The cargoes range up to 15,000 qrs. These, just like smaller cargoes, are quoted at so-much-per-qr. Thus a sale of a cargo of 10,000 qrs. at 40s. represents an investment in grain of £20,000. The "Baltic" business is by no means purely speculative; in-

ceed the amount of speculative and forward buying varies greatly.

Speculation has, therefore, a very fair field within which to operate, but at the "Baltic" the making provision for actual wants of the country is, taking each year as a whole, a far greater business than that of pure speculation. In other words, the business is mostly genuine, and an enormous business it is. Stocks in hand are suffered from time to time to run down to a month's reserves or less—so great is the confidence of the whole country in the good management, the far-sightedness and the prescience of its merchants, who have to provide for future arrivals of food in due order, with equal freedom from depressing glut of importations and from such alarm, as with our vast town population, would attend even a short period of actual want.—*Mrak Lane Express, London.*

Evaporated and Sun-Dried Apples.

The present phase of the market for the new pack of evaporated apples is a merely tentative one. It is simply a matter of trial offers and bids, and scarcely any of the figures quoted have a substantial basis in a real transaction. The market, like water, always finds its level, however, and the demand when once started will soon bring into equilibrium the diverse quotations that are now to be heard. Some want 9c; some ask 8c, others would be content with 9c. The best test of the tendency of price is in what has actually been paid, and 6½c is known to have been taken for November delivery. There is every reason for believing that the centre of gravity is rather low down in the scale of prices. The apple crop is large, in volume probably not much below that of last year. But in quality it undoubtedly is below last year's average. There is a large proportion of the apple crop whose appearance will be against its marketing in the whole state, a great deal of the fruit being marked with specks and spots. Last year such blemishes were almost rare. This will increase the raw material for evaporated apples, dried apples, jelly and cider, but the greater part of the fruit so unfit for shipment will be made into evaporated fruit, as it is the most staple product of that class of apples. A further reason for supposing that much of this raw material will be evaporated, is the fact that evaporated apples are the best paying product when they can command even three or four cents below the highest prices that have been paid in past years. At 9c they afford a handsome profit to the packer. There was a feeling in the latter part of June and in July that apples would be scarce. This led to several new evaporating houses being started, the prospective pick being estimated so valuable a property that it was deemed a good thing to have a share in. The orchards have been better than their promise and the pick is almost certain to be large. In addition to the above mentioned temptation, people were led to start evaporators by the openings that it afforded for small capital. The number of evaporators is swollen also by additions from the United States, packers having come over from New York State and put up buildings here, because of a short crop in their own country. It appears reasonable to suppose that the market for the coming year will bear a pretty general resemblance to that of the year just passed. The one circumstance that might favor slightly better prices is the shortage in the production of California evaporated fruits, which, last year being plentiful and cheap, were on a footing of rivalry with our evaporated apples.

From last year we have a surplus of evaporated apples. Though the pack in the United States will be curtailed by the shortage in the crop, the diminished export market will offset that Germany has debarred United States evaporated apples, because 95 per cent. of the factories evaporated on zinc trays, and the fruit itself was shown upon frequent analysis to yield zinc oxide, a sure poison.

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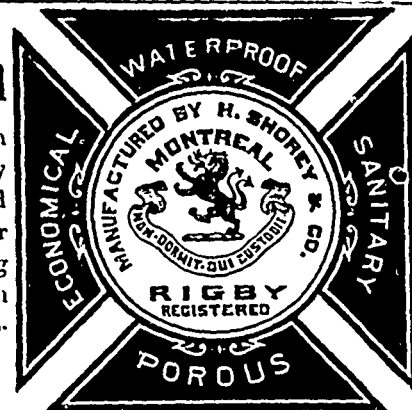
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(LETTER ORDERS SOLICITED) **H. SHOREY & CO.,**
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It was a Rosebud all the same.

The following conversation was overheard in a King street horse car on St. George's day:—Harry, where is your rosebud to-day? In my pocket, my dear; two of them for a quarter. Why! how cheap, but wont they get crushed? Give me one. Here you are, then—want a match? why, that's a cigar you're giving me. Certainly, a "Rosebud-Reliance," one of Tasse, Wood & Co.'s best brands. That's a shame, Harry, but now you've deceived me you might tell me why they are called rosebuds. Well, the reason is because the end to be lighted is closed like a rosebud, in consequence of which the cigar lights evenly like a cigarette, and therefore can never burn crooked. Now, in lighting ordinary cigars you will notice—What? car stops.

