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**"Reindeer Brand" Condensed Milk**  
Contains ALL the cream of the original milk. Full weight and absolute purity guaranteed.  
**"Reindeer" Brand Condensed Coffee**  
Combining pure COFFEES, MILK and SUGAR. One spoonful added to a cup of boiling water makes a delicious cup of Coffee all ready for use  
Manufactured by the  
**Truro Condensed Milk and Canning Company (Limited)**  
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Sole agents for Manitoba and the Northwest, **HENDERSON & BULL, WINNIPEG.**

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Fine Ales, Extra Porter  
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EVERYTHING IN THE SADDLERY LINE.

I have the largest assortment of goods now  
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Saddles of my own manufacture on improved  
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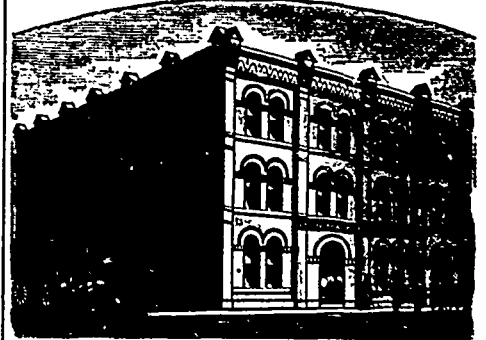
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THE "ELEPHANT" BRAND  
OF WHITE LEAD

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is manufactured under the control of the original proprie-  
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Ready Mixed Paints made up in all the choicest tints.  
Every package is warranted to please, every shade match-  
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**ELEPHANT** Durable Floor and Roofing Paints—dry, hard  
and quick.

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colors.

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really good paint.

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# The Commercial

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

Sixth Year of Publication.  
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JAMES E. STREIN,

Publisher

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

WINNIPEG, JULY 9, 1888.

HENDERSON'S C.P.R. Pocket Gazetteer and Travellers' Guide for July has been issued.

THE Regina board of trade has taken the necessary steps to become incorporated.

J. P. FORD, formerly of Calgary, has opened a harness shop at Macleod, Alberta.

SAGE'S livery stable, Brandon, Man., was burned last week. Loss \$2,000; insurance \$1,500.

CORBETT will give up the dining hall at Birtle station, Man., and will open a boarding establishment.

NEEPAWA is the first place in Manitoba, excepting Winnipeg, to move in the direction of securing the enforcement of the new early closing act.

T. H. WRIGHT, of Sandwich, Ont., arrived in Winnipeg last week. He is here for the purpose of establishing a fishing business on Lake Winnipeg with headquarters at Selkirk.

THE stock and goods of the Assiniboine Valley Stock & Dairy Farming Co. is advertised for sale by the sheriff, on July 7th, at the suit of the Commercial Bank of Manitoba. The farm is near Poplar Point, Man.

At the quarterly meeting of the Winnipeg board of trade last week, the annual report of the grain examiners was presented. The report shows 3,878,550 bushels of wheat inspected at Winnipeg, an increase over the previous year of 2,535,950 bushels. This of course only includes a small portion of the crop actually exported. The full report of the grain examiners will be found elsewhere in this issue.

WM. ROBERTS, grocer, Winnipeg, has assigned.

J. D. ROBERTS, grocer, Winnipeg, has assigned.

JAMES BELL, hotelkeeper, Portage la Prairie, is offering to sell out.

NEEPAWA now has two harness shops. — Venables, harness maker, is erecting a building in which he will carry on the business.

JOHN BROWN, general storekeeper, Millwood, Man., has formed a partnership with J. L. Smellie and — Christie, under style of Brown, Smellie & Co.

DAVID MOORE, of Oak Lake, has purchased the bankrupt stock of Geo. Brownell, general merchant, Neepawa, Man. The price paid was, we believe, 50 cents on the dollar. Moore will locate permanently at Neepawa, if he finds trade good.

THE bankrupt stock of C. W. Williams, general dealer, Killarney, Man., was sold recently by auction and brought 55¢ on the dollar. H. L. Montgomery purchased the stock, and will move it to Deloraine. The book debts to the amount of \$1,800, were sold to Ripstein, of Winnipeg, for 8¢ on the dollar.

THE following statement shows the value of goods exported and entered for consumption at Winnipeg, with duty collected thereon, during the month of June, 1888, compared with the same month, 1887 :

Description.	Value 1887.	Value 1888.
Goods exported .....	\$ 31,797 00	\$174,892 00
Goods imported, dutiable.....	\$197,583 00	\$208,028 00
Goods imported free.	42,203 00	32,055 00
Total imported .....	\$239,786 00	\$240,083 00

Entered for consumption—		
Dutiable.....	\$195,577 00	\$210,665 00
Free .....	42,203 00	32,055 00
Total entered for consumption .....	\$237,780 00	\$242,720 00

Duty collected \$ 63,409 94 \$ 68,344 93

The foregoing statement shows that the withdrawals exceed the deposits by \$77,513.64. This is due to the new rule limiting deposits, which went in effect on July 1st, 1887, and was as follows: "Deposits received on and after 1st July, 1887, in any one fiscal year, from any one depositor, shall not exceed the sum of \$300 and the maximum limit of any account shall be \$1,000, exclusive of interest." By this rule a depositor who might draw out \$1,000 or \$2,000 to invest in stock or any other speculation, could not again deposit more than \$300, thus the great difference between the withdrawals and deposits is apparent. Below is the statement showing the balance due depositors for the fiscal year ending June 30th, 1888 :

Deposits .....	\$ 501,009 04
Withdrawals .....	378,522 68
Balance due depositors.....	\$94,537 14

THE excise collections at Winnipeg, for the month of June were as follows :

Spirits .....	\$ 8,717 02
Tobacco .....	7,402 80
Cigars .....	176 00
Malt .....	1,219 92
Petroleum inspection .....	42 70
Other receipts.....	25 00
Total .....	\$17,583 44

THE Stewart House property, Manitou, Man., is advertised to be sold on July 14th by auction.

HALL BROS., stationery, Fort Qu'Appelle, Assa., have dissolved partnership; business will be carried on by Oscar Hall.

THE estate of A. T. W. Goldsmidt, general storekeeper, Binscarth, Man., was sold for 50 cents on the dollar to Brown, Smellie & Co. who will continue the business.

WOODS & LEWIS, blacksmiths and carriage works, Winnipeg, have dissolved partnership. R. J. Woods will continue the blacksmithing, and E. Lewis the carriage works.

ANOTHER new journal has made its appearance in Winnipeg. This time it is *The Christian Outlook*, a religious monthly, which will be published more particularly in the interests of Congregationalism, though giving some attention to other denominations.

THE following statement shows the transactions at the Dominion Government Savings bank at Winnipeg for the fiscal year ended June 30th, 1888 :

Month	De-	With-
1887	posits.	drawals.
July .....	29,106 00	34,855 49
August .....	30,223 59	39,148 37
September .....	27,770 00	35,227 49
October .....	22,737 00	30,753 51
November .....	22,707 00	27,145 68
December.....	25,327 00	24,069 85

1888.		
January .....	26,877 45	29,930 26
February .....	22,507 00	25,039 96
March .....	26,766 00	30,170 73
April .....	23,130 00	31,417 56
May .....	24,521 00	38,259 97
June .....	19,037 00	32,603 71

Total..... \$301,009 04 \$378,522 68

A DULUTH telegram says: Valuable discoveries of iron have been made by Duluth explorers on the north branch of the Vermillion range, on the Canadian side of the line, a considerable distance east of Tower and Ely and closely adjoining the international boundary. Samples broken from the surface of the ledge show about 50 per cent. metallic iron, which is certainly a first-class showing from surface specimens. Whether this ore contains much phosphorus has not yet been determined, but it has shown itself good enough on careful examination to induce the Duluth discoverers to purchase 400 acres or more land along the vein. The little exploration done so far shows up a wide vein and long one which will undoubtedly grow richer as shafts are sunk into it. The continuance eastward of the northerly branch of the Vermillion vein into Canada has long been known by explorers, though previous to this find, but little work has been done there.

THE *Engineering News*, of Chicago, in a summary of the railway construction, for the first half of the present year, puts Canada down for 17 miles of railway. If railway under construction is concluded the Province of Manitoba alone can show a good deal better than this. The railroad work now actually going on includes the Red River Valley, graded and now being ironed, say 65 miles; The Northwest Central, 50 miles graded; Manitoba Northwestern; 25 miles being graded; Manitoba Central say 55 miles under construction.

GOODS SOLD TO THE  
TRADE ONLY.



GOODS SOLD TO THE  
TRADE ONLY.

## G. F. & J. GALT,

### DIRECT IMPORTERS

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

A VERY absurd decision has recently been given by an Ottawa police magistrate, and one which shows that our laws require some remodeling. A merchant of that city, desiring to make his shop windows attractive, placed a mechanical toy in the window. It appears, however, that this proved too great an attraction to suit the police officials. Crowds gathered to look at the toy, and the merchant was summoned for causing the obstruction of the sidewalk. The magistrate managed to trot out some antiquated and moss-covered act, under which the merchant was duly convicted and fined. Such decisions as these, which are every once and a while coming out, would almost lead one to believe that it would be a great benefit to pass an act repealing every law on the statute books, and then commence over again and make entirely new laws, containing considerably more common sense and considerably less law. This might not suit the lawyers, but it would be a relief to a long-suffering people.

