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WINNIPEG, NOVEMBER 17, 1890.

Manitoba.

E. Wareham, watchmaker, Winnipeg, has given up business.

A joint stock company is being formed to publish the *Brandon Mail*.

W. H. Fletcher, stoves, etc., Deloraine, has added fruits and confectionery.

A stationery and fruit store has been opened at Plum Creek, by Mr. Arthur.

Bell Bros., general storekeepers, McGregor, is reported to be giving up business.

J. L. Blair & Co., of Winnipeg, is opening a branch dry goods store at Carberry, Man.

O. E. Lambert, furniture dealer, Wawanesa, will add a stock of groceries to his business.

Boucher, a young man from near Manitou, contemplates opening a store at Wawanesa.

F. Sims, blacksmith, Wawanesa, has sold out to P. R. Smith, blacksmith, of the same place.

John G. Lockhart, of Arden, has sold out his livery stable at that place to McDougall Bros.

Mr. Salter will shortly embark in the fruit and confectionery business at Portage la Prairie.

E. P. Holland and Howard Mayne have purchased the Brunswick hotel, at Brandon, from Towers.

Geo. Ronan has leased the Queen's hotel, Morden, recently purchased by Clougher of Winnipeg.

J. Heibert & Co., general storekeepers, Pilot Mound, contemplates closing out their Cartwright branch.

The firm of Booth & Booth, confectioners, Brandon, has been dissolved; T. Booth retiring from the business.

Samuel Treble, carriages, Crystal City, has given up blacksmithing business and added harness and agricultural implements.

The stock and fixtures of A. E. Sinclair & Co., grocers and fruiterers, of Morden, was sold by public auction at Winnipeg on Friday last.

McMillan & Co. will open a general store at Roland, on the Morris-Brandon branch railway. D. McMillan who is of this new firm has lately resided at Morris.

Geo. D. Wood, wholesale hardware merchant, Winnipeg, who has been confined to his house with fever for over three weeks, is able to be out again.

The Commercial Bank of Manitoba is gradually extending its business throughout the province. A branch of the bank has just been opened at Virdon under the management of Robert Adamson.

Farming pays in Manitoba. Mr. Park, near Wawanesa, bought 160 acres of land for \$3,500, about 100 acres being ready for cultivation. From his first crop he realized \$1,800, or over one-half the purchase money.

A good deal of nursery stock has been shipped into Manitoba this fall from eastern nurseries, consisting of fruit and ornamental trees. A great many farmers are beginning to experiment with fruit trees, and no doubt varieties will be found which will do well here.

The following persons will apply for incorporation under the name of "The Construction and Paving Company of Manitoba, Limited:" Duncan McArthur, A. Wright, James Stuart, W. S. Reid and T. Scoble. The headquarters of the company will be at Winnipeg and the capital stock \$50,000.

On account of the backward nature of fall plowing this year it is thought that a good deal of grain will be cultivated or harrowed in on stubble land next spring without plowing. Some grain sown this way produced good crops this year, though this cannot be considered a very careful or desirable way of farming. Wheat, however, does not do well on spring plowing, and this year the quantity of fall plowing done is away behind what it should be owing to the long delay from bad weather during harvest.

Manitoba must certainly be a favorite country, as about every section is claimed to be "the garden of the province." A representative of THE COMMERCIAL who went over the Morris-Brandon branch railway recently, found several more "gardens of the province," in addition to the many already claimed by residents in other parts of Manitoba. At Morris, at Miami, Wawanesa—in fact everywhere the settlers were quite convinced in their own mind that their particular district was the very "garden of the province." Happy country! Manitoba, when the residents of each district are convinced that there is no other such favored portion as their own.

Saskatchewan.

An average of ten cars of freight per week have been received at Prince Albert since the completion of the railway to that point.

Prince Albert is to have a new registration office. Tenders have already been called for.

Pine wood is being cut in considerable quantities around Prince Albert for shipment south.

Alberta.

The Montreal *Herald* says of a shipment of Alberta cattle recently received at that city: "The last consignment of Northwest catt'l., on route for the old land, arrived in this city on Nov. 6th, and but a glance at them is sufficient to tell why the English market is always open to Canadian beef. Raised on the ranch and fed with the most nutritious food that can be grown, the cattle now present an appearance that must indeed be a cause of happiness on the part of the owner. The consignment consisted of 244 head. They were loaded at Calgary on Oct. 29, and filled up all the space in four trains. They were from three to five years old and the manager of the ranch, Mr. J. Heron, says that when killed and ready for the butchers' stalls will average 1100 lbs. in weight. The ranch is in Alberta, a district long famed for its excellent cattle-raising qualities."

Northwestern Ontario.

A. W. Thompson, of Port Arthur, has moved his jewelry store to Rat Portage.

The Canadian Pacific coal pile at Fort William which contained 85,000 tons caught fire by spontaneous combustion on Nov. 7th.

W. J. Haskin who has purchased the stock of McIntosh & Johnston, grocers, Port Arthur, will carry on that business in future.

The cold weather having set in, all the lumber mills at Rat Portage, Norman and Keewatin have been closed for the season. On the whole the millowners have had a successful season and a large quantity of lumber has been cut. Several parties have left for the camps in the woods. This season as regards the mills has been particularly free from serious accidents, the only fatal one being that of John Evans, who was fatally hurt at Ross, Hall & Brown's.

Assiniboia.

A quantity of liquor was destroyed at Qu'Appelle station by the police recently. It had been consigned as apples.

The proposed amalgamation of the Royal and Queen Fire Insurance Companies of England is causing considerable talk in insurance circles of Eastern Canada and the United States. The capital stock of the Queen company is to be cancelled and in lieu thereof new stock in the Royal will be issued. The combination of these two companies will make one of the largest and wealthiest fire insurance companies in the world. A meeting of the shareholders of both companies will be held this month when the agreement will be ratified.

"Yes, sir," said a prominent real estate man standing at the counter of a Front street tobacconist, "I believe in protection, and this thing of kicking eternally because steel rails, or binding twine, or some other things cost a little more, when the laborer is getting the benefit, makes me tired. Give me a half a dollar's worth of Estrella's, John."

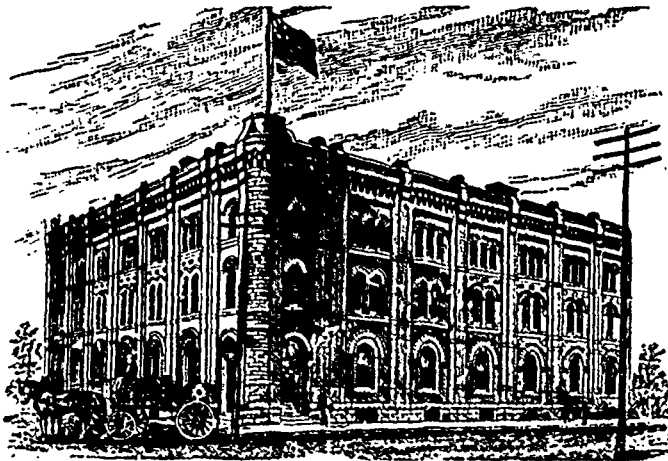
"They're four for a half now, sir; I can't give you five."

"How's that?"

"New tariff bill, sir; all cigars have gone up."

And the man who did not care if steel rails or binding twine were a little steep went off with a strange, now, reflective light in his eye.

—Seattle Journal.

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DIRECT IMPORTERS

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

A Fine New Warehouse.

The addition of substantial wholesale warehouses to the business blocks of Winnipeg, tell more forcibly than anything else of the solidity of the wholesale trade of the city. Every season of late years something has been done in this direction, and THE COMMERCIAL has from time to time been able to report the completion and occupation of new warehouses. The most recent addition to this class of buildings in the city is the fine new warehouse erected this season by the W. E. Sanford Manufacturing Company, wholesale clothing. This well known house has been doing business here for years, under the management of Mr. R. F. Riley, and the decision to erect a new warehouse is evidence that business has not been unsatisfactory with the house here in the past.

The warehouse, now about completed, is located on the corner of Princess and Bannatyne streets. It is a massive brick and stone building, containing four floors including the basement, and the full ground size is sixty-six feet on Princess and ninety feet on Bannatyne street. The building is divided into two sections by a solid brick wall from the basement upward. The corner section is now occupied by the W. E. Sanford Company, though there are still some finishing touches to be added, and the smell of varnish is yet present. Each division of the building has a frontage of thirty-three feet on Princess, by ninety deep.

Entering the corner door on the ground floor the general business office of the W. E. Sanford Company are first reached, and adjoining this is the private office of the manager and the vault. In the rear of the offices is a fine large sample room, size 32 by 25 feet. This is the particular pride of the manager, and it will certainly make a splendid room for this purpose. It is well lighted from windows all along Princess street, and from the hall-way around the room. The light admitted by tinted glass gives a pleasant appearance to the room. The sample room and offices are neatly furnished throughout. In the rear of the sample room is the shipping room, goods being handled through the door opening on the lane at the back of the building.

The basement is fitted up in keeping with the rest of the building to carry stock, and being half above ground is quite well enough lighted for this purpose. The basement contains a new feature in the shape of a bath room, wherein a customer coming in from the country can freshen himself up before proceeding to business.

The first flat above the ground floor is in one apartment, and will be used for stock. The second flat will be used for the same purpose. The corner division of the building is remarkably well lighted, having windows in the back and front and along the side. It is fitted with an elevator, steam heating, electric lighting, etc., and altogether will make a splendid warehouse.

The other half of the building is the same as the portion just described, with the exception that it has not the advantage of windows along the side. Cornell, Spera & Co., wholesale furnishings, etc., will occupy this half of the building within a few days. The cost of the property will amount to \$30,000.

Grain and Milling.

A lively business is being done in grain at Souris, Man.

E. O'Reilly elevator at Neepawa, which will soon be completed, will have a capacity of 25,000 bushels.

Upwards of 20,000 bushels of wheat were marketed at Brandon on Friday, Nov. 7th, the average price paid for it was 70c.

The new flour mill at Victoria, B.C., started running on Wednesday last. Fraser river wheat was the first to be used in the mill.

Morris is turning out about as good an average quality of wheat this year as any point in Manitoba, and a great deal better than most places.

By the end of October last year Manitoba wheat was being ground into flour in England. This year not a bushel of it had crossed the ocean by that time.

W. A. Russell, who owns a grain elevator at Morris, Man., has made an arrangement with the Lake of the Woods Milling Company whereby he will buy grain for this company at Morris this season, shipping through his own elevator.

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433 and 435 MAIN STREET.

W. F. DOLL.

Grain men say the deliveries at country points are daily becoming larger. On Thursday, Nov. 6th, 125,000 bushels was marketed throughout the province.

The Manitoba Elevator Company is a new organization which began operations in Manitoba this year. The company has three elevators, one at Brandon, one at Wawanesa and one at Balder, all on the line of the Northern Pacific, Morris-Brandon branch. A fourth elevator will be built at Hilton, on the same railway, for which the lumber was forwarded a week ago. Thos. Nicol who is manager of the large farm near Wawanesa, Man., known as the Toronto Company's farm, is manager of the company. It is the purpose of the company to do an elevator business, and not a grain-buying business, though the company will buy grain until other buyers come forward to buy through its elevators.

The Neepawa, Man. Register gives the following report on the new flour mill lately completed at that place: The Register man found time yesterday to pay a visit to the Beautiful Plains Milling Co.'s new mill. It has now been running over a week and is doing first-class work. So far they have been kept busy grinding. The building is substantial and well finished, and the machinery is the best and latest improved. The ten set of rolls, the four purifiers, and the reels are all of the Geo. T. Smith make. The machinery throughout runs so smoothly that there is very little noise, an indication that Mr. Pye, of Minneapolis, the contractor, did his work well. In the stove engine house is found a fine looking Brown-Corliss engine of 65 horse-power. The building is to be heated by steam, but the fittings are not in yet. In two or three weeks, when everything is completed, they expect to average 125 barrels per day; at present they are running at the rate of about 100 barrels. F. B. Howard, late of the Shoal Lake mill, and formerly of Minneapolis, is the head miller, and he seems to be courteous and obliging. He has D. Ennis as assistant. R. C. Ennis is manager of both the mill and elevator. The mill is strictly first class in every respect, and is a credit to the Beautiful Plains Milling Company. The building is sufficiently large to enable the placing of machinery capable of making the output from 150 to 175 barrels per day.