The production of evaporated apples is a large and important industry, but like some other important industries, it is not in the hands of business men. It is so simple a matter to turn from farming or something else to evaporating, that the business requirements are overlooked. That explains the disparity between quotations, and the general aiming over the head of the demand at the opening of the market. It explains also many other unmercantile phenomena in the evaporated apple trade, such as hedging and squibbling after an offer is closed with, toying with a bid to see if anything better can be done, and then in default of better or in certainty of worse, sending along the fruit when the market has taken a drop, and the tenderer has dismissed the matter from his mind. This is too artful for business men. They have a dicker way of feeling the market that is exasperating to dealers, and their quotations appear to have no basis either in cost of production or in calculations based upon the state of the market.

In dried apples the greed of producers, rather than the relation of supply to demand, rules their ideas as to price. About two months ago a spurt took place in the market, and the price went up from a dull 3½c to a temporarily firm 4½ to 5c. Then the holders became tenacious, though they had no insight into the market to justify their refusing so good a chance to sell. It happened that the apples were wanted for experimental purposes in certain United States distilleries, and that transient demand soon fell away. Now the holders of dried apples would accept 4c. There is a good deal of old dried stock scattered over the country. The call for lumber regions will soon create a market, but there seems little warrant for expecting high prices.—*Canadian Grocer.*

Know How You Stand.

We say a man has failed because he gave credit freely, when perhaps the real reason was that he lost control of his accounts. Another man is said to have failed because his expenses were excessive, whereas if he had kept his profit and loss accounts well under his eye, he would have come out all right. Some one else fails because too much of his money is in some outside investment, but if his business had been cast in a proper framework of booking, the money would not have gone out. In nearly every specific form to which a cause of failure is referable, there is a possibility of bad book-keeping being involved. It is therefore not improbable that it is as fertile a cause of failure in this country as it is in England, and a far more cardinal cause than any other except long and lax credit. It is a pity that every merchant had not the benefit of a thorough drill in an office before undertaking business on his own account, that he might acquire the systematic habits which control the conscience of the veteran accountant. Such a training would not only make the merchant orderly in his books and commercial methods, but would put him under the influence of ideas that would combat the temptation to be over-indulgent with creditors. It is not the men who have most need of money that are the best collectors, but it is the men who have the strictest sense of business tidiness. These men do not feel that their bookkeeping is complete until every account is balanced by payment. System makes them better collectors than necessity makes others.—*Canadian Grocer.*

Montreal Markets.

Flour.—A fair volume of business is being done on local account, a disposition being manifested on the part of buyers to stock up as they are beginning to believe that prices will not go much if any lower, and they also feel that at present unprecedentedly low rates an upward turn might set in at any time. During the week sales have been made of Ontario straight rollers at \$3.65 to \$3.85, the inside figure having been shaded for large quantities. Extra is still dull at \$3.20 to \$3.25 in car lots. In spring wheat brands, a good business is reported on local account, choice city strong bakers having been sold at \$1.00 delivered. Further business has been done on Newfoundland account at about former rates. A considerable quantity of flour is going through from the mills in the west to the maritime provinces, some of the millers having contracted their make a month ahead. This also indicates that buyers do not look for much lower prices. Quebec has also been buying more freely in the west, whereas formerly she bought everything in this market.

Oatmeal.—There is not much change in oatmeal, rolled oats being offered at \$3.75 to \$3.80 in car lots and granulated at \$3.55 on track here. We quote jobbing lots as follows:—Rolled and granulated, \$4 to \$4 10; standard, \$3 90 to \$4. In bags granulated \$2 to \$2.05 and standard \$1.90 to \$1.95.

Mill Feed.—There is no change of any consequence to note in this market, sales of car lots being reported on track at \$13.50 to \$14.00, and shorts at \$15.00, to \$16.00, moullie is reported at \$17.00 to \$20.00.

Wheat.—The local market is quiet and prices are nominal at 83 to 85c for No. 2 hard. A lot of 10,000 bushels of No. 2 hard was offered at 73c afloat at Fort William, but the shipper here could not work it. No. 3 hard was quoted at 72 to 73c. At points west of Toronto millers are paying 65 to 67½c for winter wheat.