Just before the conclusion of the convention of the Millers' National Association of the United States, held recently at Buffalo, N. Y., the following resolution was offered:—"Resolved, That it is the sense of this convention that the present duty on wheat should be removed, and that a copy of this resolution be transmitted to the chairman of the committee on tariff revision of the House of Representatives." The resolution was adopted after a brief debate. This action of the United States millers is important to Western Canada, and should their resolution meet with favor in official circles, the result will be viewed with favor in this part of Canada. No doubt the resolution was prompted by the Minneapolis and other millers in the states to the south of Manitoba. These millers are anxious to get a share of Manitoba's hard wheat, and with this object in view have taken the first necessary step to that end in requesting the removal of the duty upon wheat entering their country. The immediate effect of the removal by the United States, of the duty upon wheat, would be to render the great wheat markets of Minneapolis and Duluth

available to the wheat sellers of this country. With the railway competition to the south now being established, Manitoba wheat would move forward freely to the convenient and ever-ready markets named. It might also be expected that Minneapolis millers would advance their operations into Manitoba, by establishing elevators in the province. Western grain producers and dealers would not then be at the mercy of any possible combination of eastern dealers. The competition which would be brought about in this way, might also be expected to exert a favorable influence in the direction of reducing freight rates. Under the present duty regulations, the Minneapolis market cannot be made available for Manitoba wheat. As for Duluth, Manitoba wheat shipped to that market, would have to go forward in bond, and would not be available for sale or consumption in the United States. Of course, should the United States remove the duty from wheat, Canada would likely follow suit, and Eastern Canadian millers would thereby be enabled to go to Duluth and buy Minnesota and Dakota wheat, instead of coming to Manitoba for supplies. But the partial loss of the Eastern trade would be more than made up by free access to Minneapolis and Duluth, to say nothing of the reduction of freight rates which would certainly follow. The usefulness of free railway communication between Manitoba and the states to the south, which is now being established, will be greatly increased by the removal of the United States duty upon wheat. The advantages, however, will not be confined to Manitoba. Minnesota millers would be enabled to obtain supplies of Manitoba hard wheat, to their great advantage; Duluth would derive benefit from the increased flow of grain in that direction; and the United States railways would find a very satisfactory increase in their traffic.

The Quebec Attorney-General has decided to prosecute a journal in that province for publishing an advertisement of the great Louisiana humbug lottery. Under the Quebec Act, a fine of \$50 may be imposed upon papers publishing

## JAMES PYE,

### FLOUR MILL BUILDER

CONSULTING ENGINEER, &c.  
218 Third Avenue South,  
MINNEAPOLIS, - MINN

#### A Manitoba Testimonial.

PORTAGE LA PRAIRIE, Dec. 8th, 1887

JAMES PYE, Esq., Minneapolis, Minn., U.S.A.

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

Yours very truly,

THE PORTAGE MILLING CO  
Jas. MacLenaghan, Managing Director.

advertisements of bazaars or lotteries held outside the province. If the Quebec act would just go a little further, and apply the same regulations to lotteries and similar gambling schemes held within the province, it would rid the province of a moral blight which has rendered it conspicuous among the provinces of Canada. The Quebec law recognizes the iniquity of foreign lotteries but makes exception in favor of home gambling schemes, though the latter are really the more dangerous, as they come more directly in contact with the people. Manitoba papers were a short time ago giving space to some church lottery scheme which had its headquarters in Quebec province. It would be a good move for Manitoba to provide an act similar to the one in force in Quebec, but without the exceptions in favor of local gambling enterprises.

A SCHEME is on hand in Minnesota, called the Scandinavian Elevator Co., started for the alleged purpose of shipping hard wheat from Minnesota and Dakota to British markets. Two representatives of the proposed company are now in England, where they are endeavoring to induce British millers to take stock in their enterprise. The stock is placed at \$4,000,000, and British millers are asked to subscribe one half of this amount. Our advice to British millers is to scrutinize this scheme carefully, or they may find to their sorrow later on that they have invested in an unprofitable enterprise. British millers are anxious to obtain supplies of American hard wheat, and certainly there is a good deal of truth in the belief among them, that as matters now go, they are unable to get any large quantity of this wheat in its original purity. Still there seems to be a good deal of misconception among British millers as to the reason for this. British millers seem to imagine that Minneapolis millers, so to speak, carry the hard wheat belt of this continent in their breeches pockets, and that after drawing to themselves what wheat they require, they allow the refuse to go out for export. British millers also labor under the hallucination that these Minneapolis monopolists can get this hard

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wheat at just such prices as they have a mind to pay for it. There is certainly a very great misunderstanding about all this. At one time, when the hard wheat production of America was limited in extent and area, the Minneapolis millers, by means of an elevator monopoly system, managed to purchase their wheat at abnormally low prices. That day has now passed away. The great extension of the hard wheat area, together with the construction of many competing lines of railway throughout the region, has rendered it absolutely impossible for Minneapolis millers to control the hard wheat production, neither can they obtain the wheat at prices below the market value. Railways are now running all through the country, carrying the wheat to different competing points. Minneapolis manages to draw a large share of the wheat, and why? Because she pays the highest prices for it. Let British millers put this in their pipe and smoke it. With the railway and grain-purchasing competition now going on, it is absurd to think that Minneapolis

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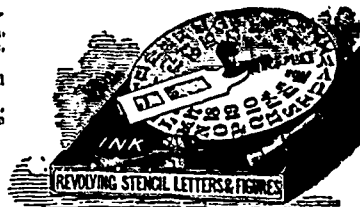
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millers can purchase a bushel of wheat at less than its value. Minneapolis, in competition with Duluth, has drawn a larger proportion of wheat than the latter, simply because Minneapolis millers could afford to pay better prices than Duluth exporters. If British millers go into this elevator scheme, they will find they will be obliged to pay the utmost farthing for the wheat, which it is worth, and the question is, whether they will be able to pay as high a price for it as Minneapolis millers, considering the favorable features which the latter have for manufacturing and shipping their flour.

THE nominations for the general election for the province of Manitoba, held on July 4th, resulted in the return by acclamation of eleven supporters of the Greenway Government. No supporters of the Opposition were returned by acclamation. The result of the nominations indicates that the election will simply be a walk over for the Government, who go into the contest with nearly one-third of the members of the House already elected in their favor. The Government is almost certain of a majority of fifteen, in the total House of thirty-eight members. The elections by acclamation include Premier Greenway and Attorney-General Martin.

THE liquor question is one of the troublesome matters which both political parties will have to contend with, in the coming presidential election in the United States. There is quite a strong sentiment in some parts of the country against the saloons. But the saloon men have votes, and they also control the votes of a large number of persons who are not directly interested in the liquor trade. Then there is the influential landlord class, who own premises used for saloons, and who would not care to lose their rents by the closing of the saloons. From the saloon "bum" up to the landlord and manufacturer, there are a large number of men whose votes are as good as the prohibitionist, and these parties must not be offended. The

element opposed to the saloons, and we might say to saloon politics, must also receive some deference from the political parties, and thus political are placed in the ridiculous position of attempting to ride two horses of different colors, in opposite directions, at one and the same time. The liquor question introduces one of the sore points in connection with the reduction of taxation. Both parties acknowledge that there must be a reduction of taxation, as the rapidly increasing revenue is now greatly in excess of expenditure. The proposal to reduce the revenue by abolishing the internal revenue tax upon liquors, tobaccos, etc., meets with the opposition of the anti-saloon men. There are only two ways to reduce the revenue, namely: the repeal of the internal taxes, or the reduction of the import duties. The Republicans, who are pledged to maintain the protective duties, are therefore in a dilemma. On the other hand, the large liquor manufacturers are in favor of a continuance of the tax on liquors, as it enables them the better to monopolize and control production. The Democrats, who have been frequently considered the friends of the liquor interest, will therefore get themselves into trouble by declaring in favor of the abolition of the internal tax on liquors. The question is accordingly a delicate one to handle for both parties.

Wholesale prices at Victoria, B.C. were: Flour Hungarian, \$5.70; strong bakers' \$5; Oregon flour—Royal, \$5; superfine, \$4; snowflake, \$5; wheat, per ton \$32.50; oats, per ton, \$28; barley, per ton, \$37.50; middlings, per ton, \$26.50; bran, per ton, \$22.50; ground feed, per ton, \$32.50; oil cake, per ton, \$37.50; oatmeal, \$3.50; hay, per ton, baled, \$20; apples, per box, \$2.50; eggs, per doz., native, 30c; imported, per doz., 20c; butter, roll, native, per lb., 30c; imported, per lb., 27c; Canadian cheese, 14c; California cheese, 20c; hams, 17c; bacon, 16c; shoulders, 11c; rolled, 14c; lard, 17c; beef, per lb., 7c; mutton, 8c; lamb, each, \$3; veal, per lb., dressed, 14c; tallow, 2c; hides, cow, per lb., 3c; skins, sheep, each, 20 to 60c.

# The Commercial

WINNIPEG, JULY 9, 1888.