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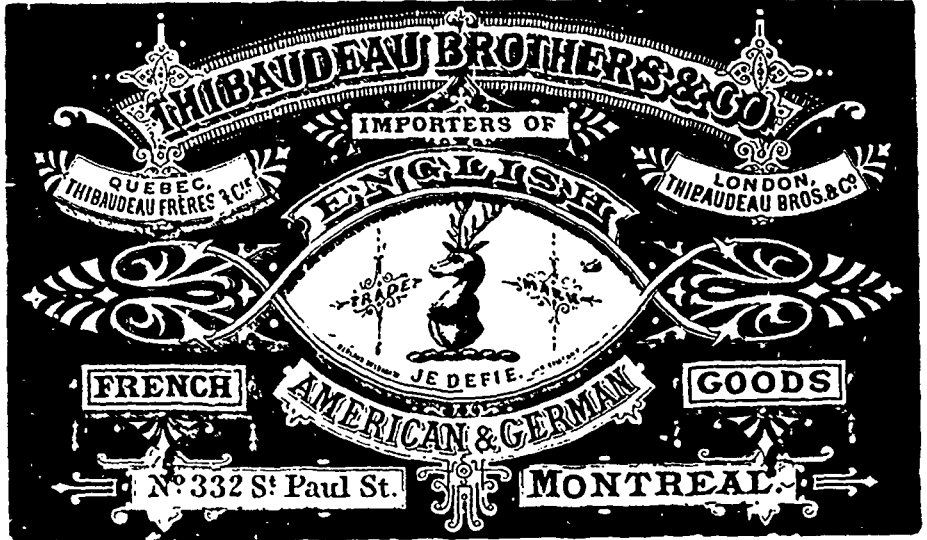
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Good Table! Good Rooms! Three best Sample Rooms
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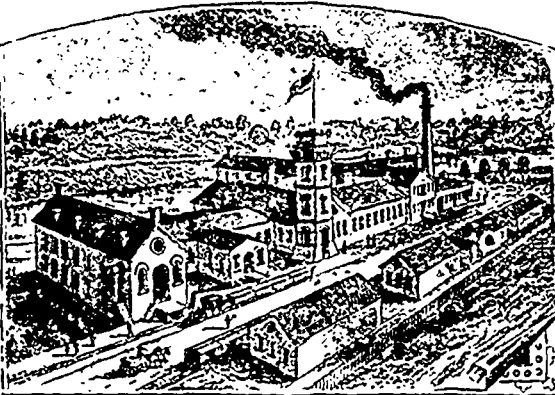
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Paper Bags, Flour Sacks,
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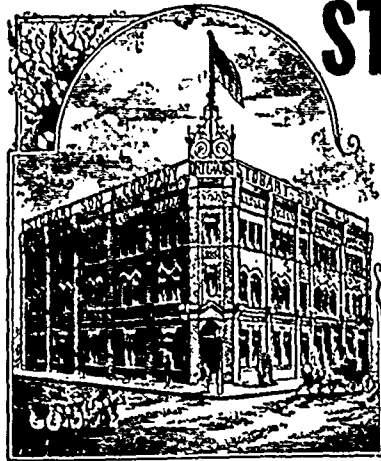
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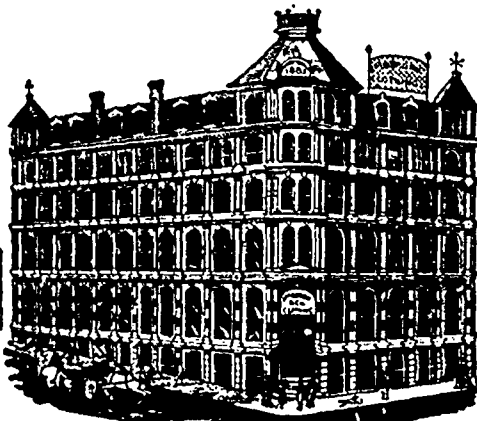
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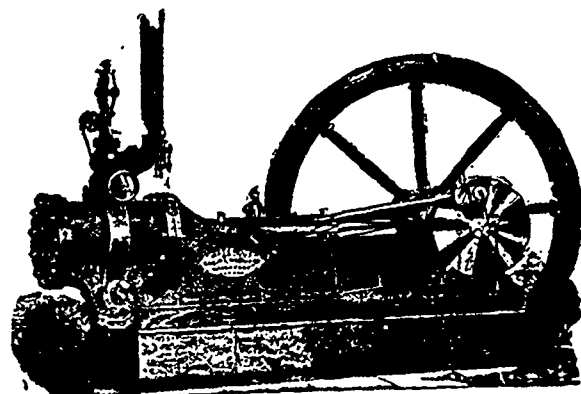
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The Commercial

WINNIPEG, NOVEMBER 17 1890.

McKINLEY ADVOCATES.

The great majority of the Ultra Republican journals of the United States, especially in the west, attribute the cause of their great party defeat at the late Congressional elections to the McKinley bill and its ultra tariff provisions, and many of them speak in anything but flattering terms of the bill and its framer. Some few go so far as to take as an item of consolation the fact, that among the defeated candidates was Mr. McKinley himself. There are however a very few journals which have still a favorable word for the McKinley bill, and the attempts made by such journals to discover some other cause for the great Republican rout than the passing of this bill are amusing in some instances and idiotically silly in others.

Among the silliest of silly defences of the McKinley bill is that of the *St. Paul Journal of Commerce*, which is as follows:

"The McKinley bill was an innovation. It contained new features. The belief is general that it means higher average duties. It is not understood and cannot be until it has been tried.

The people of the United States are believers in the fundamental policy of protection. They are not ready for less trade. Should the next congress establish a free trade tariff it would be revoked more vigorously than McKinley has been. The tariff on linen, tin and some lines of woolen goods was, in theory, especially obnoxious. Practically none of us know anything about it. But it was an innovation and was set down upon."

Like a lawyer fighting a case, which he knows to be hopeless, and of which he knows he is on the wrong side, the *Journal of Commerce* feels bound to say something for its client, although it would have been better to have let all go in silence, than furnish the above puerile attempt at a defence. The article of the *Journal* commences with a statement that "The people of the United States are not fond of innovations. They do not take kindly to changes," a statement which is a libel upon the progressive record of that great nation. The birth of the nation was a startling change, and a staggering innovation upon the medieval or ultra conservative forms of government, which were in existence in the latter half of the eighteenth century. Almost every great progressive movement in the nation's history has been attended with some startling change or innovation, so that now it is looked to by the outside world as the pioneer of political and social evolution. Yet the *Journal of Commerce*, in order to defend a petty act of tariff tinkering, would try to make its readers believe, that the United States was a fogged nation, with a people of fossilized and conservative notions, and cannot see how inconsistent, as well as opposed to fact such an argument really is.

Among the many startling innovations of United States history, prominence must be given to that most startling of all Abraham Lincoln's emancipation proclamation, which according to the argument of the *Journal of Commerce* must have been distasteful to the people of the United States, instead of being as it now is pro-

claimed as one of the great and glorious acts of the nation's history. The innovation of freeing the laborer was accomplished a quarter of a century ago with the voice of the American people, and their voice at the late elections sounded like an intention to free his labor at some not distant date. The *Journal of Commerce* had better interpret the warning aright, and in view of the coming crash, prepare to "stand from under."

NO HOG QUARANTINE.

Three weeks ago THE COMMERCIAL under the heading of "A Lesson of the Season" commented strongly upon the neglect by our farmers of the profitable branch of hog raising, and referred this fall, when our farmers have an abundant supply of rough grain, root crops and other feed to the anomalous state of affairs in the North first class hog feed, besides a considerable portion of wheat in a bleached and damaged state, all of which can only be made profitable in pork raising, and at the same time they are without hogs to which it can be fed. We were pleased to note afterwards, that the article in question was quoted by almost every journal in Manitoba, showing the interest taken everywhere in this very important subject.

There is no sense in the policy some people in this country wish followed out, namely of hiding, or rather denying the truth of adverse crop reports, when they really contain truth. The people of the Northwest can well afford to allow the few unpleasant truths about their country to be published, for they are trifling compared with the advantages it offers, both for settlement or investment, and they follow a far safer policy, when they do admit unpleasant facts, for the truth in this as in every other matter will come out best in the end.

It is no doubt a pleasure to a patriotic Manitoban to tell that the Northwest this year has raised a crop of wheat aggregating at least 15,000,000 bushels, but it is only wisdom to admit, that owing to a wet fall, and other unfavorable circumstances never before experienced in the country, one-fourth of this aggregate is so badly damaged as to be unfit for milling purposes, or rather unfit to be used in making the class of flour usually expected from Northwestern wheat. It might also be wise as well as truthful to admit that the bulk of the damage sustained is due to farmers of limited means, and with insufficient labor help, trying to raise and gather in crops far too large for the facilities at their command.

It is the burden of damaged wheat thus added to our plethora of rough grain and roots, which makes the hog question a burning one at present, and one which will require special and prompt measures to successfully, or even with partial success, grapple with it this winter. With this fact steadily in view THE COMMERCIAL has started into the subject, and with a practical desire to discover what had best be done under the peculiar circumstances. An agitation on the matter would be simply folly, although there existed points on which the Dominion Government could render valuable assistance. Our course was clear, namely by a calm and

intelligent correspondence with the Dominion authorities to secure if possible every assistance which could be expected from that source. The letter of the publisher to the Honorable the Minister of Agriculture, and the prompt reply to the same will be found elsewhere in this issue, and proves the anxiety of the Ottawa Government to make some concession, although that concession is only a partial help out of the temporary difficulty in which our farmers are now placed.

To any one familiar with the transportation of hogs, it is well known that the quarantine heretofore enforced in connection with their import from the United States, entailing a delay and supervision of twenty-one days at the boundary line, was equal to a prohibition of such imports. By the concession now to be made, this will be avoided, and the rich hog raising country of southern Minnesota and Iowa opened to our farmers as a purchase market. In those states there is a very short corn crop, a shorter crop of oats, and almost a famine in root crops. Hogs by the hundred thousand will have to be rushed into market there this winter for want of feed, and a very large proportion of them will be such as United States pork packers will not buy at any price, and a market even at reduced figures for them will be hard to find. It is just such hogs as the packers refuse that are wanted in this country. Those that are too poor or too young to slaughter, and they will be abundant in the states referred to.

The question of the cost of importing is one requiring consideration, but it presents no difficulties though no great advantages. Such hogs under present market quotations can be bought in Iowa and Minnesota, brought to this province, and after paying the present import duty, cost the importer somewhat over a cent a pound less than the figures at which they could be laid down from eastern Canada, with the prices prevailing there. Besides neither Ontario nor Quebec have any hogs to spare, and raisers there are not prepared to sell any unless those ready for the butcher, and such are not required by our farmers.

The concession thus made or to be made by the Dominion Government, is a reasonable one at this time, and it gains some in value from the promptitude with which it is made. It is one which should be taken advantage of with equal promptitude by our farmers. We have had a Farmers' Union in bygone years doing some very senseless and unnecessary things, but this is a matter on which farmers should unite for mutual profit. Every section of settled country should have its hog importing union, and its representative appointed to go to a southern hog country and secure for members of the Union the necessary imports of hogs. It is more than likely, that the government order in council on the subject may limit the privilege to hogs for feeding and breeding, excluding fat hogs ready for slaughter. These will probably be still subject to the quarantine or bonding arrangements. Be that as it may it will not interfere with imports for the farmer. The poorer and lighter the hog the less the duty, when it is based upon weight, and plenty of the kind wanted can be had within 500 miles of the Manitoba boundary,

instead of having to bring them 1,500 miles from Eastern Canada, at the quarantine compelled importers to do.

VERY DISGRACEFUL.

THE COMMERCIAL has on more than one occasion during the past year drawn attention to the necessity for greater activity on the part of the postal department in furnishing mail facilities to the people of western Canada. There have been many complaints coming from all parts of the country, some perhaps unreasonable in their nature, but others founded on good cause. The most glaring and long-standing case of official neglect, however, is in the case of the railway lines in Manitoba operated by the Northern Pacific Company. This company is now operating three distinct lines in Manitoba, with an aggregate mileage of over 300 miles. A portion of this railway mileage has been regularly operated since 1885, and nearly the entire distance has been in operation for over a year, yet this railway system has not been utilized to any extent whatever in carrying the mails.

Reference has heretofore been made in these columns to the advantages which would be derived from a mail service both over the main line of the Northern Pacific between Winnipeg and Emerson, and over the Morris-Brandon branch of the same road. There are several post offices at points along or near the main line of railway, but these offices are supplied by mail carriers, though a daily express train is run over the road. In the case of the important town of Emerson, the mail is carried across the prairie a distance of about twenty miles, when it could be delivered on the spot daily from an express train.

On the Morris-Brandon branch the situation is similar. This road has been in operation about a year, and runs through 160 miles of country as well settled as the average settled portions of Manitoba, but no use has yet been made of the railway to carry the mails. The post offices established in the region before the railway was constructed are still supplied in the old way by mail carriers. Some of these post offices are located quite close to the railway stations which have since been established, while some of the railway stations are six or eight miles from a post office. This is of course a great inconvenience to the merchants and others who have settled at points along the railway. A number of little towns have grown up along the railway, and the common sense way of furnishing mail accommodation to the districts served by the road would be to close up these country post offices, in cases where they are located near the railway, and open new offices at the depots. The farmers drive to the railway stations to market their grain and buy their store goods, and they could get their mails at the same time. Under the present system the business men along the line are obliged to use the telegraph or express systems in communicating with Winnipeg or other points, at considerable expense, or wait for the slow mail delivered at the nearest country office by carrier. This is most unsatisfactory to the residents along the railway, even where they have a post office close by. At Roland station for instance, there is a post

office within two miles of the village, but it is only supplied with one mail per week, which is carried across the country from Morden, on the Deloraine branch. By this service it takes about three weeks to get an answer to a letter addressed to Winnipeg, less than seventy miles distant, though three passenger trains per week pass the place. Goods shipped from Winnipeg are received one to two weeks before the invoice, which is sent by mail, is received.