Oats.—The market is about steady, the sale of a round quantity of No. 2 being reported at 34½c afloat, and we quote 3½c in store for No. 2 and 33½c for No. 3.

Barley.—Brewers' ideas of prices for malting barley are away below what farmers are willing to accept. There have been a few sales, however, on pt., but prices are believed to range from 50 to 55c, although it is said the best could not be laid down here under 60c.

Butter.—The quiet feeling noticed last week has been maintained, although there has been some business on export account, the sale being reported of 400 tubs of Western at 19c, holders now asking 20c. Kamouraska has changed hands at 18c, 500 tubs being reported sold at that figure. Creamery is held at too high figures to admit of much business, holders asking 24 to 25c, for their Sept. and Oct. makes. In Eastern Townships dairy there have been sales in the country at 21 to 22c for choice fall dairies. We quote:—Creamery choice fall, 23½ to 24c; do, good to fine, 22 to 23c; Eastern Townships dairy, choice fall, 21 to 22c; do, good to fine, 19 to 20c; Morrisburg and Brockville, 19 to 21c; Western, 17 to 19c; add 1c to 2c per lb for selected single packages.

Cheese.—The market is firm with a fair export enquiry, sales of finest Western September having transpired at 10½c. The Liverpool private cable has advanced another 1s. to 51c. for September, which, considering the remarkably heavy shipments during the past three weeks amounting to about 240,000 boxes, was unexpected. Considerable sales have been made of underpriced goods at 9½c to 10½c. It is stated as we go to press that 10½c would have to be paid for finest Western. The shipments this week were 32,955 boxes against 42,877 boxes for the week previous.

Eggs.—The market continues firm at 17 to 18c for choice fresh gathered stock, and at 15½ to 16c for round lots of the ordinary run of stock.

Pork, Lard, &c.—The market for Canada mess pork is firm with sales of now at \$16.50 to \$17.00 per bbl. In lard, a very fair business is in progress at \$1.40 to \$1.45 for compound in a jobbing way, with sales of round quantities at \$1.35 to \$1.37½. Canada leaf lard is in good demand with sales at \$1.70 to \$1.75 per pail. In smoked meats there is a good volume of business passing, sales of fresh cured hams being reported at 11c to 12c as to quantity and quality. New breakfast bacon also finds ready sale at 11 to 12c as to lot.

Dressed hogs are finding their way to this market in gradually increasing quantities, but up to the present, they have come chiefly from nearby points, and in bunches of from two to twenty head. Sales have taken place at \$6.50 per 100 lbs up to \$6.75 for single carcasses.

Hides, etc.—Business in hides and skins shows very little worth reporting, prices being unchanged and supply and demand keeping good. We quote:—No. 1, 5c; No. 2, 4c; No. 3, 3c; tanners are paying 3c more; lambskins, 70c; calfskins, 5c.

Wool.—Local stocks of imported goods are being worked down, and the demand for the Northwest and B.C. produce is not very active. The "Eugenic" has not yet been reported, although expected during the week. The London wool sales closed with a very firm feeling. Some Greasy Cape of poor quality has been sold as low as 13½c during the week. We quote:—Greasy Cape, 14 to 16c; B.A. scoured, 20 to 30c; Northwest, 15 to 16c; British Columbia, 15 to 16c.

Apples.—The market is very quiet, and prices are easy, several lots that were on the way to England having been stopped and offered for sale here. Fall fruit is quoted \$1.25 to \$2 as to quality, and winter varieties at \$2.25 to \$2.75. Advices from England are discouraging.

Fish.—Pickled Labrador herring are very scarce this year, and are quoted at \$3.25 to \$5 50 per bbl. A cargo of herring is now being offered here at \$5. Cape Breton are quoted at \$5.50. Green cod is quoted at \$4.25 to \$4.50 and dry cod \$4.25 to \$4.50. Smoked Fish—Kipper herring are quiet at \$2.50 to \$3 per box of 100. Bloaters \$1.25 to \$2 50 per box as to quality. Finnan haddies 7½ to 8½c p.r lb. Bonuss cod 5½ to 7½c, and do fish 3½ to 4½c. Scaled herring are quoted at 14 to 16c for new and 8 to 10c for old. Fresh Fish—Fresh had-dock continues scarce, and prices at 3 to 3½c. British Columbia salmon 14 to 15c.—*Trade Bulletin*, Oct. 21.