## BONANZA FARMING.

Reference has been made in this journal on several occasions, to the undesirable features in connection with the establishment of large farms in this country, especially those which take the form of joint stock corporations. Experience has shown that such enterprises are rarely successful, and indeed there are many reasons why they should not prove paying investments. One principal reason for the failure of these enterprises will be found in the extravagant manner in which they are frequently conducted, especially in the matter of salaries. In fact it would appear that several of these large farming, ranching and landed corporations have been created for the purpose of providing fat jobs for certain individuals, at princely salaries, and that regardless of the fitness of the persons for the position. Several of these corporations, which as a rule are formed in Great Britain, and in which British investors have unwittingly sunk their means, have had placed at their head men who were in every sense incapable of managing the affairs of the company. Men have been sent out from England to manage the companies, who could have no possible knowledge of the requirements of the position, and who were entirely ignorant of the mode of conducting such operations in this country. Notwithstanding that all previous attempts in the same direction have failed, these men will usually endeavor to conduct the affairs of their company on Old Country lines. Of course it is only a matter of time when the stockholders learn of the loss of their investments. It is therefore necessary to warn the British public against taking stock in these enterprises, before they have thoroughly investigated the matter. Reliance should not be placed upon the rosy statements of men who are to be given a soft job in connection with the proposed company, at a fat salary, whether it be a farming, ranching, or land grabbing scheme. It has been recently stated that an inspector who visited one of the western ranching corporations, found a manager drawing the handsome stipend of \$25,000 annually, with an assistant on a salary of over \$6,000. Thousands of dollars had been wasted in entirely useless expenditures, by the Old

Country managers, who had no knowledge of the business. But most ridiculous of all, flunkoyism had been introduced into the Wild West by these gentlemen, and on the rancho could be seen the strange mixture of cowboys and liveried servants. Is it any wonder that the British investors in such enterprises should awake to discover that their capital had been swallowed up? It would be impossible to expect ranching to pay when conducted in this way. What is required is practical and common sense management, by practical men, who understand their work. The report of the Land Corporation of Canada, an English institution, owners of the Kinalmeaky farm, situated not far from Winnipeg, shows another instance of unsuccessful farming. This corporation has found the farm a bottomless sink wherein their investments annually disappear. One stockholder was led to exclaim, "that it would be cheaper to put the firestick to it than keep it." The company has learned that corporation farming, on Old Country principles, is not adapted to the West. There is room here for any number of individual farmers, who, by the exercise of ordinary diligence and common sense, are bound to thrive, and get ahead in the world such as they could never expect to do in the Old Country. But these big land and farm schemes are always risky, and when conducted on Old Country principles, by men unfamiliar with the requirements of the country, are bound to fail.

## THE AYER'S CASE.

It is to be hoped the decision in the Ayer's case will move the Government to grant the long-promised and greatly-needed reforms in our Customs regulations. This celebrated case is well understood by many of our business men, but it will bear a brief review. The name Ayer has long been known on this continent in connection with certain medicinal preparations. Over twenty-five years ago the Ayer Company established a branch at St. Johns, N.B., for bottling their preparations. The drugs, of which these medicines were prepared, were imported from the United States in bulk, the specified duties being paid thereon. This went on for years, but in 1885 the Customs authorities made what appeared to be a very arbitrary seizure of the Ayer's patent medicines at a number of principal points throughout Canada. The seizure was made on the ground that the drugs were the same as the medicines prepared from

them, and that on this account the duty should be equal to that on patent medicines, which is very much higher than on the drugs. The claim of the Government against the company amounted to nearly \$400,000. The seizure of course paralyzed the business of the company in Canada, and rendered unproductive a large amount of money expended in advertising and in other ways, in addition to the direct loss accruing from the seizure of the goods. The point in dispute is clear. It was whether the drugs as imported had the market value of the prepared patent medicines, or whether the preparation and bottling in Canada gave the goods value as patent medicines. The Ayers of course claimed that the latter was the true interpretation, and further pointed out that the placing of their label or trade mark upon the article, after bottling in Canada, was an important factor in giving the goods value. Chief Justice Sir William Ritchie, in his decision in the Exchequer Court, has declared in favor of the Ayers and against the Crown. In giving his decision the Chief Justice condemned in the severest terms, some of the actions of Customs officials in regard to this particular case, as well as in a general sense. The Ayers, he claimed, had acted in a straightforward and honorable manner in their business with Customs officials, but had not always received similar treatment in return. For instance, the books of the company were surreptitiously obtained and kept in the custody of the Customs authorities at Montreal, even after an order from the Supreme Court was obtained for their release. Customs Officials were severely condemned for the manner in which they conducted the case against the Ayers. Instead of showing a desire to see justice done, officials had acted with an apparent determination to secure a conviction at all hazards.

The revelations in connection with this celebrated case will serve to once more exemplify the need of a radical change in our customs regulations. The system which permits such unfair conduct on the part of customs officials, is at fault. In the Ayers case, it has consumed three years in obtaining a decision against the Government, and yet the company has not got justice. The return of the seized goods has been ordered by the courts, but further action at law will have to be taken, if the company is to be compensated for the damage done its business arising from the seizure. It has been remarked that the

customs laws of Canada would be repudiated by Turkey. The booty system which obtains here certainly lends color to the statement. It is simply vicious. What is required is a radical reform of the system, and the establishment of some simple, rapid and inexpensive means of settling disputes and misunderstandings between the customs and importers. It is a disgrace to the country, and a menace to the commercial community, that cases of this kind should be dragging along for years, before a settlement can be arrived at. The establishment of the proposed Court of Customs Commissioners, for the settlement of disputes between the customs and importers, would no doubt prove a great advantage to the commercial interests, and if followed by the abolition of the spoils system, would doubtless render the customs regulations of the country tolerably acceptable to business men.

### THE NATURAL HARD WHEAT ROUTE.

The opening of the Hudson's Bay route would bring the centre of the hard wheat region of North America nearly 1,000 miles nearer to the British markets, and would bring Liverpool almost as close to the hard wheat region as it now is to New York, notwithstanding the fact that the hard wheat belt occupies the central portion of the continent. A glance at the map will show why this is the case. The great inland sea called Hudson's Bay, extending 1,000 miles into the heart of the continent, and having an area of 500,000 square miles, affords the natural outlet and inlet for a vast region of country, and bordering upon which is the hard wheat belt.

Last week we referred briefly to an article in the *Miller*, of London, England, with reference to the Hudson's Bay as a hard wheat route. The *Miller*, as then stated, is anxious that British millers should undertake the purchasing of American hard wheat from first hands, as this wheat as now offered in British markets, is always more or less mixed with inferior wheats. British millers find that Minneapolis is their keenest competitor for the home markets, and in order to meet this competition, they have about concluded that they must have a supply of pure hard wheat. The *Miller* urges the formation of a syndicate of British millers, to erect elevators and purchase and handle this wheat on their own account, instead of as now relying upon American shippers, who are charged with

mixing the wheat with inferior qualities before shipping. As regards the mixing of the wheat, the *Miller* is undoubtedly right. But it would be a very serious and expensive undertaking for British millers to become grain buyers and shippers in America, as well as millers at home. As a substitute for the proposed mode of procuring American hard wheat, THE COMMERCIAL urged that British millers turn their attention to the opening of the Hudson's Bay route. Hudson's Bay offers a short and direct route, from Great Britain to the hard wheat region of North America, and by this route there would be no danger of mixing.

There is another great point in favor of the northern route. Minneapolis is situated at the south-eastern extremity of the hard wheat belt. From her favorable position, natural advantages and great influence as a shipping point, she has been enabled to secure very favorable freight rates for her exports. Undoubtedly Minneapolis depends upon freight rates more than anything else for success.

At present her millers control a railway route, built expressly in the interest of the export flour trade of the city. The key of the position is really the freight rates. Now, what is the inference? *British millers require a cheap route to the hard wheat belt.* In other words, there must be a cheap wheat route, in competition with the cheap flour route. If Minneapolis millers can secure the construction and control of a railway in the interest of their export flour trade, why cannot British millers control a route in the interest of their wheat-importing business? Even were British millers to enter into the grain business in America, they would be at a disadvantage with Minneapolis in the matter of freight rates, under the existing order of things. What is required is therefore a cheap wheat route. British millers are not asked to directly open this route themselves, neither would the people of Manitoba desire that they should control the route. But the influence and assistance of the millers of Great Britain in securing the opening of the route, would be gladly welcomed. The favorable influence of such a powerful body of men, as the millers of the United Kingdom, should in itself be sufficient to carry the undertaking to successful completion. At the commencement we stated that the opening of the Hudson's Bay route, would bring the hard wheat region nearly 1,000 miles nearer to British markets than it now is. It must be borne

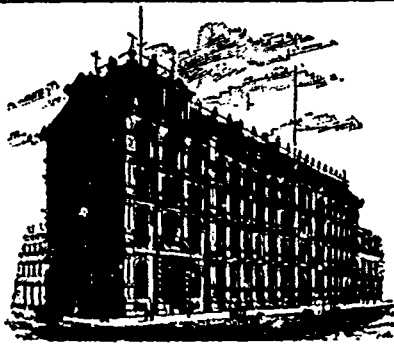
in mind that this saving of distance is in land transportation. Instead of 1,500 to 2,000 miles of railway carriage by the present routes, only about 300 miles of railway would be necessary to connect the hard wheat belt with Hudson's Bay, and about 600 miles of railway would connect the Bay with Winnipeg.