This is the condition of things along the Morris-Brandon branch, and it is certainly very disgraceful to the authorities who are responsible for it. Some points, such as Wawanesa, receive two mails per week by carrier, but this is not much of an improvement. Why this state of things should exist so long, is a matter for wonder. It is believed by some that the Dominion Government has decided to boycott the Northern Pacific, hence the reason for withholding the mails from this road. Whether this be the case or not, is not our matter to enquire. The question is not one for the railway, but for the people. The people along the Northern Pacific railway system in Manitoba have a right to demand and receive reasonable treatment from the Government. They are citizens of the country and are doing their share to support its institutions. The railway provides the means for a very much better mail service than can be supplied by the old system in vogue before the road was built, and it is the duty of the authorities to take advantage of these facilities. Unless reasonable treatment is soon accorded to the residents along this railway, the people should make themselves heard in no uncertain way.

MIXED FARMING.

Several of the English delegates who recently visited the Canadian Northwest to spy out the land so to speak, expressed their surprise at the general limitation by our farmers of their operations to simple grain raising, and were at a loss to see how farming could be made profitable one year with another, where stock-raising was so generally neglected. To an English farmer this would certainly seem somewhat of a mystery, seeing that during a very short visit to a new country, he could scarcely be expected to grasp the situation, or divest himself of the fixed ideas he held on farming, a pursuit he had been trained in according to accepted English ideas from his earliest thinking days. He might fail to comprehend that breaking up of the virgin prairie soil is in some measure like the breaking of a colt, which had never known the restraint of even a halter. That this virgin soil like the colt had to be subdued, and that grain-raising for a few years was the only practical and profitable way of subduing it, and bringing it into a condition to be used for other branches of agriculture. The English farmer visitor might also fail to learn that the great majority of our farmers are still busily engaged in this work of subduing the soil, and that sixty to seventy per cent. of the Northwestern lands in crop during the past season have been broken up from prairie sod during the past five years. Another temporary circumstance may not have been known to the English farmer, namely, that owing to dry years and short crops of hay, roots and rough grain from 1887

up to the present year, the raising of cattle, and still more so of hogs has fallen off instead of increased during the past three years, and the situation in that respect is probably worse now than at any time during the past five years.

After making allowance for all the above circumstances, a view of the situation at present furnishes ample proof of the folly noticed by some of our English visiting delegates. It is not necessary to look at the agricultural situation to see this, as the commercial one has the proofs on the surface. If in such products as beef and pork we filled our own local wants, and made no attempt at exporting we should fall far short of our capabilities. But we do not begin to supply our home wants in either. At least \$2,000,000 is paid for imported hog products by the people of Western Canada, every pound of which should be produced in or close to the Province of Manitoba. Then on the beef question many people think the local consumpt is attended to, when the butcher gets enough for his demands, whereas every pound of cured and canned beef could, and should be produced and canned in this country. Another item of imports seems a singular anomaly, namely, that of dressed mutton, a very large proportion of the supply of which comes from the State of Montana, and so on we could enumerate products imported, which could be raised with what goes annually to waste on our prairie farms.

It can be clearly seen, that this neglect of stock-raising is a great drawback to industrial development in our towns and cities. If we cannot get our farmers to raise sufficient beef, pork, mutton and so forth to fill the local demand for cured and canned meats, it is folly to expect our town and city people to invest in packing and canning undertakings; and if we cannot, for want of the raw material which the farmers only can produce, establish industries, which will depend mainly upon a home demand, it would be commercial insanity to think of establishing those, which would depend mainly upon an export market.

There can be no doubt but there are great difficulties in the way of our farmers in getting into stock-raising, for a few years after they settle on a prairie farm, but we have now a number of old settled farmers, who have every facility for going into the undertaking, and their efforts put forth would more than supply the local demand for meat products, which we now have to import. The argument of insufficient financial resources to go into stock raising is a powerful one, for a great many of our farmers are too poor as yet to do so. But the number who are financially able is ample, if they will only lend their efforts in that direction. Besides there are too many of our farmers with four to six hundred acres of land, and no live stock pleading poverty, where with two hundred acres and a reasonable share of live stock, they would have no cause to complain.

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IN THE DOMINION.

100 AND 102 FRONT STREET WEST,

TORONTO.

WINNIPEG MONEY MARKET.

Since our last report, monetary affairs in the city have been drifting into an easier groove, not that there has been any lessening of the demand on the banks for funds. On the contrary the heavy movement of grain to market has called for heavy supplies, while the volume of general trade discounts has kept steady, although there has been a little diminution in the quantity of renewed paper that has been going so discount. Money used in grain handling seems to be scarcely out of the banks until it returns, so that the circulation is free, and with a little more weight of volume, would cause an easy feeling generally throughout the country, and soon after in this city. Discount rates are unchanged the range for good to choice trade paper being 7 to 8 per cent. In real estate mortgage loans, applications from the country have slightly increased, but the full weight of the demand for such will not be felt until much more of the crop has reached market. Payments of interest begin to come in a little more freely, but are expected to increase in number and weight during the month of December. The interest rate on farm loans holds steady at 8 per cent., the instances being very few in which a lower rate is secured. First class city loans can be had at 7 per cent., and from private sources even a lower rate could be had.

WINNIPEG WHOLESALE TRADE.

A feeling of returning confidence is gradually making headway in the wholesale trade of the city, and the improvement in the situation noted in our last issue has further developed during the past week. In season lines of goods the sorting trade is usually over by this time, but like everything else it is late this year, and last week there was quite a scattered demand for sorts, which had a cheering effect, and added its quota towards the aggregate of fall goods sales. In lines dependant upon building and outdoor contracting there is still quite a little activity, and the rush to finish up before winter fairly settled down, promises to prolong the activity a week or so longer. In staple lines of every day consumpt the movement has been about a normal volume, or rather heavier, but there has been a better feeling and more anxiety to push sales. The main cause, and almost the only one for the growing better feeling is the improvement in cash returns from the country. There is still great room for improvement in this respect, especially from some districts where the crop movement seems unusually late of getting well started, but there have been returns from so many points hitherto yielding none, that great encouragement has been drawn therefrom, although the returns in most cases were limited in amount. Of course a few less fortunate wholesalers still grumble a little, but on the other hand some express the belief that the long financial tension is at an end, and that a couple of weeks more will give a free and liberal circulation of money all over the province. It is to be hoped that this sanguine view will be correct, and there is every reason to believe that it will to a great extent be realized with the opening of December. An item which will add somewhat to the activity of the next few weeks is the trade in holiday goods, which has opened up, but beyond that no unusual circumstance seems likely to cause any stir. Even the taking of orders

from spring samples moves very slowly* with the few people who are now soliciting the same, while several houses have not yet attempted to show such samples.

DRUGS.

There is nothing unusual to report, the volume of business doing being normal. Prices of goods are unchanged and stand as follows:—Howard's quinine, 55 to 65c; German quinine, 45 to 55c; morphia, \$2.25 to \$2.50; iodide of potassium, \$4.25 to \$4.75; bromide potassium, 60 to 70; English camphor, 80 to 90c; glycerine, 30 to 40c; tartaric acid, 65 to 75c; cream of tartar, 35 to 40c; bleaching powder, per keg, \$6 to \$8; bicarb soda, \$3.75 to \$4.50; sal soda, \$2.50 to \$3; chlorate of potash, 25 to 30c; alun, \$4 to \$5; copperas, \$3 to \$3.25; sulphur flour, \$4.50 to \$5; sulphur roll, \$4.50 to \$5; American blue vitrol, 10 to 12c.

DRY GOODS, CLOTHING, ETC.

There has been a straggling sorting trade during the week of sufficient volume to cause a little stir, besides some houses report collections materially improved. Orders from spring samples are coming in very slowly, and several houses have not yet placed them in the hands of travellers, or showed them to customers calling.

DRIED FRUITS.

All classes of these goods are held firm, but as yet no change in prices since our last report have taken place. Quotations are: California London layer raisins, \$3.00 per box, do. 1/2 boxes, \$1.00; Valencia raisins, \$2.25 to \$2.35 per box; Valencia layer raisins, \$2.75 per box; currants, 7c per lb.; dried apples, 9c per lb., evaporated apples, 15c; choice new Elemo figs in 10 lb. boxes, 16c per lb.; choice figs, 13c per lb.; fancy Elemo layer figs, 20 lb boxes, 15c per lb.; figs in 1 lb cartons, per doz., \$1.75; golden dates, in 50 lb. boxes, 9c per lb.; California evaporated fruit—apricots, 22 to 24c per lb.; peeled peaches, 27 to 30c per lb.; pitted plums, 18c; raspberries, 35c; prunes, 9 to 11c per lb. as to quality, the higher quotation for choice of best varieties; nectarines, 21 to 23c.

FISH AND OYSTERS.

British Columbia salmon are out of the market, but fresh halibut from the same province have been on the market, and offered at 20c. Finnan haddock were scarce early in the week but later were on the market at 12 1/2c. in boxes. White fish were quoted at 6 to 7c. Oysters still sell in bulk at \$2 to \$2.50 a gallon.

FUEL.

Anthracite coal is still held at \$9.25 delivered for stove or nut, with 25c. less quoted for egg and lump. Galt coal is selling at \$7.50, and bituminous at \$8. Tamarac wood is worth \$4.50 to \$4.75 a cord in car lots on track, while popular can be had as low as \$2.90. Oak is held at \$6.00. and maple at \$6.50 a cord delivered.

GREEN FRUITS.

The demand for all kinds of green fruits hold retive, and a few days of mild weather during the week, greatly facilitated shipping to country points. Among the varieties which have dropped out of market are Concord and Catawba grapes, and Louisiana oranges. There have been no material changes in prices. Quotations are: Apples, fancy per barrel \$5.; Medium, \$4.50; Messina lemons, \$9.50 a box; Florida oranges, \$7.00; Pears, \$3.50 to \$3.75 a box; California peaches, \$2.00 a box; California grapes in 40 lb. boxes \$6.50; 20 lb. crates \$3.25; Malaga grapes in kegs, \$9.50; Bananas per bunch \$3.50.

GROCERIES.

The movement has been more free since our last report, and houses report a little improvement in collections. Prices are pretty much the same, although there were reports of shading prices in sugar, although prices at the refinery do not warrant such action. Quotations are Sugars: Yellow, 6 1/2 to 6 3/4; Granulated, 7 1/2; Coffees, green,—Rios, from 24 to 25c; Java, 27 to 29c; Old Government, 29 to 32c; Mochas, 33 to 35c. Teas: Japan, 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to 50c. T. & B. tobacco, 56c per pound; lilly, 7s, 52c; diamond solace, 12s, 48c; P. of W., butts 47c; P. of W., caddies, 47 1/2c; Honey-suckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 3s, 56c; Index d thick Solace, 6s, 48c; Brunnette Solace, 12s, 48c. McAlpine Tobacco Co's plug tobacco: Old Crow, 46c; Woodcock, 52c; Beaver, 63c; Jubilee, 60c; Anchor, 59c; cut tobacco: Silver Ash, 65c; Cut Cavendish, 70c; Senator, 80c; Standard Kentucky, light, 85; do dark, 80c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000. Mauricio, \$12.50; Soudan Whips, \$40.00; Turkish Caps, \$35.00; Commercial Traveller, \$25. Special selects, \$55; Selects, \$45; Columbia, \$45; Canucks, \$40; Derby, \$35; Sports, \$30. Lion "L" brand mixed pickles in kegs, are quoted: Three gallons, \$2.50; do five gallons, \$3.50; do 10 gallon kegs, \$6.50.

HARDWARE.

Business continues fairly active in this branch, the movement in both shelf and heavy goods being liberal. Some heavy lines are advancing in eastern markets, and slight responsive advances having been made here in I. C tin and Canada plates. While similar advances in some other lines may take place any day, especially with the closing of lake navigation so close at hand. Quotations are:—Cut nails 10d, and upwards, \$3.25; I. C. tin plates, \$6.00 to \$6.25 as to grade; I. C. tin plates double, \$12.00 to \$12.50; Canada plates, \$4.10 to \$4.25; sheet iron, \$4 00 to \$5.50, according to grade; iron pipe, net prices, 1 inch, 10 1/2c.; 1 1/2 inch, \$13 1/2c.; 1 3/4 inch, \$16 3/4c.; 2 inch, 25 3/4c per foot; ingot tin, 30c per lb; bar tin, 31c per pound; sheet zinc, 7 1/2 and 8c per lb.; galvanized iron, 23 gauge, 7 1/2 to 8 1/2c lb; bar iron, \$3.50 per 100 lbs.; shot, 6 to 6 1/2c per lb.; tarred felt \$2.30 to \$2.40 per 100 lbs.; barbed wire, 6 1/2 nett.

PAINTS, OILS AND GLASS.

Business holds good in these lines, and is likely to keep active during the present rush to finish buildings before the deep winter sets in. Collections are reported fairly good and improving. In prices of goods there have been no changes, and quotations stand: Turpentine in barrels, 76c per gallon; in 5 gallon cans, 81c gallon; linseed oil in barrels, raw 80c; boiled 83c; benzino and gasoline, 50c; pure oxido paints, in barrels, 90c per gallon; coal tar \$6 a barrel; Portland cement, \$4.90 a barrel; Michigan plaster, \$3.25 a barrel; putty, in bladders, 3 1/2 a pound, bulk in barrels, 3c; whitening in barrels, \$1.50 a cwt; Crown pure white lead, \$7.25; Royal Charter, \$6.75; Railroad, \$6.25; Elephant pure white lead, \$7.25; Elephant No. 1. do., \$6.25; Bulls head do., \$5.75; Calsomine, \$6 per 100 pounds; Alabastine, \$7.25 per case of 20 packages. Window Glass, first break, \$2.10.