The Growth of Cities.

The following figures from the census of 1890 show the growth in population of American cities during the past twenty years:—

	1870.	1880.	1890.	Ratio of Increase 20 years.
New York.....	1,513,501	1,200,209	945,292	62.6
Chicago.....	1,038,676	603,183	298,087	29.7
Philadelphia.....	1,044,804	847,170	674,022	55.9
Brooklyn.....	806,313	560,063	390,099	48.5
St. Louis.....	450,215	350,518	310,864	44.8
Boston.....	440,507	362,873	250,520	38.2
Baltimore.....	434,151	332,313	267,354	62.4
San Francisco.....	297,090	238,959	149,473	59.4
Cincinnati.....	210,300	235,189	216,231	37.0
Cleveland.....	201,546	169,146	92,227	181.7
Buffalo.....	254,487	155,134	117,714	116.1
New Orleans.....	241,935	216,090	191,418	79.4
Pittsburgh.....	238,473	156,389	86,076	177.0
Washington.....	229,796	147,223	109,199	110.4
Detroit.....	205,069	116,340	79,577	158.4
Milwaukee.....	203,979	118,587	74,410	185.5
Newark.....	181,518	130,668	105,039	72.7
Memphis.....	164,738	46,857	13,036	1,100.8
Jersey City.....	163,987	120,722	82,516	98.5
Louisville.....	161,066	123,758	100,753	58.8
Omaha.....	139,526	50,518	16,083	267.6
Rochester.....	158,327	89,360	62,385	121.7
St. Paul.....	133,156	41,473	29,031	364.7
Kansas City.....	132,416	55,786	32,200	313.5
Providence.....	132,043	104,557	68,904	91.6
Indianapolis.....	107,442	78,056	48,214	122.7
Denver.....	106,670	35,029	4,759	2,141.4
Allegany.....	104,907	78,682	53,180	97.4

The ratio of increase of population for ten years to 1890 is 24.86 per cent., but in assessed valuation 43.46 per cent.

Value of Ready Money, as Taught by a Grocer.

An enterprising grocer in the town of Santa Clara, Cal., has adopted an original method of trade. Each side of the store is fitted up for business on its own account.

In the general arrangement each side is a duplicate of the other, the difference being that one side is for cash and the other for credit.

When a customer comes in, the first question asked is, "Do you wish to buy for cash or on credit."

If it is a cash customer the goods on the cash side are shown, but if it is one who wants credit he is shown to the other side, and for the first time in his life perhaps made to realize the value of ready money.

Leaking Cars.

To one who often crosses the tracks of railroads entering Chicago the fact is known that a large amount of grain leaks out of the cars through the floors. It is seldom that the tracks are free from grain so located as to show conclusively that it leaked from a car as it passed along.

In a measure shippers are responsible for this. They should refuse to accept old, worn-out cars and see that new and strong ones are well coopered. Some shippers are so careless and thoughtless that they accept any sent to them. Cars so old and weak as to almost fall to pieces from their own weight, frequently arrive, at terminals swaying and creaking under a heavy load of grain. The acceptance of such cars is rank foolishness, even in time of our worst car famines. If you feel that you must throw your grain away, throw it to the needy at your station; it will never do anyone any good scattered along the track of our railroad. The car borers cause some of this trouble, but here the carriers are again to blame for giving them an opportunity to bore holes in the car floors. The yards where these loaded cars are allowed to stand are not guarded near as well as they would be if shippers would do more kicking.—*Chicago Elevator and Grain Trade*.

The New York Life Insurance Co. have opened a general agency in Victoria with Arthur H. Scaife as manager for the province.

An unmistakable depression, says the *British Trade Journal* of October 1st, hangs over many British industries, or it would perhaps be more correct to say over all industries. Speaking of trade prospects generally, we find business men everywhere expressing grave fears as to the coming winter. Of course, such a season as the present is not without precedent. We have had quiet times before and they have been followed quickly by prosperity. It is, however, happily not a common experience for so many of our great industries to be depressed at the same time. The rule is that when one staple trade is quiet another is busy, and thus something like an average balance is maintained. But we are now experiencing an exception, and all alike appear to be under an evil spell.