But the *Miller* is convinced of the importance of Hudson's Bay as a hard wheat route. In a late issue it said:

"We have on more than one occasion urged the claim of the Hudson's Bay route in this very question of our American wheat supply, and, provided that this sea were navigable at all times of the year, we should consider the hard wheat problem solved."

What is required is therefore not argument to show the importance of the route, but to convince the millers of Britain of practicability of the route. This it would be difficult to do in the space of a newspaper article. A great deal of interested opposition has been shown in Canada to the opening of this route, and many false reports have been circulated, in order to injure the scheme abroad. The people of Western Canada are thoroughly convinced of the practicability of the route, and are desirous that it should be opened. On the other hand, the people of Eastern Canada, who are enriched by the flow of western commerce in that direction, regard with disfavor the opening of a route which would direct traffic from eastern channels. Consequently they have put forth efforts to belittle the scheme, and cast doubts upon its practicability. As Eastern influence is very much stronger in this country than Western, and practically has full control of the Government and official business of the country, it has been very difficult to obtain a favorable hearing for the Hudson's Bay enterprise. Our esteemed contemporary the *Miller*, seems to have acquired its information regarding the Hudson's Bay route, from the enemies of the enterprise. In stating that "Hudson's Bay is closed by ice for about nine months in each year" it merely repeats the statements circulated by interested parties in Eastern Canada, who are opposed to the opening of the route. Happily, the real evidence produced is of a very much more favorable character, and leads to the belief that the route could be safely navigated for at least from five to six months of the year, which would be a sufficiently long time to make the route, a very valuable one. It would require a small volume to give in detail the evidence bearing upon the navigation of Hudson's Bay, together with the practical experiences of those who have navigated the region. Several such volumes have been published, and we feel satisfied that if the British millers will obtain these and make a study of the question, they will be convinced as to the practicability of the route, and made ready to give their assistance in securing its opening.





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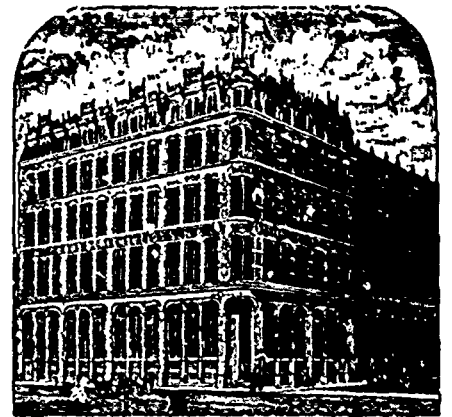
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## WINNIPEG MONEY MARKET.

Monetary affairs so far as trade is concerned have been moving along lazily during the past week, and even the fourth, which came on Wednesday, was scarcely distinguishable from any other day, and passed over in the most uneventful manner. The quantity of trade paper now in the banks is down to low water mark, and the volume coming in is in no way adding to it. In fact the slowest time of the year has been reached, and a month will pass before any activity will be apparent. Bankers are not at all disappointed at this state of affairs, and are quite hopeful in feeling, the wonderful progress of the crops during the past two weeks having made a hopeful feeling general with business men. The cash returns from the country have also improved somewhat of late, although they are still rather slow, and have added to the hopeful feeling. There is no change in the discount rate, 8 per cent. being the general figure for good paper and 7 for gilt edge. In mortgage loans business has been rather quiet, and until harvest is considered safe, the feeling will doubtless continue, but a lively demand for farm loans is looked forward to during the coming fall. The rate of interest is nominal at 8 per cent.

## WINNIPEG WHOLESALE TRADE.

Another very quiet week has been experienced in wholesale trade circles in the city. The holiday on Monday broke into the week to some extent, and that combined with the usual quietness at this time of year, rendered the volume of business transacted very small. The quietness extended to nearly all branches of wholesale trade, whilst retail business in the city was also slow. Agricultural implement dealers report a very prosperous business, some houses already being well cleaned up in mowers and binders. The sales of such machinery will be large this season. Sales are also being made on shorter time and for a greater proportion of cash than has been usual heretofore. With the favorable crop outlook, a satisfactory feeling prevails as to the immediate future prospects.

## CANNED GOODS.

Prices are generally steady. Quotations are: Tomatoes, \$3.25; peas, \$3.50 to \$3.75; beans, \$2.75 to \$3.00; corn, \$3.25 to \$3.40; peaches, (Canadian) \$7. to \$8.00; apples, \$3.25 to \$3.50; pears, \$3.25 to \$3.50; plums, \$4.50 to \$5.00; strawberries \$5.25; raspberries, \$4.75 to \$5.25; peaches (California) \$3.50; pears, \$3.00; Plums, \$7.50; apricots, \$3.00.

## FRUITS—DRIED, AND NUTS.

Quotations are given as follows: Dates, golden 10c per lb.; in 50-lb. boxes; Valencia raisins, \$2.30 to \$2.50 per box; Morand's Valencias, \$2.40 to 2.50 per box; Malagas, London layers, \$3.50; Eleme figs, in different sized boxes, 15c per lb.; Walnuts, 18c per lb.; peanuts, raw, 15c; roasted, 17c; almonds, 20c; pecans, 17c; Filberts, 15c; Brazils, 17c per lb.; cocoanuts, \$1.20 per dozen.

## FRUITS—GREEN, VEGETABLES, ETC.

Trade, as may be expected, at this season, is fairly active. Quotations are as follows: Rhodi oranges, 200 to 220 count, \$3.50 to \$9.00; Messina lemons, \$3 to \$9; New apples, \$1 per

1/2 bushel box and \$7.50 per barrel; bananas, \$3.50 to \$5 per bunch; pineapples, \$3.75 to \$2.50 per doz.; cucumbers, 60c per doz.; tomatoes, 1/2 bushel boxes, \$1.50 to \$1.75; water-melons, \$6.00 per dozen; now cabbage, 5 1/2c per pound or \$6 per crate; California fruit: Peaches \$3 per box; apricots, \$3 per box; pears, \$5 to \$5.50 per box; plums, \$3.50 to \$4 per box; Bermuda onions, \$4.50 per box of 50 lb.; Southern onions, \$8.00 per barrel or \$5.50 per 100 pounds. Maple syrup, 1/2 gal. tins, \$7.75 dozen, quart tins, \$4.50 dozen; Maple sugar, 13c pound, small cakes; cider, rectified, per bbl. 32 gallons, \$14.00; in 1/2 barrels, \$7.50.

## FURS.

In the following range of prices it will be understood that only a No. 1 primeskin will bring the highest figure, and that the bottom prices are for the lowest grade of unprime skins. There are usually about six grades from the lowest to the best qualities. This will account for the wide range of quotations, as follows:—Beaver, \$1 to \$6 per skin; badger, 25c to \$1.50; black bear, \$2 to \$16; cubs do, 50c to \$4.00; brown bear or cinnamon, \$1 to \$15; cubs do, 50c to \$3; grizzly bear, \$3 to \$35; cubs do, \$1 to \$12; white bear, \$3 to \$50; cubs do, \$2 to \$15; lynx, 25c to \$3.00; cubs do, 5c to 40c; wild cat, 25 to 75c; timber wolf, 25c to \$3; large prairie do, 25c to \$1.30; small prairie do or coyote, 25c to \$1; wolverine, 50c to \$4; panther 10c to \$2.50; fisher, 50c to \$6; red fox, 25c to \$1.35; kit fox, 25c to 60c; silver, grey, or black fox, \$4 to \$50 according to color and quality, cross fox, 50c to \$5; blue fox, 50c. to \$4.50; white fox, 25c to \$1.50; martin, 25c to \$1.25, mink, 15 to 60c, muskrat, midwinter, 6 to 10c, fall, 3 to 5c, spring, 3 to 13c, culls and kits, 1 to 2c, otter, \$1 to \$8, do cubs, 25 to 75, raccoon, 25 to 80c, skunk, 15 to 50c. Skins may be so badly damaged or out of season that even the lowest price stated can not be obtained.

## GROCERIES.

The boom in speculative coffee markets is one of the recent features of the trade. At New York, June Rio was bid up from 12 1/2 to 20c, owing to a corner having been successfully worked in the option. The advance being a purely speculative one, it will not likely greatly effect the market. There has been a firmer tendency to the outside sugar markets. Owing to the improving statistical position of raw sugar and increasing demand for refined. A New York report says: Total stock in United States is 195,219 tons, against 253,887 tons at same time last year, which was the highest stock reached during the entire year. It is probable that the stock will not rise this year much, if any above present figures. All the figures seem to point to higher prices for both raw and refined, but every effort is put forth by buyers to prevent the natural improvement, and thus far with much success. European markets are firm and advancing. Quotations are: Sugars, dark yellow, 7 to 7 1/2c; bright yellow, 7 1/2 to 7 3/4c; granulated, 8 1/2 to 8 3/4c; lumps, 9 1/2 to 9 3/4c. Coffees—Rios, from 18 to 22c; Java, 25 to 30c; Old Government 33 to 34c; Mochas, 32 to 35c. Teas, Japan 23 to 46c; Congous, 22 to 60c; Indian teas, 35 to 60c; young hyson, 26 to

50c. Syrups, corn, \$2.40 to \$2.60; sugar cane, \$2.50 to \$2.75; T. and B. tobacco, 50c per pound; P. of W. butts 47c; P. of W. caddles, 48c; Honeyauckle, 7s, 55c; Brier, 7s, 53c; Laurel Bright Navy, 7, 56c; Index d. thick Solace, 6s, 48c; Brunetto Solace, 12s, 48c. Special brands of cigars are quoted: Reliance, \$50; Gen. Arthur, \$50; Mikado, \$40; Terrier, \$30 per 1000.