WHOLESALE PRODUCE MARKETS.

WINNIPEG.

WHEAT

The past week has been a crushing one upon wheat bulls all over the American continent, and one that will be long remembered. At the great central markets of the continent it was generally believed that with the advance of the week, prices would settle down a little, and a weak feeling would prevail, unless some unlooked for circumstance contributed toward the stiffening up of prices. The approaching close of lake navigation was expected to bring about a weakness in western markets, while the announcement on Monday of an increase in the visible supply of 1,464,000 bushels, and exports during the previous week of from all Atlantic ports of only 1,144,600 bushels, compared with 1,792,050 bushels during the corresponding week of last year, had a depressing effect everywhere. Then came the news of crash after crash in stocks on Wall Street, and a threatened panic there. Grain markets were soon in sympathy, and Thursday and Friday brought each a sharp decline in wheat in every leading American market. The close of the week was one of depression and nervous fear, and markets seemed to go just as far down as bears had the courage to force them, for every bullish influence seemed to have collapsed. Great, however, as the the fall in prices has been, it has resulted from sympathetic and not direct causes, and the tone of all American grain markets for some time to come will depend upon the state of affairs at Wall Street, New York.

In this country during the week there has been a heavy movement of wheat and flour also. Reports for the week at all points aggregate considerable, over 500,000 bushels; and railways have been strained to handle quick enough to prevent inconvenience to buyers at outside points. Prices have naturally been lower in sympathy with eastern markets, but there has been an absence of any excited fluctuations. Near the close of the week No. 2 Hard was quoted at equal to 70c. on track at Winnipeg, with No. 2 Northern slow in sale at 67c. There was no eagerness on the part of buying, and damaged cars were slow in moving at unsettled prices.

FLOUR.

The home demand has been almost normal, while the export movement has been quite heavy. Pacific and mountain points took quite a few car lots, while fully 75 cars were sent onward to eastern markets. Mills all over the country are running full, and still no quantity of stocks are accumulating. Local prices are unchanged and as follows:—Patents, \$2.70; strong bakers, \$2.50; XXXX, \$1.40; superfine, \$1.20.

MILLSTUFFS.

Under a lively eastern demand prices hold steady and firm. Bran is worth \$12.00 a ton on track, and shorts \$14.00

OATMEAL, OIL CAKE, ETC.

There is no change to report. Quotations are:—Oil cake in bags, \$21 a ton; Oil cake meal in ton lots, \$26.50; in car lots \$25; Oatmeal, standard \$2.60; granulated, \$2.70 per 100 pounds; rolled oats, \$2.70 per sack of 50 pounds; Cornmeal is held at \$1.50 per 100 lbs. Pot barley, \$2.75 per 100 lbs.

GROUND FEED.

A fair movement with no change in prices. Quotations are at outside points: \$18 a ton, in the city \$20 to \$22 a ton.

OATS.

The local movement is not heavy enough yet to effect city prices. At outside points the shipping figure of 25c. is maintained, but in the city 24 to 25c. is paid for feed oats while prime milling lots are still worth 30c.

BARLEY.

Brewers have been buying direct from farmers—40 to 45c being paid for good malting lots. Feed barley is quoted at 25c, and not much in demand even at that low figure.

BUTTER.

Good weather and good roads have combined to increase receipts in the city and in outside towns. Still the quantity held by country merchants is known to be much short of what was held at this time last year. Receipts of late made butter show that the quality, and especially the flavor is inferior to expectations, and much poorer, than the products up to the end of August. Thus the offerings of poorer goods have increased, while there has been no increase in prime stock offered. Really choice dairy would have brought at the close of the week about 18c, and good mediums 15 to 16c. Some poorer goods brought offers of 12 to 14c. Creamery is still held at 25c, by those who have any early fall stock on hand.

CHEESE.

Buyers learn that a few straggling lots are still in the hands of makers, but none of fine quality is offered. Prime stock would bring 10 to 10½c in the city.

EGGS.

Really fresh eggs are out of the wholesale market, but case lots of good stock are offered at 23c a dozen.

LARD.

No change; 20 pound pails are worth \$2.15 to \$2.25.

CURED MEATS.

Sales have been about nominal in volume, with curers not pushing them. Prices remain unchanged. Quotations are: Dry salt bacon, 10c; smoked long clear, 11c; spiced rolls, 12½ to 13c; breakfast bacon 13½; boneless, 14c; smoked hams, 14½ to 15c; mess pork \$18.50 per barrel. German sausage, 9c per lb.; Bologna sausage, 8c per pound; ham, tongue and chicken sausage, 9c per ½ lb. package.

HIDES.

There was another tumble in prices last week, for which there is no reason beyond a drop in eastern markets, and buyers here are now satisfied to keep in sympathy with these. Prices here now range: No. 1 steers, 5½c; No. 1 cows, 4½c; No. 2, 3½c; No. 3, 2½; Sheep skins, 40 to 50c; tallow, 2½c a pound for rough; rendered, at 4½ to 5c.

DRESSED MEATS.

Dressed hogs and mutton had a little tumble last week, but no other changes are reported. Quotations are beef carcasses, 4½ to 5c; mutton, 9c; veal, 5 to 6c; dressed hogs, 7½ to 8c.

LIVE STOCK.

Prices are still low for cattle. Good steers were sold last week at 2½c, and 3c was paid only for fancy animals. Medium sold at 2½c. Live hogs are scarce but would be worth 6 to 6½ could they be secured.

POTATOES.

There is very little demand for round lots, as the shipping season is about over. Wagon loads sell in the city to retailers at about 25c a bushel.

HAY.

On the market \$7 to \$8 a ton was the range for prime loads, while pressed ranged from \$8 to \$9 a ton.

British Columbia.

Mizoney & Co, wholesale liquors, Vancouver, have sold out.

A sash and door factory is being started at Victoria by Gunnison Bros.

The inland revenue returns for the district of Victoria were \$10,856.

Pennock & Clayton, manufacturing jewelers, Victoria, have dissolved partnership.

C. R. Slater, of Vancouver, has been appointed manager of the Bank of British Columbia at Kamloops.

The grocery stock of A. J. Patterson, Vancouver, who assigned recently, has been sold to M. Gintzberger.

W. H. Pennock, lately of Pennock & Clayton, Victoria, will open a jewelry store at Victoria shortly.

A carload of turkeys and geese for the Christmas trade of Vancouver is now on its way to that city from eastern Canada.

H. G. Holman and S. James, of Vancouver, have formed a partnership for the purpose of conducting a real estate, financial and insurance business, under style of Holman, James & Co.

During the month of October the following coal shipments were made from the island coal mines: Nanaimo, 35,960 tons; Wellington, 3,185 tons; East Wellington, 3,416 tons; Comox, Union Mines, 4,400 tons; total, 46,961 tons.

Messrs. Baker Bros. & Co., agents at Vancouver of the steamship "West Indian," have received notice of the intention of the owners of that vessel to make Vancouver its headquarters, running from there to China, Japan or Australia as cargo or charter offer.

A company is being formed at Vancouver for the purpose of carrying on a general ship-building business at that city. The company will have a capital of \$100,000. Vessels up to 1,000 tons burden will be built. Property for the site of the yard has already been purchased.

It has been learned from a gentleman from Calgary, says the New Westminster Truth, that it is the intention of several of the heaviest stock raisers of Alberta, to commence business in this province on a larger scale than ever yet attempted. Large butcher establishments and stock yards will be opened in this city, Vancouver, and Victoria to commence with. In time their operations will be extended to all cities in the province. These establishments will be supplied with beef, mutton, etc., from the ranches in the Northwest, and will be conducted on a gigantic scale. The time for opening these establishments has not, we believe, been made known yet, but negotiations are now in progress and soon after being finished more news may be expected about the matter.

The customs returns for the port of New Westminster for the month ending the 31st of October, show a most gratifying result as compared with last year. They were as follows:—

Value of exports.....	\$4,45973
Value of imports.....	116,93200
Duties collected.....	\$14,694 32
Other revenues.....	108 61

Total revenues.....\$14,702 93

The revenues collected for the same month last year amounted to \$2,181.51, an increase of \$12,521.32 for this year.

On Nov. 4th, a meeting was held at Victoria by the owners and masters interested in the sealing industry of that port, the gathering having been called to deal with several matters of vital interest to all parties concerned. The

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Full Importations Just to Hand:

Luban's, Atkinson's Gelle Freres
Gustav Bohn's Colgate's,
Anglo American,

And a large variety of English, French and American
Novelties. Over forty different lines of Perfumes.

See Samples with Travellers or call at Warehouse,

132 PRINCESS STREET.

Dawson, Sole Secy.

WINNIPEG, - MANITOBA.

outlook for the next season was discussed at considerable length, as was the result of the past one. It was the opinion of all that the price of skins this year was considerably above the average, and that it was highly probable that a drop in prices would take place next year. The reason for the increased prices for the past season's catch was held to be due to the fact that bad weather had been against a big catch and that the shortage naturally made a livelier demand. The question of pay for hunters and boatmen then came up, and after considerable discussion, the following scale of wages was unanimously adopted:—

CATCH.	PAY PER SKIN.
Up to 199	\$1 00
" 200	1 50
" 399	2 00
" 400, or over	2 50
Grey pups, each	1 00

It will thus be seen that the hunter who captures less than 200 only gets one dollar each, while the good shot and experienced man who gets 400 or over, has \$2.50 each. This scale has been agreed to by all owners. This seems to be a very equitable and fair rate for the men, and will no doubt be agreed to by them, as under it a good hunter can make from \$1,000 to \$1,500 a season — *Victoria Times*.

Representatives of the big ale breweries in the state of New York have met and resolved on an advance of a dollar a barrel on their product, because of the increase in the duty on Canadian malt and Canadian barley.

The first shipment of Canadian exhibits to the Jamaica exhibition was dispatched from Halifax on the 15th inst.

Robertson, Linton & Co

CORNER OF ST. HELEN AND LEMOINE STS.,
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Importers of British and Foreign Dry Goods,
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Complete set of Samples with J. N. ADAMS,
Rooms 14 and 15, Rowan Block, Winnipeg.
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WOOD AND COAL IN CAR LOTS.
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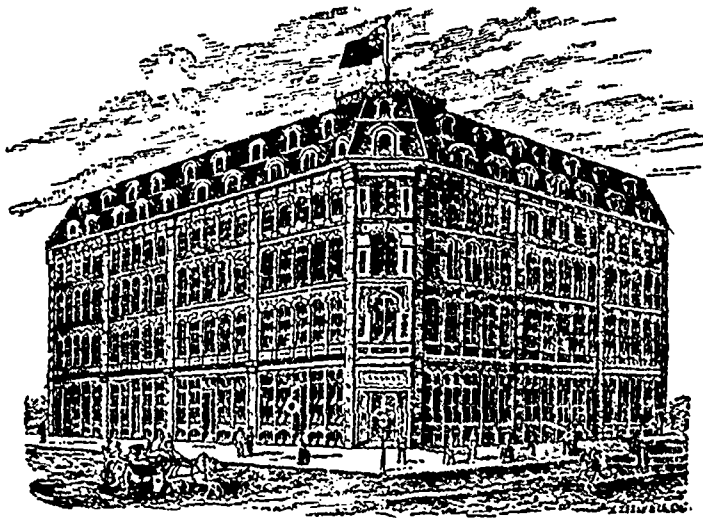
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Satisfaction guaranteed in every
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MEN'S BOYS' AND YOUTHS' CLOTHING CHILDREN'S CLOTHING A SPECIALTY.



Our Samples for the Autumn and Winter Season, 1890, are now on view at No. 18 Rowand Block, cor. Portage Ave. & Main.

H. SHOREY and CO., WHOLESALE CLOTHIERS,
1866, 1868 and 1870 Notre Dame and 36, 38, 40 and 42 St. Henry St., MONTREAL.



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Are unsurpassed by any in the Dominion
Ask your Wholesale Merchant FOR THEM.

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WHOLESALE

WINES, LIQUORS AND CIGARS.

Permit Orders Promptly Executed
8th Street, - - Brandon

Cash at
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FOR
EGGS, BUTTER AND HOGS.

PACKING HOUSE:
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70 St. PETER STREET, MONTREAL
A FULL ASSORTMENT OF
INDIAN, CEYLON, CHINA AND JAPAN
TEAS.

We make a specialty of CEYLON and INDIAN Teas, and carry the largest assortment of any House in the Dominion.
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Provisions.
OFFER FOR IMMEDIATE SHIPMENT.

AUGUST and SEPTEMBER CHEESE.
Choice Quality Eggs. Prime Red Onions.
You should let us have your Orders soon for above perishable goods in order to get them through safely from frost.

FINE DAIRY BUTTER.
Full Stock of HAMS, BACON, LARD, Etc.,
Orders by mail or wire promptly attended to.
CORRESPONDENCE SOLICITED.

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Pork Packers and Provision Merchants,
WINNIPEG, - - - MAN.