The Toronto Commercial Travellers' Association held their second annual meeting on the 23rd Sept., at which a large number of members were present. The report of the directors for the year showed satisfactory progress. The election of officers for the ensuing year was the principal business of the evening, and resulted as follows: F. Gallow, president; Jas. Owen, 1st vice-president; H. N. Corrie, 2nd vice-president; S. H. Moore, secretary; A. A. Graham, treasurer; J. Smyth, chaplain; C. F. B. Spencer, marshal; R. Y. Douglas, guard. Directors: L. J. Barwick, W. Soper, J. Smyth, J. R. Mesacar, S. G. Martin, W. M. Grant, J. S. Crofton, R. A. Fletcher, J. McGunnie, J. Mortimer, R. Y. Douglas, R. H. Martin, M. C. Lynde, the retiring president, was made the recipient of a handsome dinner service.

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NOTICE.

The partnership of Taylor & Wilson, hotel keepers, Whitewood, Assa., has been dissolved by the death of Samuel Wilson. The Commercial hotel will in future be conducted by J. W. Taylor who desires to thank his numerous patrons for past favors and solicits a continuance of the same.

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TIME CARD.

Taking effect on Sunday, April 3rd, 1892.
(Central or 90th Meridian Time.)

North Bound		STATIONS.	South Bound	
Brandon Ex. Tues. & Sat.	St. Paul Express Daily		St. Paul Express Daily	Brandon Ex. Mon., Wed. & Fri.
2.20p	4.25p	Winnipeg	1.10a	
2.10p	4.13p	Portage Junction	11.18a	1.10p
1.57p	3.53p	St. Norbert	11.53a	1.36p
1.46p	3.46p	Cartier	11.47a	1.49p
1.28p	3.26p	St. Agathe	12.00p	2.08p
1.20p	3.17p	Union Point	12.14p	2.17p
1.08p	3.05p	Silver Plains	12.20p	2.28p
12.50p	2.48p	Morris	14.45p	2.45p
	2.35p	St. Jean	1.00p	
	2.15p	Letellier	1.24p	
	1.50p	Emerson	1.50p	
	1.35p	Pembina	2.00p	
	9.40a	Grand Forks	5.60p	
	6.35a	Winnipeg Junction	9.60p	
	8.35p	Minneapolis	6.30a	
	8.00p	St. Paul	7.05a	
	9.00p	Chicago	9.35a	

MORRIS-BRANDON BRANCH.

East Bound.		STATIONS.	West Bound.	
Freight Mon. & Wed.	Passenger Tues. & Sat.		Passenger Mon. & Wed.	Freight Tues. & Sat.
12.20p	2.20p	Winnipeg	1.10p	8.00a
7.00p	12.40p	Morris	2.55p	8.45a
6.10p	12.15p	Low Farm	3.15p	8.30a
5.14p	11.48a	Myrtle	3.48p	10.10a
4.48p	11.37a	Roland	3.53p	10.38a
4.00p	11.18a	Rosebank	4.05p	11.38a
3.30p	11.03a	Miami	4.25p	11.50a
2.45p	10.40a	Deerwood	4.48p	12.33p
2.20p	10.28a	Altamont	5.01p	1.03p
1.40p	10.08a	Somersct	5.21p	1.46p
1.13p	9.53a	Swan Lake	5.37p	2.17p
12.43p	9.37a	Indian Springs	5.52p	2.48p
12.19p	9.28a	Maricopolis	6.03p	3.12p
11.45p	9.10a	Greenway	6.20p	3.46p
11.16a	8.53a	Balder	6.35p	4.18p
10.29a	8.30a	Belmont	7.00p	5.07p
9.52a	8.12a	Hilton	7.30p	5.46p
9.16a	7.57a	Ashdown	7.53p	6.23p
8.02a	7.47a	Wawanesa	8.06p	6.38p
8.15a	7.24a	Rounthwaite	8.23p	7.27p
7.32a	7.04a	Martinville	8.48a	8.06p
7.00a	6.45a	Brandon	9.10p	8.45p

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Monday, Sunday, except	Winnipeg		daily	except Sunday.
11.35a	0	Winnipeg	4.30p	
11.15a	3.0	Portage Junction	4.41p	
10.40a	11.5	St. Charles	5.13p	
10.41a	14.7	Headingley	5.20p	
10.17a	21.0	White Plains	5.45p	
9.20a	25.2	Eustace	6.33p	
9.00a	42.1	Oakville	6.56p	
8.25a	55.5	Portage la Prairie	7.40p	

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