## HIDES.

Notwithstanding the efforts put forth in that direction, there seems to be a great deal of ignorance among shippers as to the proper mode of handling hides. A great many of the hides arriving are greatly deteriorated or entirely ruined in value, through careless handling. Hides have been shipped in without salting, whilst others roll them up immediately after salting, instead of allowing them to remain a few days spread out. Quotations are: Winnipeg inspection, No. 1, 4c; No. 2, 3c; bulls, 2c; calf, fine haired real veal, 6 to 11 pound skins, No. 1, 6c; No. 2, 4c; sheep pelts, 25 to 60c. Tallow, rendered, 4c per lb; rough, 2c per pound.

## HARDWARE AND METALS.

Ingot tin is reported lower, and tin plates are also easier. Quotations are as follows: Cut nails, 10d and larger \$3.75; I. C. tin plates, \$6 to \$6.25; I. C. tin plates, double, \$12. to \$12.50; Canada plates, \$3.75 to \$4.; sheet iron, \$3.75 to \$5.50, according to grade; iron pipe, 35 to 40 per cent off list prices; ingot tin, 35 to 37c per lb., according to quality; bar iron, \$3.00 to \$3.50 per 100 lbs.; shot, 6 1/2 to 6 3/4; per lb.; tarred felt, \$2.00 to \$2.75 per 100 lbs. barbed wire, 6 1/2 to 7c

## LUMBER.

Following are the list prices, f. o. b. at Rat Portage, Keewatin and Norman:—Dimension—2x4 to 8x8, 12 to 16 ft long, \$14; do 10, 18, and 20 ft long, \$15; 2x10 to 12x12, 12 to 16 ft long, \$15; do, 10 and 20 ft long, \$16. Fifty cents per M advance on each foot over the above length up to 24 feet long. One dollar per M advance on each foot over 24 feet long. \$1 per M advance on each inch over 12 inches surface. Surfacing, 50c per M; Surfacing and siding, \$1.00 per M. Boards—1st, common, rough, \$15.50, dressed, \$16.50; 2nd common rough \$14, dressed, \$15; Culls, rough, \$10; dressed, \$11; 1st common, stock, 12 in, rough, \$18, dressed, \$19; do, 8x10 in, rough, \$17, dressed, \$18; 2nd common, 12 in, rough, \$16, dressed, \$17; do, 8x10 inch, rough, \$15, dressed, \$16. Ten feet long and under, \$1 less per M. Shiplap—10 inch, \$17; 8 inch, \$16.50. Siding, ceiling and flooring—1st, 6 inch, \$31; 2nd, do, \$26; 3rd, do, \$20; 4th, do, \$17; 1st, 5 inch, \$31; 2nd, do, \$26; 3rd do, \$19; 4th do, \$16; 1st, 4 inch, \$31; 2nd do, \$26; 3rd do, \$18; 4th do, \$15; 8 and 10 inch flooring, at \$1 per M advance. \$1 per M advance for dressing on both sides. \$1 per M less for lengths 10 feet and under. Bevel Siding—No. 1, 1st siding 1/2 in x 6 in, \$20; No. 2, do, \$17. Stock—B, \$35; C, \$30; D, \$25. Clear, 1 inch—1st and 2nd, \$32; 3rd, \$28. 1 1/2, 1 1/2, and 2 inch—1st and 2nd, \$40; 3rd, \$35; selects, \$30; shop, \$25. Mouldings—Window Stops, per 100 feet lineal, 75 cts; Parting Strips, do, 50 cts; 1/2 round and cove, per 100 feet lineal, 60 cts. Casing—4 inch, 0

G., per 100 feet lineal, \$1.50; 5 in, do, \$1.75; 6 in, do, \$2; 8 inch, O. G., base, \$3; 10 in, do, \$3.75. Lath, \$1.75. Shingles—1st quality, \$3; 2nd do, \$2.50; 3rd do, \$1.50; 4th do, \$1. Dealers are requested to order by number.

#### PAINTS, OILS AND COLORS.

Prices are as follows: Turpentine, 80c in five-gallon cans, or 75c in barrels; harness oil \$1.00; neatfoot oil, \$1.25; linseed oil, raw, 68c per gallon; boiled, 70c in barrels or 5c advance in five-gallon lots; seal oil, steam refined, \$1; castor, 12½c per lb.; lard, No. 1, \$1.25 per gal. olive, oil, pure, \$1.50; union salad, \$1.25; machine oils, black 25 to 40c; oleine, 40c; fine qualities, 50 to 75c. Coal oils, silver star, 26c; water white, 29c. American oils, Eocene, 34c; water white, 31c; sunlight, 28c. Calcined plaster, \$1.25 per barrel; Portland cement, \$5 to \$5.50; white lead, genuine, \$7.00; No. 1 \$6.50; No. 2 \$6.00; window glass, first break, \$2.25. Alabastine, \$8 per case of 20 pkgs.

#### WOOL.

Prices here are unchanged as follows: 7 to 8c for unwashed fleece, and 12 to 15c for washed. Western ranch sheep, 11 to 14c unwashed.

## THE MARKETS.

### WINNIPEG.

#### WHEAT.

Crop prospects have continued very favorable, and from all parts of the province and territories come most cheering reports as to the conditions of the crop. The weather could not have been more favorable to rank and rapid growth. Abundance of rain has fallen in all parts of the country, sufficient to insure a good crop, should the rest of the season turn out dry, unless in the event of scorching hot weather. For the balance of the season, less rain than we have been having of late, and fairly warm weather, will be desirable. In the provincial markets there has not been much doing in the way of farmers' deliveries, and a considerable portion of the grain now coming in is not of good quality, having suffered damage by moisture, whilst in stack or improper storage. Top prices for best samples, to farmers, run from about 60 to 65c, according to the market.

#### FLOUR.

Quotations in broken lots to the local trade were: Patents, \$2.25; strong bakers, \$2.07; XXXX, \$1.55; superfine, \$1.40.

#### MILLSTUFFS.

Were unchanged, at \$9 per ton for bran, and \$12 for shorts.

#### OATS.

Some poor samples are offering, presumably from spring threshing. The feeling was easier. Good samples were worth about 32 to 33c in car lots, on track.

#### OATMEAL.

Prices to the trade in broken lots are: Standard, \$2.65; granulated, \$2.80; rolled oats, \$3.20.

#### EGGS.

The prices in case lots holds firm at 15c, which figure ruled steadily for the week. Receipts rather light.

#### BUTTER.

This commodity is very dull, and though receipts are not large, yet prices are easy. The city trade is now pretty well supplied from

farmers' wagons. There was some inquiry for bulk lots for eastern shipment, and a car or so may shortly move in that direction, if the qualities desired can be obtained in sufficient quantities. There was a fair movement in package lots to western points. About 15c is now given as the top quotation for best qualities of store.

#### CHEESE.

There is now a plentiful supply of Manitoba make in the market, and prices are lower. Small lots to the trade were going at 12 to 12½c.

#### LARD.

Usually quoted at \$2.40 in 2c lb. pails.

#### CURED MEATS.

Prices are firm. There is not much packing doing owing to the scarcity of hogs. Prices are: Long clear, 11½ to 11¾; breakfast bacon, 15 to 15½c; rolls, 14c; hams, 15 to 15½c; Armour's star hams, 17c.

#### DRESSED MEATS.

Beef was easier though quoted at 7 to 8c, but selling more freely at the inside quotation toward the close of the week; mutton kept firm at 12 to 13c; hogs, firm, at 8 to 8½c.

#### LIVE STOCK.

Cattle are becoming more plentiful and in better condition. From 4 to 4½c was quoted early in the week, but towards the last of the week, over 4c could not have been expected. Prices closed easier, with lower figures likely to rule soon. Hogs are still scarce, but demand for cutting fresh is very light for this season. The price holds steady at 6c.

#### VEGETABLES.

On the market old potatoes are worth 15 to 20c per bushel.

## Montreal Markets.

Evaporated apples were quite at 9c per lb in 50 pound boxes. Dried apples at 6½ to 7c per pound.

Maple syrup is slow at 65 to 75 per gallon as to size of cans. In wood, 5½ to 6c per pound. Maple sugar is quite and steady at 7c to 8c per lb.

The hide market was firmer, green butchers' being quoted at 6c, 5c and 4c, for Nos. 1, 2 and 3.

Some canned goods were quoted at close prices as follows: Lobsters, \$5 to \$5.25 per case, salmon, \$1.70 to \$1.75 per dozen, tomatoes, \$1 to \$1.10; corn, \$1.25 to \$1.30; peas, \$1.40 to \$1.45.