MUNROE & CO.,
Wholesale Dealers
Wines, Liquors and Cigars
OF THE BEST BRANDS
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Manufacturers Fine Stationery, Aberdeen, Scotland.

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Manufacturers Wall Papers, Toronto

CORNER PRINCESS AND BANNATYNE STREETS,
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Joseph Carman,
—WHOLESALE DEALER IN—

Fruits, Vegetables, Butter,
EGGS, CHEESE, HONEY, Etc., Etc.

Will be receiving car weekly new Vegetables of all kinds. California and other Fruits by express three times a week. Write for prices
21 Alexander Street West, - - WINNIPEG.

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TORONTO and MONTREAL

Open to buy Wheat f.o.b. Cars at any Station or delivered at Port Arthur on Sample or Inspector's Certificate.

J. S. CARVETH & CO.,
PORK PACKERS

Sugar-Cured Hams, Breakfast Bacon, Spiced Roll,
Pure Pork Sausage, Long Clear Bacon, Bologna Sausage, German Sausage, Ham, Tongue and Chicken Sausage
Pigs Feet, Bologna and Sausage Casings.
PACKERS AND COMMISSION MERCHANTS.
23 Jemima St., WINNIPEG.

Chicago Board of Trade Prices.

The wheat market opened on Monday with a decidedly bearish tone and as the day proceeded became at times panicky, the New York influences being a strong factor in the demoralization of the market. "Shorts" sold bold and aggressive and the market closed at 1/2c lower than that of Saturday. In provisions there was an active but irregular movement, and prices were advanced. Quotations at the close were as follows:

	Nov.	Dec.	Jan.	May.
Wheat	95 1/2	95 1/2	—	1.01 1/2
Corn	62	61 1/2	51 1/2	54 1/2
Oats	43 1/2	43 1/2	43 1/2	40 1/2
Pork	9.71-5	9.75-80	11.90	12.70-2 1/2
Lard	6.02 1/2	6.12 1/2	6.37 1/2	6.85-7 1/2
Short Ribs	5.40	5.45	5.77 1/2-80	6.25-7 1/2

There was a better feeling in the wheat market at the opening on Tuesday with prices on the up turn, and with varying spurts by the bulls an advance of 1/2c was registered at the close. The provision market was quieter but was firm. Closing prices were as follows:

	Nov.	Dec.	Jan.	May.
Wheat	97	95 1/2	—	1.05
Corn	51 1/2	51 1/2	51 1/2	54 1/2
Oats	43 1/2	43 1/2	—	40 1/2
Pork	9.70	9.75-80	11.85-7 1/2	12.65-7 1/2
Lard	6.10-12 1/2	6.15	6.37 1/2-80	6.87 1/2
Short Ribs	5.35	5.42 1/2	5.77 1/2	6.27 1/2

On Wednesday the market partook something of the nature of the day previous and was strong and weak in turns, but it still showed an advance of 1/2c at the close. Any influence of importance has its effect on the market. Provisions held the firm tone noted on previous days and showed a fractional advance. Closing prices were as follows:

	Nov.	Dec.	Jan.	May.
Wheat	97 1/2	95 1/2-1	—	1.05 1/2
Corn	52	51 1/2	51 1/2	54 1/2
Oats	43 1/2	43 1/2	—	40 1/2
Pork	9.69-5	9.65	11.92 1/2-5	12.72 1/2-5
Lard	6.10	6.17 1/2	6.42 1/2-5	6.87 1/2-90
Short Ribs	5.35-7 1/2	5.42 1/2-5	5.89	6.27 1/2-30

The effect of the unsettled state of the New York stock market made itself markedly felt on Thursday in the wheat market, and all cereals showed a sharp decline; wheat suffered the largest to the extent of 2 1/2c. In provisions the tone was still upward and firm. Closing prices were as follows:

	Nov.	Dec.	Jan.	May.
Wheat	94 1/2	96	—	1.02 1/2-1
Corn	50 1/2	50 1/2	—	53
Oats	42 1/2	42 1/2	—	45 1/2
Pork	9.60	9.60	11.75	12.55
Lard	—	6.15	6.37 1/2	6.85
Short Ribs	5.40	5.42 1/2	5.77 1/2	6.25

The short selling noted in the early part of the week was well foreseen and the operators took a good forecast of the market. Wheat was weaker on Friday than any previous day, and it was only the buying of shorts for export that put any bottom to the market. The close was nervous and predicted a lower range of prices. Provisions were in marked contrast to the grain market. Prices were as follows:

	Nov.	Dec.	Jan.	May.
Wheat	93	94 1/2-3	—	1.01 1/2
Corn	48 1/2	48 1/2	—	51 1/2
Oats	41	41	—	43 1/2
Pork	9.50	—	11.60	11.37 1/2
Lard	—	6.02 1/2	6.27 1/2	6.75
Short Ribs	5.40	5.40	5.67 1/2	6.17 1/2

Minneapolis Market.

There has been an active export demand for wheat and the largest output from this point

since the new crop came to hand was made last week. Prices, however, were of an uncertain nature, in sympathy with the Chicago market, and tended lower. Purchasing was done mainly on speculation.

Following were closing wheat quotations on Thursday, Nov. 13:—

	Nov.	Dec.	May	On track
No. 1 hard	94	—	94	94
No. 1 northern	93	90 1/2	98 1/2	91
No. 2 northern	80	85	—	80 1/2

Flour—Shipments were large, and on this date consisted of 30,634 barrels. Quoted at \$5 to \$5.40 for first patents; \$4.75 to \$4.90 for second patent; \$3.80 to \$4.30 for fancy and export bakers; \$2 to \$2.25 for low grades in bags, including red dog. Flour was reported to be going a little better to-day, as the difference in prices of buyer and seller since the break in wheat, that shortened business, is better reconciled and many more bids were coming in and with a greater proportion accepted. Yet flour could hardly be said to move well, but if there is no further decline the matter of value will soon adjust itself and business move along with a steadier poise. The output from this crop runs on the average about 25 per cent. of last year in this city.

Bran and shorts.—Shipments 780 tons. Quoted at \$11.00 to \$14.50 for bran, \$11.75 to \$15.00 for shorts, and \$15.75 to \$16.50 for middlings. Bran was tolerably steady but shorts were weaker and some sales were made of bulk at \$14.75.

Corn.—Receipts 3,500 bu; shipments none. Quoted at 56 1/2 to 59c on track. Scarcity continued and the price of the little offered limited only by the possibility of doing without. Fair corn was nominal between 56 and 60c.

Oats.—Receipts 6,300 bu; shipments none. Quoted at 41 to 44c by sample. Offerings were full with little change, about 42 to 43c for nice sample lots, with choice held at 44c.

Rye.—Receipts 600 bushels; shipments 600. Quoted at 59 to 61c for sample cars on track.

Barley.—Receipts 1,200 bushels; shipments 3,600. Quoted at 55 to 60c for good to fine samples of No. 3. Market was dull with some demand for choice No. 3 at about 60c by samples.

Flax.—Receipts 3,500 bushels; shipments none. Sales are based on 5c off from the Chicago quotations.

Feed.—Millers held at \$21.00 to \$21.50 and corn meal at \$22 to \$22.25.

Hay.—Receipts 98 tons; shipments 10 tons. Choice wild quoted at \$8 to \$8.50 and good timothy at \$9.25 to \$9.50. Fair wild brought \$7.25 to \$8. Poor hay was slow but for nice upland wild the demand was fair.

Butter.—There is a shortage in supplies of fancy butter and the market for such makes is active and strong and receipts are sold as soon as unloaded. Mediums are going out about as fast as received and packing stock is very scarce and firm. Grease butter is advancing under better demand and lighter offerings. Creameries—strictly fancy, 25c, good to choice, 19c, fair to good, 16c; dairies—fancy, special brand, 25c, fancy selections, 20c, good to choice, 17c 1/2, fair to good, 12c; packing stock, fresh, sweet, 8c.

Cheese.—Receipts are quite large, but the demand is good and the market is kept well cleaned up. Prices continue firm on all varieties, and especially so on September twins and cheddars. Young America is scarce and

brick firm at quotations. Both Swiss and Limburger are steady. Full cream, September, cheddar, 10 1/2; full cream September, twin, 10 1/2c; full cream, Young America, 11c; Swiss cheese, 13c; Limburger, full cream, choice, 14c; brick, full cream, 12 1/2c.—Market Record.

An Extraordinary Journey.

An opportunity will occur within a few months to make a trip around the world under novel conditions and in a manner not likely to be repeated. Advantage will be taken of the early sailing of the new and magnificent twin-screw steamships now being built for the Trans-Pacific Service of the Canadian Pacific Railway Company, to afford to the public a "Round the World" excursion of a most extraordinary character.

The Steamship "Empress of India" will sail from Liverpool for Hong Kong, about the 15th January, 1891. At Hong Kong she will take her place in the trans-Pacific line for which she has been built, sailing via Yokohama to Vancouver, the Pacific termination of the Canadian Pacific Railway.

On her voyage to Vancouver she will call at Gibraltar, Naples, Port Said, Suez, Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Kobe, and Yokohama, stopping a day at each of the ports named, and at Port Said sufficient time will be allowed to enable passengers to visit Cairo and the Pyramids.

In connection with this voyage tickets will be issued "Around the World," including choice of Steamship lines across the Atlantic and a rail trip over the Canadian Pacific Railway from the Pacific to the Atlantic.

The rate for this wonderful journey will be \$600, including meals and berths. Programme with maps showing the route, and giving full information as to stop-overs, etc., can be had at any of the Canadian Pacific Railway offices.

The second and third steamships of the line will leave Liverpool about the 15th of February and 15th of March, 1891, respectively, taking the same route.

Commercial Bank Branches.

The Commercial Bank of Manitoba is fast extending its branches throughout the province, and getting its hold upon the business of the smaller towns. Last week a branch was opened at Virden with Mr. Robert Adamson as manager, a gentleman who has been doing a private banking business there for over a year, and who is well remembered in Winnipeg among business men. Another branch has been opened at the live little town of Carberry, with Mr. J. D. Campbell as manager. Mr. Campbell was until recently in the Winnipeg office of the Bank of Ottawa, as is well known among business men in the city and throughout the province.

M. R. Counter, has opened a jewellery store at Nanaimo.

Mr. R. E. Gosnell who has been for over two months travelling around the fairs of eastern Canada with the British Columbia exhibit, stopped off at Winnipeg on Saturday on his way home to the Pacific Coast. Mr. Gosnell is the right man for such work, and the Pacific province has profited much from his endeavors in the east.

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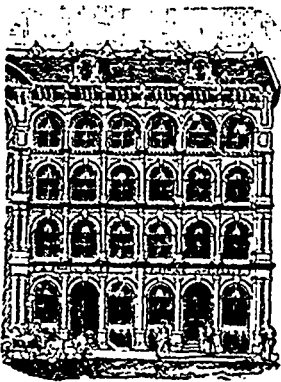
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Morris to Brandon via the N.P.R.

Considerable attention has been given to the Morris Brandon branch of the Northern Pacific and Manitoba railway of late, by the press of Manitoba, and the country tributary to this railway has at the same time fallen in for a share of this attention. A good deal of the discussion of the Morris-Brandon branch has partaken of a political aspect, owing to the fact that the local government was instrumental in securing the construction of this road. Some journals opposed to the government have been led through their political leanings to make statements of a disparaging nature concerning the country tributary to this railway. A representative of THE COMMERCIAL spent the week ended Nov. 8 along this line of railway, and he is prepared to state, that along no railway in Manitoba of the same length does the country average better than along the Morris-Brandon branch. Whatever may be said about the political points in connection with the road, any statements of a disparaging nature concerning the country through which the road runs are certainly false. Along the railway, taking its entire length from Morris to Brandon of 145 miles, the country will average as good as any strip of country in this province of about the same length, and the writer makes this statement from a personal knowledge of every settled district in the province. There is very little land along the railway which is not fit for settlement, and for a considerable portion of the distance the country is as well settled as the average in Manitoba. West of Miami the road passes through a strip of timber land, some of which is quite heavy. This portion will settle up more slowly, as it is difficult to induce settlers to take bush land when they can get open prairie, all ready for the plow. The land, however, is of good quality, and though it will take time and labor to bring it under cultivation, it will find settlers in due season. Some claim that this bush land is even better than average prairie land.

MORRIS.

Morris, one of the old towns of Manitoba, is the starting point of the line, and we will have a little to say about this place before proceeding westward. Morris, forty miles south of Winnipeg, was a smart little town previous to the "boom" days in Manitoba. Its disaster came when some of its enterprising citizens of a speculative turn of mind succeeded in getting the place so deeply in debt that it became bankrupt. The municipal corporation was dissolved, and for years the town has been without any system of organized government. The public school is kept up by private subscription, and any local improvements have to be provided for in the same way. The residents are hoping for an adjustment of their financial difficulty, so that they can resume some organized system of government.

In spite of these difficulties, the town has held its own for some time back, and during the last year or so has made some advancement. It now enjoys railway facilities equalled by few points in Manitoba. Besides being the eastern terminus of the Morris-Brandon branch, it has direct communication with Winnipeg by the Northern Pacific and the Canadian Pacific railways, and with all points south by these roads, express trains passing through daily on each of these roads to St. Paul. Trains for the Deloraine branch of the C.P.R. also pass through Morris.