Oatmeal firm. Granulated sold at \$6 to \$6.25, Standard is quoted at \$5.90 to \$6, with some cutting. Bags at \$2.75 to \$2.87½ for ordinary, and \$2.90 to \$3 for granulated. Manitoba meal is selling at lower prices than quotations.

On Tuesday, grain easier; prices lower. More enquire from shippers for No. 1 northern. A sale of a round lot is reported at 94; Quotations are: Red winter wheat, 96 to 97½c; white, 96 to 97½c; No. 1 hard Manitoba, 98 to 99c; No. 2 95 to 96c, No. 1 northern, 94 to 95c. Peas, 55 to 57c; Oats, 49 to 50c; barley 55 to 60c; flour, strong bakers', \$4.50 to \$4.70.

Cheese ways quoted: Finest colored, 9½ to 10c; white, 9½ to 9¾c; medium to fine, 8½ to 9½c.

## Toronto Markets.

Wheat—No. 2 fall, 98c to 99½c; No. 3, 93 to 94c; No. 1 northern, 92 to 93c; spring, No. 2, 88 to 89c; No. 3, 82 to 83c; No. 2 red winter, 97 to \$1. Barley—No. 1, 60c; No. 2, 52½c; No. 3, extra, 50; No. 3, 45 to 48c. Peas—No. 2, 75 to 76c. Oats—No. 2, 51 to 51½c. Flour—Extra, \$3.80 to \$3.85. Market dull.

OLIVER H. DINGMAN, of Winnipeg, has secured premises at Morden, Man., and will open a boot and shoe store.

THE case of Vineberg vs. Shragg, the two Winnipeg truck and trade dealers, appears to have been another instance of diamond cut diamond. Shragg got ahead of Vineberg's claim against him by allowing another execution precedence. The dispute has been privately settled by Vineberg's agreeing to accept \$250 in full of claims.

AT Brandon last week, says the Times, the markets were quiet as the heavy rains have made the roads rather bad. However, the rains have done their work well. The crops are looking grand, a good deal of the wheat being nearly headed out. Up to the end of June, as nearly as can be ascertained, the quantity of last year's wheat marketed here was 1,152,032 bushels. The price the past week has been 60c; oats, 30c; cattle, 3 to 3½c, live weight; hogs, from 5 to 5½c; eggs, 12½c; butter, 15c.

S. A. BEDFORD, superintendent of the Manitoba experimental farm, was in Winnipeg last week, on his way from Ottawa to the farm. He will proceed at once to get work under way and to make preparations for next season's crop by summer fallowing. Owing to the lateness of the present season no crop has been sown, but it is expected that next year will show satisfactory results. A car of horses, purchased in the east, is on the way up, and Mr. Bedford is purchasing the necessary machinery, implements, etc., for the farm. Tenders have been advertised for the erection of buildings, which will include first-class bank barns, and work on these will commence in a few weeks. It is probable that experiments may be made with fall grains. The farm comprises about 640 acres of excellent land adjoining Brandon.

## The Oil Wells of Canada.

The oil-producing territory of Canada, now being worked, is of a limited area. It lies in Lambton country, Ont. The largest number of wells is in the vicinity of Petrolia, where the refineries are situated. The territory is divided into two districts, Petrolia and Oil Springs. Of these the Petrolia field is the largest, producing annually 350,000 to 450,000 barrels of crude oil. The Oil Springs district output is 150,000 to 200,000 barrels yearly. The paying wells are confined to a belt of land 2 miles wide and 16 miles long, situated about 16 miles east of Port Sarnia. There are 9 refineries at Petrolia, producing 250,000 barrels of refined oil annually. The oil industry in the Petrolia district employs 3,000 men, and a population of 8,000 is dependent upon it. The capital invested in the business is \$2,750,000, of which the cost of the wells is \$1,500,000, and the cost of the refineries is \$500,000. There is in the district a pipe line 60 miles in length, costing with its machinery \$150,000. Economy in cost of drilling the wells and refining the oil is imperatively necessary in the Canadian industry, owing to American competition, from which a duty of 7,1-5c a gallon does not protect. As it is, about 200,000 barrels of American oil are used annually in Canada, retailing at 30 to 35c per gallon, against 15 to 20c, for the Canadian product. Canadian wells are small, the majority producing 3 to 10 barrels daily. There are 3,200 wells in the oil territory, and the total value of the production in 1887 is placed at \$2,000,000.—Exchange.

## Western Notes.

The sale of mowers and binders in the Birtle district is said to be much greater this year than last.

At a meeting of the Minnedosa Coal Company on Monday evening it was decided to wind up its affairs.

S. Jonasson, of Selkirk, Man., has been cast purchasing machinery for a boat which is being built at Selkirk.

The Manitoba & Northwestern Railway Co. have added two new stalls to the round house at Portage la Prairie.

Banff Springs Hotel is the name adopted by the C. P. R. Co. to designate their new hotel in the Canadian National Park.

There is every prospect of a large crop of native berries this season. The late spring prevented the bushes from blossoming until danger from frost was past.

Battleford *Herald*:—The wheat crop promises to be early and good. Very little of it was hurt by the frosts of last month, and although the spring was not so early as in ordinary years, the prospects are satisfactory. R. G. Speers, whose farm is at the foot of Eagle Hills, has a large field that will be headed out by next week, and others are nearly if not quite as far advanced. Every other kind of grain is doing well.

Duluth *News*:—The Ossifrage leaves for Port Arthur with a party composing a real estate syndicate. On Thursday she will take up another syndicate which is contemplating the pur-

chase of 200 acres of Port Arthur property. She will return with a large party of Port Arthurites. Word was received from J. H. Logie saying that a purchase of 400 acres in the Port Arthur city limits had been made by Duluth parties. Verily Port Arthur is booming.

A London cable of July 3 says: This season's Icelandic immigration to Manitoba commenced by the departure from Glasgow, Scotland, of 315 emigrants. 700 to 800 are expected to settle in Manitoba this year, consequent on the good reports of three returned delegates. No government assistance is being given. The emigrants are paying their own through fare, though Icelandic residents of Manitoba contribute 20,000 kroner, equal to £1,008 towards the passage money.

Calgary *Tribune*:—Eakins, of Port Hope, and McCormack, of Chesley, Ont., both extensive cattle dealers in the east, have just returned from a trip to the south country. They drove and rode all through the cattle districts and visited the round up with a view of inspecting the cattle for the eastern and English markets. They were somewhat surprised to find such a number of fine well bred animals throughout the country, and concluded the purchase of 300 head of beef steers from the Stewart ranche for a trial shipment. They will ship these animals from Calgary some time next month and will also make further purchases in the country if the stockmen are ready for a deal.

Talking about the proposed extension of the line from Lethbridge to Macleod and thence to Montana; Sir A. T. Galt said recently that he

was going on quietly making the necessary arrangements. It took some time to perfect these things and secure the necessary amount of capital. The company had not yet procured its charter from the Dominion Government, but application would be made next session, and as the Dominion Government was favorable to the road Sir Alexander anticipated no trouble. He looked forward to the extension being made next year. The present line from Danmore to Lethbridge, which was a narrow gauge, would have to be changed to a broad gauge. The expense would not be very great, particularly as Sir Alexander expects the company will be able to dispose of its present narrow gauge rolling stock to some mining company which may require it.

## Grain and Milling.

Reports received of crops through Minnesota and Dakota, and also through northern Iowa are generally very promising with from good to big yield expected.

The new roller mill at McGregor, Man., started running last week. The machinery worked well, and competent millers say that it is a model mill. The mill was built by R. Whitelaw, of Woodstock, Ont.

The first annual meeting of the Farmer's Elevator Company, of Portage la Prairie, Man., was held recently. The board of directors were re-elected with the exceptions of Thomas Wallace and T. H. Metcal, who resigned, G. Greenlay and John Brydon taking their places. D. McCowan was elected president and H. S. Paterson, secretary. The financial statement was read and gave satisfaction.

ESTABLISHED 1825.

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CALCINED AND LAND PLASTER

### REPRESENTED IN WINNIPEG BY MERRICK, ANDERSON & CO.

**EASTERN MARKETS.**

**CHICAGO**

July wheat sold up on Monday, July 2nd, owing to short deliveries on contract. The visible supply statement showed a decrease of 983,000 bushels. Some export movement was reported in wheat. Closing prices were:

	July.	Aug.	Sept.	Oct.
Wheat.....	79½	79½	79½	—
Corn .....	47½	48½	48½	48½
Oats .....	30½	25½	25½	25½
Pork.....	13.10	13.60	13.70	—
Lard.....	8.02½	8.12½	8.20	8.20
Short Ribs....	7.37½	7.50	7.60	—

Wheat was firm and steady on Tuesday, owing to foreign buying orders. August wheat ranged from 79½ to 80½c. Closing prices were:

	July.	Aug.	Sept.	Oct.
Wheat.....	80	80½	80½	—
Corn .....	48	48½	49½	48½
Oats.....	30½	25½	25½	—
Pork.....	13.45	14.47½	13.57½	—
Lard.....	7.97½	8.05	8.12½	8.12½
Short Ribs....	7.45	7.50	7.57½	—

After the holiday on July 4th, wheat opened strong on Thursday, July 5th. August opened ½c higher, and ranged from 80½ to 82½c. Renewed buying for export was the principal strengthening feature. December wheat closed at 84½c. Closing prices were:

	July.	Aug.	Sept.	Oct.
Wheat.....	89½	82½	82½	—
Corn .....	49½	49½	50½	49½
Oats.....	31½	26	25½	25½
Pork.....	13.55	13.55	13.62½	—
Lard.....	8.10	8.12½	8.20	8.20
Short Ribs....	7.55	7.60	7.67½	—

Wheat was then nervous on Friday. August opened at 82½c and ranged from 81½ to 82½c. December closed at 84½. Other closing prices were:

	July.	Aug.	Sept.	Oct.
Wheat.....	82½	81½	81½	—
Corn .....	49½	49½	50	50
Oats.....	32½	26	25½	—
Pork.....	13.57½	13.57½	13.65	—
Lard.....	8.17½	8.25	8.32½	8.35
Short Ribs....	7.60	7.62½	7.77½	—

**DULUTH WHEAT MARKET.**

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

	Cash.	July.	Aug.	Sept.
Monday.....	80	80	80½	80½
Tuesday.....	—	—	81	80½
Wednesday 4th, holiday	—	—	—	—
Thursday.....	82½	—	82½	82½
Friday.....	82½	—	82½	82½

**MINNEAPOLIS.**

Closing quotations on Thursday for wheat were from 2 to 3c lower than for the previous week, as follows:—

	Cash.	Aug.	On track
1 hard.....	82	81	82½
1 northern.....	84	81½	81
2 ".....	76	77	78

Closing quotations for flour were: Patents, sacks to local dealers, \$4.50; Patents to ship, sacks, cat lots, \$4.15 to \$4.25; in barrels, \$4.30 to \$4.50; bakers, here, \$3.30 to \$3.65; superfine, \$2.00 to \$3.00; red dog, sack, \$1.50 to \$1.60; red dog, barrel, \$1.65 to \$1.75.

THE COMMERCIAL received a pleasant visit last week from Mr Mashiter, of the Portage Liberal, who was in attendance at the S. S. convention.

**Flour in London.**

Meanwhile the flour trade is even duller than the wheat trade, in London. Large shipments from the Atlantic ports last week (233,000 bags), and offers for forward shipment at prices considerably below the parity of wheat values, make our millers wonder how on earth the American miller can afford to continue making flour at such prices. This week, for instance, Pillsbury straights are worth only 22s, ex-ship in London. "Iron Dukes" sold as low as 22s 3d landed, and Sterlings at 23s 6d per 280 lbs. These are the three leading bakers' flours, and the values of other brands can be judged therefrom. The impression is that Minneapolis millers control all the wheat supply in the northwest, and are thus able to get it at almost any price. This feeling has prompted many of our leading millers to support the Scandinavian Elevator Co.'s scheme, which is ostensibly to supply pure hard wheat at its proper price all the year round to British millers, by concentrating supplies of the same during the autumn at Buffalo, whence it can be shipped to the United Kingdom during the winter months, instead of being cut off by being stored at Minneapolis and Duluth. The company's agents, are now busy canvassing for signatures to a circular letter which expresses approval of their object, and which they will embody in their forthcoming prospectus, which is to attract our millers and merchants to take up about half the stock (\$2,000,000) of the company. So far most of the leading millers have signed this document, but it remains to be seen, whether they will be equally ready to take up the stock. London Correspondent, Minneapolis's *Northwestern Miller*.

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PLAIN TWISTED WIRE, WITHOUT BARS

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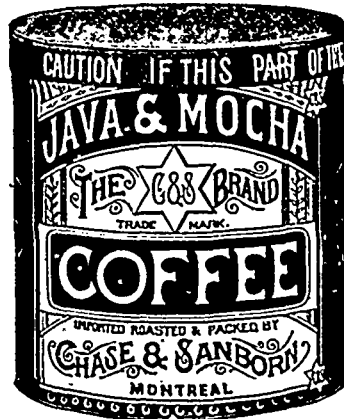
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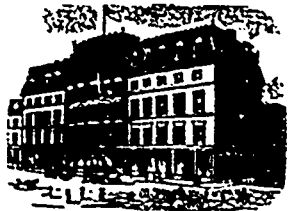
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MONTREAL.

## HILLIARD HOUSE. RAT PORTAGE.

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

LOUIS HILLIARD, PROPRIETOR.

## ANGLO - AMERICAN HOTEL !! GRETNA, - - MAN.

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

## WOLSELY HOUSE, WOLSELEY, - ASSINIBOIA, E. A. BANBURY, PROPRIETOR.

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

## PALMER HOUSE, REGINA, - ASSINIBOIA, THE LEADING COMMERCIAL HOUSE. Free Sample Rooms for Travellers. Opposite C.P.R. Station. CHAS HARLEY, PROP.

## QUEEN'S HOTEL, QU'APPELLE, - ASSINIBOIA G. S. DAVIDSON, PROP. Largely patronized by commercial men and possessing special features for the accommodation of this trade. Large Sample Rooms Free.

## Cosmopolitan Hotel, MEDICINE HAT, - - - ASSA, Headquarters for commercial travellers and tourists. Good sample Rooms and clean and comfortable sleeping apartments. HUGH DEMPSEY, Proprietor.

## HOTEL BRUNSWICK, MINNEDOSA, MAN. The leading and best appointed hotel on the Manitoba Northwestern Railway. Commercial Travellers seek it for Sundays. Sample room and other conveniences. J. D. MCKENZIE, Proprietor.

## GRAND VIEW HOTEL, BRANDON, MAN. Directly opposite Passenger Depot. The leading commercial house. Sample Rooms and first class livory A. F. ROISSEAU, Proprietor

## Wm. Ferguson, WHOLESALE

## WINES- LIQUORS AND CIGARS

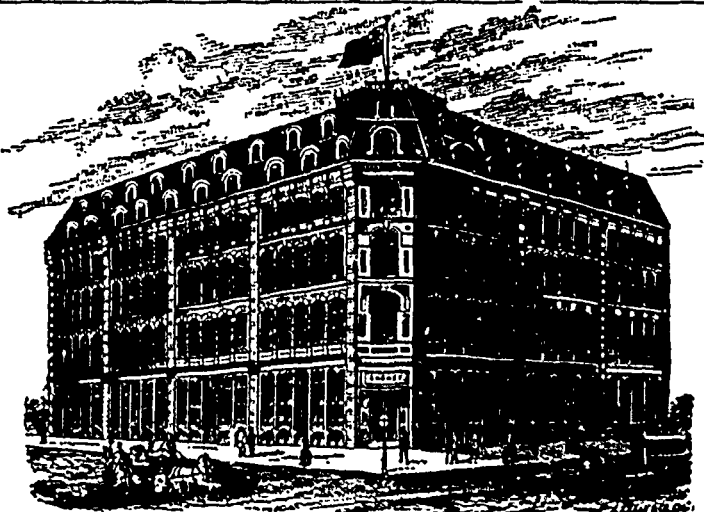
Permit Orders Promptly Executed  
**8th Street, - - Brandon**

## JOHN HANBURY & CO., Wholesale Dealers in and Exporters of Grain, Flour, Feed and Produce. Wholesale Agents for several LEADING BRANDS OF CIGARS Brandon, Man.

## Forbes & Stirrett PLANING MILL AND SASH AND DOOR FACTORY, 10th St., south Rosser Av BRANDON

## NEUMEYER AND PARES, Brandon Brewery BRANDON, MANITOBA Brewers of the Celebrated Export India Pale Ale, Imperial Stout, Noted XX Porter in Casks or Bottles,

MEN'S, BOY'S and YOUTH'S CLOTHING  
CHILDREN'S CLOTHING a specialty.



Our Samples for the Autumn Season 1888,  
are now on view at 35 Lombard St., Winnipeg

## H. SHOREY and CO., WHOLESALE CLOTHIERS,

1866, 1868 and 1870 Notre Dame and 36, 38, 40 and 42 St. Henry St., MONTREAL.

### HY. ARKELL,

WHOLESALE

### PRODUCE AND COMMISSION

MERCHANT,

Vancouver, B.C.

MANITOBA PRODUCE a Specialty.  
Consignments Received in All Lines.  
Correspondence solicited.

### Samuel Gray,

Manufacturer of

### SASH, DOORS, BLINDS

Mouldings, Stairs, Handrails, Newels  
Baulsters, etc.

VICTORIA - B.C.

Having made arrangements with the C.P.R. I am prepared to furnish the trade with the above mentioned articles manufactured from the very best seasoned dry cedar and white pine. All work guaranteed. Correspondence solicited. P.O. Box 39, Victoria, B.C.

### PENDRAY & CO

SOAP WORKS,

VICTORIA, B.C.

Turn out British Mottle Soaps, Electric and Ivory Soaps, Pale Yellow and Brown Soaps, Coconut Oil Toilet Soaps, Soda Crystals and Washing Powders, Superior Shaving Soap.

HUMBOLDT STREET, - VICTORIA, B.C.

### J. & A. Clearihue,

COMMISSION MERCHANTS

AND MANUFACTURERS AGENTS,  
Dealers in—

### Fruits and all kinds of Produce

YATES ST., VICTORIA, B.C.

Representing D. Richards, Manufacturer of Laundry and Toilet Soaps, Woodstock, Ontario; Jas. Hall & Co., manufacturers and dealers in Gloves, Mitts and Moccasins, Brockville, Ontario.