The business establishments of the place have increased some of late. Lawrie Bros., general merchants, are the old standbys of the town. They have been established since 1882, and they now carry a large stock of general merchandise in their double store, and do a large trade. C. J. Korcher, general merchant, has also been long on the ground. Mr. Kercher owns a farm near the town, and his experiments in farming led him to make the statement that manuring land is an advantage, even in Manitoba. This is in keeping with common sense, though some absurdly claim that the land requires no renewing. The sooner this latter idea is abandoned, the better it will be for the country. Another general store is carried on by W. A. Russell, who also deals in grain and lumber. The most recent addition to the business places of Morris is the general store of Chisholm & MacKenzie, started a couple of months ago. Mr. Chisholm was formerly with Alexander, dry goods, Winnipeg, and Mr. MacKenzie comes from Woodstock, Ontario. They are pleased with their experience so far in Morris. E. Agnew & Co. carries on business as dealer in boots and shoes and groceries, and he has been established about one year. In the meat line Jas. Connery caters to the requirements of the people. He has built a shop this year which is probably the most complete of its kind in Manitoba, being furnished with refrigerator apartments and other conveniences, designed by the proprietor. Everything about it is complete. Mr. Connery had the contract for supplying the meat to the men employed during the construction of the Morris Brandon branch. In the stove and tinware trade, Phillips Bros. have been established about a year. They are practical men and thoroughly understand the requirements of the trade, and are doing a good business. D. M. Ure carries on business as harness-maker and saddler. He has been established well on two years, and does a good trade in his line. The Commercial hotel is carried on by John W. Kastner, a portly gentleman who evidently knows how to conduct such a business, as his house is well above the average of Manitoba hotels. The implement trade is represented by Patterson & Bro., with R. W. Whitworth as agent, and A. Harris, Son & Co., with R. J. Bell as local agent.

Morris is well provided with facilities for handling grain, there being three elevators, two on the Canadian Pacific and one on the Northern Pacific track. W. A. Russell owns one of the former, and he has just arranged to buy grain this season for the Keewatin flour mill, shipping through his own elevator. The other elevator on the C.P.R. track belongs to the Ogilvie Company. It has a capacity of 40,000 bushels. The same company also have a small grain warehouse at Morris. Robert Manford is buyer for this elevator. On the Northern Pacific track Martin, Mitchell & Co. have a 35,000 bushel elevator. The quantity of wheat which it is expected will be taken in at Morris this season is variously estimated at 100,000 to 150,000 bushels. The quality is much better than the average of this year. All the wheat shipped so far from the Ogilvie elevator had graded No. 2 hard, which shows that Morris wheat will be ahead of most points in Manitoba this year, as to quality. The finest samples of wheat the writer has seen this year, were at Morris. Some damp wheat has been offered at the elevators, but it is not taken at any price,

and the farmers are compelled to take it home and dry it out. The dampness is due to careless stacking. Besides wheat, there will be about 40,000 or 50,000 bushels of other grains at Morris, and a number of car lots of potatoes have also been shipped to the States. There is a large quantity of potatoes yet in the country, around which will be shipped out in the spring. Plowing is well advanced in the Morris district, and in this respect the farmers are ahead of most districts in Manitoba this fall. Crops were generally good, the only loss resulting from defective stacking.

What Morris really needs more than anything else is the settlement of the vacant lands surrounding the town. There are few points in Manitoba where greater inducements are offered to settlers than around Morris, both in the quality of the land and other advantages, such as markets, etc., yet there is a large area of the best of land standing idle. There is practically no waste land in the district. The country is level and of uniform good quality. There is nothing to obstruct plowing for miles, and the entire district could be turned into grain fields, beyond what is required for hay and grazing. Morris has more vacant land than most districts where settlement has existed for any length of time, on account of the tendency among new settlers to go farther west.

Going westward the railway passes through the rich, level prairie of the Red river valley. The first station out from Morris is called Lowes, named after the well known Lowe farm located here. After passing Myrtle station Roland is reached, which is the first point west of Morris where business places have been established. Lawrie Bros. were the first to locate here, having established a branch of their general store business over a year ago. They have a fine large store building, which has been further increased in size by an addition of twenty feet. A. F. Higgins is in charge of this store, assisted by H. Webster. Roland is named after Roland McDonald, who is town site agent for the railway company, and also does a lumber business. There is a blacksmith shop owned by Chas. F. Fawcett, and Martin, Mitchell & Co. have erected an elevator for which Thos. Willis is buyer. This makes up the business places of Roland, but a new general store is to be established by McMillan & Co. Mr. Nesbitt is erecting a large building, a portion of which will be used by McMillan & Co.

MIAMI.

The next point on the railway westward is the bright little town of Miami. Though it is only about a year since the railway was opened, a fine little town has grown up here. The country around resembles the famous Morden district of Manitoba. The level, open prairie which has been passed through since leaving Morris is now relieved by groves of oak trees. Martin, Mitchell & Co. have an elevator here, which is in charge of Alex. Kerr. There are two general stores, kept by Collins & Munro, and Meikle & Coppinger, the latter a branch of the firm of the same name at Morden. McGriffin & Campbell carry on business in hardware. C. F. Collins does a private banking business, etc. Jas. A. Fraser, is the butcher; B. C. Bundy, the saddler; and S. Cowan, the hotelkeeper. There are two blacksmith shops, operated by Jas. Dickson and Jas. Durant, and Thos. Whiteley has a carriage shop. Anthony Wilson handles furniture, and has recently erected a

new store. There are two lumber yards, one belonging to Jas. Carson, who comes from Pilot Mound, and the other, owned by the firm of Miller, Lane & Lawrence. Selby & Took have a livery stable. This little town has grown up within a year, and with the fine country surrounding, it will no doubt continue to be one of the best in the district.

After leaving Miama the railway strikes into a wood country, which continues for quite a distance, and the country becomes more rolling and broken. The course of the railway is up grade, until Altamont station is reached, when it is down grade for some distance. This part of the road passes through the Pembina hills. The country hereabouts is timbered chiefly with oak, poplar, and balsam of Gilead mainly. The land is good, and the most of it is well adapted for cultivation. At Somerset station, Allaire & Co. have established a general store, and Simons & Bros. have a hotel. At Swan Lake Jas. Pritchard has opened a general store. Roy Laundry has a general store at Mariopolis. At Greenway station, Carboneau has also a general store. At all these stations, Martin, Mitchell & Co. have grain warehouses where they are buying grain. The next point going westward is Baldor, where G. A. Griffith has a fine general store. At this point there are two lumber yards, owned by Geo. Playfair and Lumsden. Also a blacksmith shop and a hotel, and a grain elevator, owned by the Manitoba Elevator company. The next station is Belmont, where Anford Bros., of Glenboro, have established a branch general store. F. Burnet is also located here as agent for the town site, notary, etc. Martin, Mitchell & Co. have a grain elevator here. At Hilton, the next station westward, there are no buildings as yet, but the Manitoba Elevator company have lumber on the ground for an elevator.

WAWANESA.

The next point is Wawanesa, which, with Miama, make the two principal places on the line between the terminals. Wawanesa is situated in the valley of the Souris river, at the point where the railway crosses the river. It is near the old post office of Souris City, which has now been closed and the office moved to Wawanesa. The town is just twenty-five miles from Brandon by the railway. It has grown rapidly since first established about a year ago, as the reference to the business institution of the place will show. There are now three general stores, D. Ricker, who kept a general store at Souris City, moved to Wawanesa as soon as the railway reached and located a station there, about a year ago. Story & Avison, general merchants, were early on the ground, having decided to open business in the district, even before the town was located by the railway people. They erected a store at once and began business, and now carry a large stock and do a good trade. J. C. Robinson, of Brandon, also has a general store, and Thos. Spence who comes from the same place, carries a miscellaneous stock of goods. In the hardware line, W. J. Richardson, formerly of Birtle, is now established at Wawanesa. Though in the general store trade at Birtle, the hardware trade is the line with which he is most familiar, having been in that business east. Mr. Richardson was on hand with a stock of goods before the town was permanently located. D. A. McIlgham, who comes from Lanark county, Ont., does business in stoves and tinware. He has erected his own

shop and likes the country. Being a practical man, he will no doubt succeed. Wilson & Co., of Brandon, also have a branch hardware and tin shop here, with R. C. Atherton in charge. The drug line is represented by Dr. Husband, the store being in charge of J. Jump. This business has also been established about a year. O. E. Lambert does business in furniture and undertaking, and he carries a very nice stock. He is now adding groceries. Wm. Gorrie, formerly of Vinden and Brandon, has established himself in the saddlery and harness line. He has been established about a year, and carries a fine stock of harness and horse goods generally, trunks, robes, etc. In meats D. H. Chambers carries on business, and he purposes buying produce for shipment. There are two lumber yards, the first having been started by W. T. Storey, who brought in the first lumber by team from Glenboro before the railway was completed to Wawanesa. The second yard was established by E. J. Barclay, of Brandon, but it has since passed into the hands of McKernie & Dillingham. G. W. Green carries on the business of pump manufacturer, and turns out all kinds of force and lift pumps in wood and iron. He has a combined force and lift pump of his own invention, in iron, the parts of which he has manufactured in Ontario, which will throw a stream of water sixty feet. In the implement line R. W. Hector handles a variety of implements, including the McCormick reaper, of which quite a number were sold in the district. Mr. Hector carries on business in flour and feed. The Patterson & Bro. Company has been represented for the past year by A. Blain, who has done a very good business for his company among the farmers of the district. The Northern Pacific house is the only licensed hotel. This house is kept by F. A. Tamblin, who has been on the ground since the town started. He keeps as comfortable a house as can be found in any of the smaller towns of Manitoba. A temperance house is kept by Jos. Wells, called the Windsor. The other business institutions of Wawanesa are the following: Richard Harry, shoemaker; Mrs. E. Burke, baker and confectioner; Mrs. Hunter, milliner; Mrs. Dobson, dressmaker; C. S. Day, tailor; Jos. Chambers, lawyer; barber shop, telegraph office; Chambers Bros., livery; Smith & Wakelon, builders; John Gray, builder; P. R. Smith, blacksmith. There are two elevators, owned by Martin, Mitchell & Co. and the Manitoba Elevator Company, respectively. Chas. Brown is manager of the former. This list of business places shows that for a town only a year old and with a regular train service only since last spring, Wawanesa has already made considerable advancement.

The country around is well settled and many of the farmers are in more than easy circumstances. There are many examples about the place that farming in Manitoba can be made to pay, and pay handsomely, for though the settlement of the district only began about the year 1880, some of the farmers may be considered fairly wealthy, and nearly all are in good circumstances, though no doubt like most Manitoba settlers, they did not bring much with them when they came. Farming is carried on on a large scale, and the farmers around have from 5,000 to 15,000 bushels of wheat each, besides other grain. Wheat this year is a good crop, different farmers spoken of placing the average yield at 27 to 30 bushels per acre. The

quality is not up to the average, but the bulk is good milling wheat nevertheless, and brings a good price. The average sample of wheat is something under No. 2 hard. To show how farming may be made to pay in the district, the following was stated by the party referred to: A Mr. Park bought a quarter section of land (160 acres), paying therefore \$3,500. He sowed 100 acres of this and realized from his first crop \$1,810 or over half the purchase money. Mr. Brown, manager of the Martin-Mitchell elevator, expects that 200,000 bushels of wheat will be marketed at Wawanesa this season. Before the Northern Pacific branch was built, this wheat went to Brandon and Glenboro. The lower average quality of the wheat this year is due to damp weather, there being little damage done by frost. A small area of grain was cut down by hail early in the season, but this took a second growth and at one time promised a better crop than the grain not touched. It was later, however, and was damaged by frost. At the time of our visit, wheat was coming in faster than it could be handled by the elevator, and as early as eight o'clock in the morning a long string of teams with wheat were waiting their turn. This shows that Wawanesa is destined to be one of the large wheat markets of the province. The elevator erected by the Manitoba Elevator Company was just completed and was not taking in grain, but it was expected to be opened every day.

Store trade in ordinary business is probably as fully represented at Wawanesa as the circumstances of the district require. There are some additional lines, however, which would no doubt be made to pay. Among these probably the best opening the place affords is for a bank. A banking business would certainly be a success, if properly managed. A carriage shop might also be made to pay. The stationery and jewelry lines are not represented, and these combined would probably pay. Wawanesa would also be a good point for a flour mill. It affords the best opening probably available at present for such an industry. The Souris river affords a water power which could be utilized at least a portion of the year, while a supply of wheat at the mill door is assured.

Between Wawanesa and Brandon there are two stations, called Rounthwaite and Martinville. At each of these there is a grain elevator, owned by Martin, Mitchell & Co., and considerable wheat is being marketed. This is a very fine section of country and well settled. At Rounthwaite there is a general store kept by Spear.

This brief description shows that since the opening of the Morris-Brandon branch two active little towns (Wawanesa and Miami) have been established on the line, and the nucleus of several other towns have been formed. The road was built during the summer of 1889, though it was not completed into Brandon until this summer. It was only operated as far as Altamont last winter, so that it is only since last spring that trains have run as far as Wawanesa, though last fall for a while trains were run to that place. The present train service consist of three mixed passenger and freight trains per week each way, but this service is altogether inadequate to the handling of the traffic of the road, and there is therefore some dissatisfaction on account of the delays experienced. The present traffic is quite heavy enough for at least one train each way per day

and now that wheat has commenced to move actively, the traffic will be largely increased. The Great Northwest Telegraph Company operate along the line over the railway wires. The lack of postal accommodation is the most annoying thing which the business men along the line have to put up with, the Dominion Government having been very slow to recognize the rights of the people. Though the railway has been operated in part for over a year, no mail is carried along this line.

Along the line generally considerable breaking of new land was observed, but it was evident that fall plowing is unusually backward this year. The country was covered with grain stacks everywhere, and from appearances it would not seem that more than one-third to one-quarter of the grain had been threshed. A large quantity of the grain will be handled on the line, as the movement is already large, in view of the quantity threshed. What is true here is also true as a rule throughout Manitoba. Another point noticed was the absence of prairie fires. At this time of the year the prairie is often black in all directions from prairie fires, but along the line hardly a patch was burned, though one fire was observed burning. Many stacks were noticed entirely unprotected from prairie fires, and some of these quite close to the railway, where a spark from the engine might start a fire any time. Farmers still seem to be very careless in this matter, though many have been taught severe lessons in the past by the destruction of their stacks.

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Every requisite for the Drug Trade promptly supplied.

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P.O. BOX 568.
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WHOLESALE MANUFACTURERS
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YARNS

Write for Samples. It will pay you

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All kinds of Produce Handled.

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FRUITS AND ALL KINDS OF PRODUCE.

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Consignments Received in all Lines. Correspondence Solicited.

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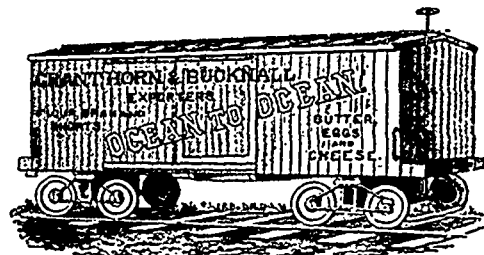
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271 Main Street, - WINNIPEG, Man.

Eastern Business Changes.

ONTARIO.

Wm. Hayes, grocer, London, has assigned.
Wm. Connor, grocer, London, has assigned.
Neil McKenzie, shoes, Parkhill, has assigned.
Ann Horan, milliner, Prescott, has assigned.
Geo. Wilkie, harness, Dutton, has sold out.
J. G. James, hardware, Belmont, was burned out.
P. Atkinson, hotelkeeper, Bright, has sold out.
R. J. Coleman, grocer, Cookstown, has sold out.
Ryan & Fizell, liquors, Ingersoll, have sold out.
Geo. Cowieson, blacksmith, Belhaven, is dead.
Wells & Eornie, lumber, Dresden, have assigned.
Mary Harrington, grocer, Brantford, has assigned.
R. M. Orchard, gents' furnishings, Brantford, is dead.
F. A. Humpidge, stoves, etc., Dutton, has sold out.
Miss H. E. Jackson, dry goods, London, has sold out.
Thos. Linton, general store, Hawkestone, has sold out.
Alex. St. Pierre, hotelkeeper, Ottawa, has assigned.
T. J. E. Brown, contractor, Toronto, has assigned.
Wilmott & McIntosh, lumber, Toronto, have assigned.
D. Bissonnette, hotel, Vankleek Hill, has assigned.
Crandall Bros., general store, Colborne, has assigned.
Jas. Fisher, grocer and confectioner, Galt, has sold out.
Jas. Bradley, hotel and livery, Port Hope, has sold out.
Jos. Kellar, flour and feed, etc., Watford, has sold out.

Thomas Storry, general store, Goodwood, has assigned.

P. Shaw & Co., wholesale lumber, Novar, has assigned.

Hilborne & Co., shoes, Tilsonburg, damaged by fire; insured.

H. D. Long, manager of the London Soap Co., London, is dead.

A. McEachran, groceries and liquors, Mount Forest, is selling out.

W. Bauer, hotelkeeper, St. Pau's station, is moving to Bright.

Latham & Low, manufacturers of overalls, Toronto, have assigned.

The stock of Jas. Scott, harnessmaker, Wallaceburg, has been sold out under execution.

McCormick & Pahl, harness, London, have dissolved; James McCormick continues alone.

Bryce, McMurrich & Co., wholesale dry goods, Toronto, advertise going out of business.

QUEBEC.

D. Bonin, tins, Joliette, away.

J. W. Wight, grocer, Montreal, has assigned.

A. Morrissette, grocer, Quebec, has assigned.

F. X. Gagnon, groceries, Quebec, has assigned.

Alex. Mongeau, grain, Montreal, has assigned.

A. Plamondin, general store, St. Marcel, has assigned.

L. & A. Mongeau, traders, Montreal, have assigned.

Lefebvre & Co. traders, Montreal, have dissolved.

A. P. Desroches, teas, Montreal, meeting of creditors held.

Duperro & Daignault, harness, Quebec, have assigned.

Brodcur & Wacchter, confectioners, Montreal, have dissolved.

The Nationale Impremie, printers, Montreal, have dissolved.

Thouin & Chapdeleine, traders, Montreal, have dissolved.

John Row, dry goods, Montreal, is offering to compromise.

J. F. Stuart & Co., cardboard and photo supplies, Montreal, have dissolved.

Telephore Montpras, general store, St. Pierre les Becquets, has assigned.

J. & R. McLer, shipping and commission, Montreal; K. J. McLea of this firm dead.

NOVA SCOTIA.

J. E. Doyle, Amherst, has assigned.

Jas. Crowe, shipping merchant, Clifton, is dead.

C. S. Sutherland, general store, Barrington, is dead.

Davidson & Feltus, jewelry, Halifax, have dissolved.

C. W. Johnson, general store, Greenfield, has assigned.

Michael Tobin, blacksmith, North Sydney, has sold out.

J. P. Shetwynd, lobsters, produce, etc., Halifax, has assigned.

Millar Bros., sewing machines and organs, Middleton, are moving to Halifax.

McLeod & Ross, tinware, etc., Pugwash, have dissolved; Douglas McLeod continues.

NEW BRUNSWICK.

A. D. M. Cormier, general store, Buctouche, has assigned.

Grange Maple, general store, Harvey, has been burned out.

McAfee & Baird, general store, Millstream, have dissolved. A. W. Baird, retires; business continued by J. F. McAfee.

The Imperial Produce Company, a Canadian concern, has intimated to the finance minister that it is now prepared to ship Canadian farm products to the English markets on commission. It was organized as a result of the McKinley bill.

A Partial Concession.

The question of how our farmers could most profitably use the abundance of rough grain and roots, and the bleached and otherwise damaged wheat in their possession has been agitating the minds of most people in this country of late, and with the view of to some extent solving this question, the publisher communicated with the Honorable the Minister of Agriculture at Ottawa, on the question of duties and quarantine on live hogs imported from the United States, receiving a prompt and straightforward reply. The following correspondence is the best explanation of itself:

WINNIPEG, MAN., October 24th, 1890.

Honorable John Carling, Minister of Agriculture, Dominion of Canada, Ottawa, Ont.

HONORABLE AND DEAR SIR.—Permit me to draw your attention to the situation as it is at present stands with the farmers of Manitoba and the adjoining territories, and bring before your notice a matter not likely to be so apparent to you as it is to me, a commercial journalist, before whom the notice of such matters are daily brought.

I refer to the state of the grain crop in this country, a crop which is certainly an abundant one, so far as quantity is concerned, but which, owing to wet and unfavorable weather during the past two months, has lost much of its market value, and quite a large proportion of which is now unfit for milling purposes, and will have great difficulty in finding a market, even at prices which mean loss to our struggling producers. I am not overstating the situation, when I state that there will be from three to four millions of bushels of this season's wheat crop unfit for milling purposes, and which must be allowed to go to waste, unless it is fed to hogs, the only animals to which such wheat can be fed with safety and profit.

To enable you to fully comprehend how matters now stand with farmers in possession of such damaged stuff, a view of the hog product situation is necessary, and that view is anything but encouraging. Several years of drought have had the effect of reducing the production of rough grain and other feed in this country, and the crop of 1889 was so short in barley, oats and root crops, that last spring heavy importations of those had to be made to fill the local demand. With such commodities at ransom prices, and the crop returns in cash for other products very limited, our farmers last fall were not in a position to winter over hogs, and they were consequently slaughtered and sold in the local markets during the winter for what they would bring, and with a plethora of pork thus rushed in, prices were naturally low. Many farmers were compelled to slaughter pigs which did not dress forty pounds weight, for there was but one alternative, and that was to let them freeze and die of hunger.

I have given you the hog picture of last fall and winter, and a look at the picture this fall furnishes an extraordinary contrast. Beside the millions of bushels of damaged wheat referred to, the country is loaded with rough grain and root products, much of which would have found a profitable market in the western United States, but for the changed situation brought about by the celebrated McKinley bill. Eastern Canadian markets are such that, unless in oats, the long haul and consequent heavy freight rates put shipping there out of

the question. The fact stares us in the face that we have products which will bring millions of dollars of wealth to our farmers if fed to make pork, but which are practically valueless if not utilized in that process. At present there are practically no hogs in the possession of our farmers, owing to last year's indiscriminate slaughter, and all they do possess would not number 10,000 all told. You can drive five miles through several of the well settled districts here, and not hear the squeak of a pig, and on the Winnipeg market where in October dressed hogs are usually plentiful, I have not heard of half a dozen being offered this season. Our pork packers are buying live hogs in Ontario or importing dressed ones from the United States, in order to get enough to fill their local order, and they are this week offering nine and a half cents a pound for dressed hogs, and cannot get them even at that advanced price.

Unless our farmers are to lose millions of dollars during the next year, there must be a heavy importation of hogs this winter, and in their present pecuniary position our farmers are not able to pay fancy prices. Our pork packers are buying live hogs in Ontario at 5½ a pound weight, which means not less than 3c a pound to the farmer, who would like to buy. In Chicago the range of prices is from 3½ to 4½ a pound, and in the State of Iowa and Southern Minnesota any number of the very class of hogs our farmers want can be had for 3 to 3½ a pound, and even less than the lower figure, for our people can do best with animals not fat enough for the packer, and in the states I refer to the failure of the corn crop will throw hundreds of thousands of such stock into the market from men who are not foolish enough to winter hogs worth less than four cents a pound on corn they can sell for about forty cents a bushel. A novice in pork raising can see the folly of such an undertaking.

Now the gist of my appeal to you is, that some steps be taken to remove the duty on live hogs coming into this province for a few months, and at the same time remove the practically prohibitory quarantine regulations which now exist in connection with the import of such stock, so that our farmer may secure a supply of hogs for feeding and breeding purposes from the cheapest possible market. Under the provision of hogs admitted free for breeding purposes, there should be no difficulty in admitting breeding sows and blooded stock boars, and if the privileges were even so limited, I believe most of the difficulties of the present situation would be overcome. Of course the quarantine regulations would have to be limited to the simple passing of an inspection without any delay, otherwise the tariff concession would be valueless.

I have taken the liberty of writing you personally on this matter, believing that you and your colleagues in the Dominion Government will be only too anxious to do all in your power to mitigate any burdens our farmers may be under; and because I consider a private letter from one, who has every opportunity of thoroughly understanding the subject, is more likely to receive your favorable consideration, than an article in a newspaper, likely to be interpreted as an attempt to raise an agitation.

I respectfully request that you will give your prompt attention to the subject I have referred to, and that you will bring the matter before your colleagues, and use your influence to in

some way mitigate the pressure, which the unfavorable weather of the past two months has brought upon our Northwestern farmers.

I have the honor to be

Your obedient servant,
JAMES E. STEW.

REPLY.

Department of Agriculture,
OTTAWA, Nov. 4th, 1890.

SIR.—The Minister of Agriculture desires me to acknowledge your letter of the 24th ult., on the subject of customs duties and quarantine regulations in relation to the importation of swine in the province of Manitoba, in the special circumstances stated in your letter.

Your letter referred to has been submitted by the Minister of Agriculture to his colleagues in Council. The most careful consideration has been given to the several representations made by you; and it is desired to give effect, in as far as possible, to the request in your letter.

With respect to the suspension of the tariff, so far as it affects the importation of swine into the province of Manitoba, I am to state that no power is vested either in the Minister of Customs, or the Governor-in-Council, to set aside its provisions, as adopted by Parliament.

It is, however, thought that the customs duties would not be an impediment to importation at the prices and in the circumstances stated by you.

With respect to the quarantine regulations I am to inform you that it is considered advisable to give effect to the recommendation in your letter and suspend the regulation making a quarantine of observation of twenty-one days, necessary at the port of entry, in so far as relates to the province of Manitoba, until further ordered, and the necessary steps will be at once taken.

I have the honor to be, sir,

Your obedient servant,

J. LOWE,

Deputy of the Minister of Agriculture.

Another Canadian Tunnel.

The Prince Edward Island tunnel project is revived by the success of the St. Clair tunnel. The Dominion Government has been asked to assist in the scheme, for which preliminary surveys have all been made. "There are," says *Engineering News*, "no great engineering difficulties in the way; but at the nearest points between Prince Edward Island and the main land a tunnel 6½ miles long would be required, and the estimated cost is \$17,000,000. An English syndicate has offered to build the tunnel if the Canadian Government will guarantee 6 per cent interest on the bonds for one hundred years."

A communication has been received at this office addressed to "THE COMMERCIAL", Winnipeg, British Columbia. This mistake was probably caused by the amount of attention "THE COMMERCIAL" has been giving to British Columbia of late.

The *Canadian Manufacturer*, Toronto, announces that its subscription price will hereafter be one dollar per year instead of two dollars as heretofore. The size of the pages and the number of them will remain unchanged, and it will be issued twice a month as it has been ever since its establishment in 1882. It is devoted to the manufacturing interests of Canada,

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 Oats, and has long been the favorite beverage of Sportmen.

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 acquired.

ASK FOR THE LAGAVULIN.

MACKIE'S
PURE OLD BLEND
10 YEARS OLD.

GOLD LABEL

AS PATRONIZED BY ROYALTY AND THE LEADING PHYSICIANS.

ASK FOR IT.

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Appointments perfect.
Graduated Prices.



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One Block from Union Railway Depot.
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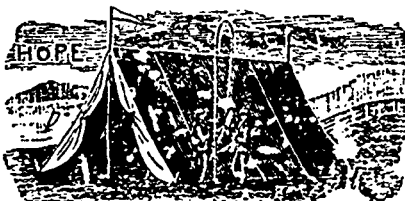
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LEATHER AND FINDINGS.

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and Shoe Upfers, etc

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All the Year Round.

PROMPT CASH PAYMENT.



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AND ALL POINTS IN THE EAST, also to St.
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\$10 Saved on 1st Class and \$5 on 2nd Class
Tickets to Vancouver, Victoria, Seattle,
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all Pacific Coast Points by taking the Cana-
dian Pacific Route.

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10 45 Daily.	St. Paul Express for Morris, Greta, Grafton, Grand Forks, Fargo, Minneapolis, St. Paul, Duluth, Chicago, St. Louis, Detroit, Toronto, Montreal, etc.	13 50 Daily
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a 11 30	Morris, Morden, Manitou, Killarney and Deloraine.	17 15 b
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b 18 00	Kildonan, Parkdale, Lower Fort Garry and West Selkirk.	10 35
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Or of any Regular Station Agent of the Company.

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MONTREAL MONTREAL
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Gen. Sup't, Gen. Pass. Agt.,
WINNIPEG WINNIPEG

February 1st, 1890, the St. Paul, Minneapolis & Manitoba Railway and Branches became the

Great Northern R'y Line

With 3,300 miles of steel track it runs through 62 counties in Minnesota, North Dakota, South Dakota and Montana, reaching all principal points from St. Paul, Minneapolis, West Superior and Duluth.

It furnishes through close connections, the best and cheapest route to all points in Idaho, Utah, California, Oregon, Washington, British Columbia, Alaska, the Canadian Northwest and Manitoba.

It is the only American line west of Chicago having a track laid with 75 pound steel rail and owning its entire magnificent equipment of elegant Dining and Sleeping Cars, handsome Day Coaches and Free Colonist Sleepers.

It is the only line running through the great Milk River Reservation, with solid trains without change to Chinoock, Benton, Great Fall, Helena and Butte.

It has three lines in the Red River Valley, is the only line to the Turtle Mountains and has three lines in South Dakota.

It reaches the largest area of free Government land of agricultural value now remaining in the country.

It is the principal line to Lake Minnetonka and the of Minnesota.

It is the direct route between St. Paul, Minneapolis, Anoka, St. Cloud, Duluth, West Superior, Forgas Falls, Crookston, Moorhead, Fargo, Grand Forks, Grafton, Winnipeg, Devils Lake, Ellendale, Aberdeen, Huron, Watertown, Sioux Falls and Sioux City.

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H. G. McMICKEN, General Agent,
376 Main St., Corner Portage Avenue.

F. I. WHITNEY, Gen. Ticket and Pass. Agt., St. Paul.



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THROUGH PULLMAN VESTIBULED DRAWING ROOM and COLONIST SLEEPERS via the NORTHERN PACIFIC RAILROAD between CHICAGO and PORTLAND, ORE.

CONVENIENT TRAINS to and from Eastern, Western, Northern and Central Wisconsin points, affording unequalled service to and from WAXHAM, FOND DU LAC, OSHKOSH, MENASH, MENAMIA, CHIPPEWA FALLS, EAU CLAIRE, HICKLEY, WIS., and IRONWOOD and BRUSSEAR, MICH.

For tickets, sleeping car reservations, time tables and other information, apply to Agents of the line, or to Ticket Agents anywhere in the United States or Canada.

S. R. AINSLIE, General Manager, Milwaukee, Wis.
J. H. HANNAFORD, Gen'l Traffic Mgr., St. Paul, Minn.
H. C. BARKER, Traffic Manager, Chicago, Ill.
LOUIS ECKSTEIN, Gen'l Passenger and Ticket Agent, Chicago Ill.

Canadians, Attention!

Minneapolis & St. Louis Railway Albert Lea Route

In connection with the Northern Pacific and St. Paul, Minneapolis & Manitoba Railways, will during the months of November, December, 1889, and January, 1890, run a series of

CHEAP EXCURSIONS

To Ontario and Quebec Points.

\$40 - FOR THE ROUND TRIP - \$40 TICKETS GOOD 90 DAYS.

Avoid delays and detentions in Chicago and other points by purchasing your tickets via the "Albert Lea Route."

For detailed information call upon your nearest railway agent or write to

C. H. HOLDRIDGE,

Gen. Ticket and Pass. Agt., MINNEAPOLIS.

Northern Pacific And Manitoba Railway.

TIME CARD.

To take effect at 6 a. m. Sunday, June 15, 1890.
(Central or 90th Meridian Time.)

North Bound			South Bound		
Freight.	No. 119.	Passenger.	STATIONS.	Passenger.	Freight.
No. 119.	3rd Class.	No. 117.		No. 118.	3rd Class.
		1st Class.		1st Class.	
		Miles from Winnipeg.		Miles from Winnipeg.	
Central Standard Time.					
1.15p	5.35p	0	Winnipeg	10.05a	5.15p
1.00p	5.20p	3.0	Portage Junction	10.13a	5.45p
12.33p	5.13p	9.3	St. Norbert	10.27a	6.04p
12.00p	4.58p	15.3	Cartier	10.41a	6.26p
11.20a	4.39p	23.5	St. Agathe	11.00a	6.55p
11.00a	4.30p	27.4	Union Point	11.10a	7.10p
10.35a	4.18p	32.5	Silver Plains	11.22a	7.27p
9.53a	4.00p	40.4	Morris	11.40a	7.54p
9.27a	3.45p	46.8	St. Jean	11.56a	8.17p
8.44a	3.25p	56.0	Letellier	12.18p	8.44p
8.00a	3.03p	65.0	West Lynno	12.40p	9.20p
7.00a	2.57p	68.1	Pembina	12.50p	9.35p
10.55a	101		Grand Forks	4.45p	
6.25a	267		Winnipeg Junction	9.10p	
1.30a	354		Brainerd	2.00a	
8.00p	464		Duluth	7.00a	
8.35a	481		Minneapolis	6.35a	
9.00p	492		St. Paul	7.05a	

Eastward.		Westward.	
No. 4.	Atlantic Express	No. 1.	Pacific Mail
No. 2.	Atlantic Mail	No. 3.	Pacific Express
Main Line. Northern Pacific Railway.			
4.16a	9.45a	267	Winnipeg Junction
8.05p	2.05a	487	Elsmarck
7.48a	1.43p	780	Miles City
10.00p	4.05a	1049	Livingstone
4.45p	10.55p	1172	Helena
11.18p	6.35a	1554	Spokane Falls
5.25p	12.45a	1699	Pascoc Junction
			Tacoma
7.00a	2.50p	1953	via Cascade div.) Portland
			(via Pacific div.)
7.00a	2.50p	2080	

PORTAGE LA PRAIRIE BRANCH.

Mixed.	No. of Cars	Miles from Winnipeg	STATIONS.	Mixed.	No. of Cars
No. 6.	2nd Cl.			No. 6.	2nd Cl.
10.25a	0	0	Winnipeg	5.05p	
10.13a	3	3	Portage Junction	5.17p	
9.40a	13	13	Headingley	6.04p	
9.17a	21	21	White Plains	6.27p	
8.52a	29	29	Gravel Pit	6.53p	
8.31a	35	35	Eustace	7.14p	
8.08a	42	42	Oakville	7.37p	
7.41a	70	70	Assiniboine Bridge	8.05p	
7.25a	65	65	Portage la Prairie	8.20p	

MORRIS-BRANDON BRANCH.

Mixed.	No. of Cars	Miles from Winnipeg	STATIONS.	Mixed.	No. of Cars
No. 7.	2nd Cl.			No. 7.	2nd Cl.
3.45p	40	40	Morris	12.20p	
3.11p	50	50	Lowe's	12.53p	
2.33p	61	61	Myrtle	1.29p	
2.18p	66	66	Holland	1.45p	
1.52p	73	73	Howebank	2.15p	
1.30p	80	80	Miami	2.40p	
12.31p	89	89	Deerwood	3.20p	
12.15p	94	94	Alta	3.50p	
11.47a	102	102	Scmerest	4.17p	
11.26a	108	108	Swan Lake	4.35p	
11.05a	114	114	Indian Springs	4.50p	
10.43a	119	119	Maricopolis	5.15p	
10.26a	126	126	Greenway	5.37p	
10.04a	132	132	Balder	5.57p	
9.31a	142	142	Belmont	6.30p	
9.05a	149	149	Hilton	6.55p	
8.29a	160	160	Wawanesa	7.45p	
7.49a	169	169	Rountwaite	8.39p	
7.24a	177	177	Martinville	9.06p	
7.00a	185	185	Brandon	9.30p	

Meals.

Nos. 117 and 118 run daily.
Nos. 119 and 120 will run daily except Sunday.
Nos. 5 and 6 run daily except Sunday.
No. 7 will run Mondays, Wednesdays and Fridays.
No. 8 will run Tuesdays, Thursdays and Saturdays.
Pullman Palace Sleeping Cars and Dining Cars on Nos. 117 and 118.

Passengers will be carried on all regular freight trains
J. M. GRAHAM, General Manager, Winnipeg.
H. SWINFORD, General Agent, Winnipeg.

Manitoba and Northwestern Ry.

TIME CARD

Taking Effect Monday, June 16th, 1890.

PASS Tuesday Thursday and Saturday	Miles from Winnipg.	STATIONS.	PASS Monday Wednesday and Friday
LEAVE			ARRIVE
11 00	0	Winnipeg	17 20
ar 12 50	50	Portage la Prairie	16 30 do
do 13 00			16 20 ar
14 45	91	Glendostoc	13 55
16 50	117	Necipawa	12 28
16 45	135	Minnedosa	11 45
ar 17 45	150	Rapid City	10 10 do
18 24	171	Shoal Lake	9 57
19 45	194	Hirtle	8 55 do
20 25			
21 55	211	Binscarth	7 55
ar 21 05	223	A Russell	7 15 do
21 32			
23 02	236	Langenburg	6 48
22 30			
24 00	262	Saltcoats	5 50 do
ARRIVE			LEAVE

† Meals.
A Thursdays and Saturdays. B Wednesdays. C Thursdays and Saturdays. D Mondays and Fridays.

If any passengers for stations between Winnipeg and Portage la Prairie, train will stop to let off, and when flagged to take on passengers.

W. R. BAKER, Gen. Sup't. A. M'DONALD, Asst.-Gen. Pass'gr Agent.

N. W. C. & N. Co's Railway

TIME TABLE.

Read Down.	STATIONS.	Read Up.
GOING EAST.		GOING WEST.
No. 1 Daily.		No. 2 Daily.
14 00 Do	Lethbridge	Ar 1 30
15 55	Woodpecker	23 35
18 50	Purple Springs	22 40
17 45 Ar	Grassy Lake	21 45
18 00 Do	Cherry Coulee	20 55
18 50	Winifred	Do 20 00
20 00	Seven Persons	Ar 19 55
20 55	Dunmore	Do 18 45
22 10 Ar		Do 17 30

E. T. GALT, Manager, Lethbridge. J. BAILEY, Supt., Lethbridge.

Northern Pacific Railway

- DAILY -

GRAND WINTER EXCURSIONS.

From Manitoba to Montreal, Quebec, and Ontario.

— GOOD FOR —

90-NINETY DAYS-90

Nov. 18 to Dec. 30, via

Northern Pacific Railway.

The Only Dining Car Line from Manitoba to points in Ontario, via St. Paul and Chicago. The only road giving choice of

TWELVE DIFFERENT ROUTES.

\$40--For Round Trip--\$40

Good going 15 days each way, with stop-over privilege. An extension of 15 days will be granted upon payment of \$5; 30 days for \$10, and 60 days for \$20.

All baggage for Canada bonded through to destination. No customs examinations. Parties wishing sleeping car accommodation can have same secured by applying to,

H. J. BEICH, City Ticket Agent, 450 Main Street, Winnipeg.

H. SWINFORD, General Agent, General Office Building, Water Street, Winnipeg.

CAS. S. FEE, G. P. and T. Agent, St. Paul.