### THE DRIARD,

VICTORIA, B.C.

The only strictly first-class hotel  
in the province.

### Colonial Hotel,

WESTMINSTER, B.C.

Largest hotel in the city; centrally located in business portion. Headquarters for tourists and commercial men. Sample rooms, bath rooms, etc. Fire-proof building. First Class.

LUKE PITHER, Proprietor.

### LELAND HOUSE, VANCOUVER,

British Columbia.

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

J. E. INSLEY, Mgr. WM. PROUT, Prop

### Vancouver Shingle Mill!

G. F. SLATER, Proprietor.

Manufacturer of and Dealer in

CLEARING

### Cedar Shingles

Special attention given to Car Load Orders from Manitoba and Northwest Territories. Get my terms and delivered prices before ordering elsewhere. Prompt shipment.

### Vancouver, B.C.

SAMUEL HOOPER, DEALER IN MONUMENTS, HEAD Stones, Mantle Pieces, Grates, etc. Special designs furnished on application. Cor. Bannatyne and Albert Sts. Winnipeg

### British Columbia.

The hay and other crops on the Fraser river delta lands are reported very good.

Welch, Rithet & Co. will extend and improve their business premises at Victoria.

M. Miller, printer, Victoria, has commenced the manufacture of cotton and linen bags.

Joseph Wintemute is about to commence the erection of a furniture factory, size 60x100, at Westminster.

Silver has been discovered on the North Arm of the Fraser river, near Westminster, and a company has been formed to develop the claim.

McLennan & McFeely, galvanized iron cornice makers, metal roofers, Vancouver, have purchased the plumbing and gas fitting business at that place, of Paul & Marshall.

H. B. W. Aikman, of the New Westminster Dominion Land Board, has received the plans and specifications for the buildings and barns to be erected in connection with the Dominion experimental farm at Agassiz.

A gentleman recently arrived from the East, has leased premises at Nanaimo, formerly used as a sash and door factory, and will fit them up as a foundry and machine shop, as soon as he can receive the necessary machinery and appliances.

Westminster Columbian: One of the largest transfers of agricultural lands made in this district for some time past, was concluded by Rand Bros. The land referred to is situated in Matsqui, and is partly timbered and partly prairie, but of excellent quality for agricultural purposes. The land disposed of covered 5,294 acres, which, at \$6 per acre (the selling price), foots up a grand total of \$31,764.

L. C. Marshall, representing a Toronto firm, has applied to the Victoria board of aldermen for a bonus to assist in the establishing of a paint and color factory in Victoria, stating that if the city were disposed to be liberal in the matter, the firm he represented would expend the sum of \$12,000 in establishing the factory. The matter was referred to a special committee.

An Ottawa despatch of the 20th inst. states that the customs authorities are advised that the importation of crude opium into British Columbia to be refined there is increasing at an enormous rate, and as the production of one of the fifteen mills at Victoria is more than enough to supply the whole Dominion, the officials believe the surplus stock is finding its way across the border without the payment of duty. The Dominion Government at its next session will take means to restrict the importation of the crude article from China.

Victoria Colonist: It is the intention, as soon as the survey of a portion of the west coast of the island is accepted at the Lands and Works Department, to open up a slate quarry of very good quality for the purpose of getting out roofing slates, etc. This will be the first slate quarry on the Pacific coast and the gentlemen interested in it have every encouragement to go ahead, roofing slates always being in demand in San Francisco, Seattle, Portland and elsewhere along the coast. Geo. Seymour, H. Robson Jones and T. J. Jones are the parties interested.

**MILLER,  
MORSE & CO.**

WHOLESALE

Builders Hardware,  
Harvest Tools,  
Cutlery, Guns, etc

PRINCESS STREET, WINNIPEG.

**ROBLIN &  
ATKINSON**

WHOLESALE

Grain Shippers,  
SPECIALTIES: WHEAT, BARLEY & OATS  
P.O. Box 612 WINNIPEG  
CORRESPONDENCE INVITED.

JAS. COOPER.

J. C. SMITH

**Cooper & Smith,**

MANUFACTURERS,

Importers and Wholesale Dealers in

**BOOTS AND SHOES!!**

36, 38 &amp; 40 FRONT ST. WEST,

**TORONTO.****White,  
Joselin & Co.**Muslins, Embroideries, Lisle and  
Silk Gloves, Kid Gloves,  
Lace Curtains, Laces.

All the Latest Novelties.

7 WELLINGTON STREET WEST, | 1831 NOTRE DAME STREET,  
TORONTO | MONTREAL**MONTREAL BRASS WORKS.**

MONTREAL, P.Q.

**Robt. Mitchell & Co**Proprietors, Manufacturers of  
Gas Fixtures of Every Description,  
Engineers, Plumbers,  
Steam & Gasfitters Brass Goods.  
Gas Meters and Automatic Fire Extinguishers.EDWARD FIELD advertises the hotel at  
Russell, Man., for rent.Donald's new paper *Truth* will hereafter be  
issued every Saturday.W. H. Lilly, liquors, Donald, has closed up  
business, and intends migrating to Washington  
territory.T. C. Grant & C. T. Dawson, the latter of  
Victoria, have leased the Gold House, Van-  
couver, for one year.The Cariboo stage was held up recently by  
two masked men, near Soda Creek, and \$3,500  
in gold dust taken.Lundberg & Becar have succeeded, after  
many experiments, in producing a first-class  
article of salt herring.The new steamer *Duchess*, captain F. P.  
Armstrong commanding, started last week from  
her landing at Golden for her first trip up the  
Columbia. She is 80 feet long, 17 feet beam,  
4½ feet depth of hold, and will draw about 10  
inches of water. She has berths for 25 cabin  
passengers.A visit to the Chilliwack district says:—  
"The charming valley of Chilliwack seems a  
paradise to many visitors who give themselves  
the pleasure of a call. The crops are looking  
splendid; large fields of wheat, barley and  
oats waving in the breeze. Fruit trees are  
bowing their weary heads in honor to their  
productive soil. The hay crop is extra heavy  
this season."Donald *Truth*: The railroad company has  
acquired absolute title to every foot of ground  
in Donald, including that on which P. Murphy's  
hotel stands. They will not sell outright any  
of this land, but will make ground or 99-year  
leases, wherein there is a clause prohibiting the  
sale of liquor on the ground so leased. At first  
the company did not want to abrogate the  
liquor clause in but one lease; now they are  
willing to abrogate it in three.Vancouver *News*: Mr. Dowlen, the gentle-  
man who will have charge of the erection of the  
smelter arrived in the city yesterday. To a  
reporter he stated that the work on the site  
purchased will be commenced immediately.  
The smelters and other plant have been pur-  
chased from Fraser & Chalmers, the well  
known manufacturers of mining and smelting  
machines, of Chicago, and are to be shipped  
from there in the early part of next month.  
Mr. Dowlen expressed his belief that there will  
be nothing to prevent the smelter being in full  
operation by October next.The following were the wholesale quotations  
at Vancouver: Flour, Manitoba patents,  
\$5.40; ditto, bakers', \$5; Columbia Milling  
Co's patent, \$5; Three Star straight grade,  
\$4.65; strong bakers, \$4.60; Oregon straight  
grade, per bbl., \$4.90; oatmeal, standard,  
\$2.85; ditto, granulated, \$3; ditto, rolled,  
\$3.60 per sack; middlings, \$25; bran, \$24 per  
ton; chopped feed, mixed, \$33; chopped  
barley, \$35; oil cake meal, \$40 per ton;  
wheat, \$30 per ton; oats, \$35 per ton; butter,  
Manitoba firkin, 20 to 25c; fresh roll, 30 to  
35c; cheese, 15c per lb.; eggs, fresh ranche,  
case lots, 25c; imported case lots, 20c per doz.Hon. P. B. Cornwall, president of several  
California and Puget Sound railroads and  
mining enterprises, arrived at Whatcomb,  
Washington territory, lately to direct thesurvey and construction of the Bellingham Bay  
& British Columbia Railway, of which he is  
president. The road will run from Whatcomb  
on Puget Sound to the Canadian Pacific at  
Hope, northeast fifty miles. A Whatcomb  
report says: This will be the shortest route  
from the Canadian Pacific to Puget Sound and  
the sea. The railroad will be standard gauge,  
steel rails, and will be completed as far as the  
Nooksack river this summer. Locomotives  
and iron will soon be here. Work of con-  
struction will begin in a few days, as soon as  
the engineers arrange the plans. By this  
route the distance from Hope to Victoria via  
Whatcomb will be about half as great as via  
Vancouver route. A line of steamers will con-  
nect with the railway at Whatcomb and  
transfer passengers and freight to Victoria and  
Sound points.**Grain Examiners' Report.**A quarterly general meeting of the board of  
trade was held Tuesday afternoon, Jas. Red-  
mond, vice-president, in the chair. The chair-  
man reported on the acts of the council since  
the last quarterly meeting. The annual reports  
of the board of grain examiners and the hide  
and leather examiners were read and adopted.  
A petition from the Winnipeg grain and pro-  
duce exchange was received asking the board to  
take the proper steps as required by the inspec-  
tion act to obtain the appointment of a flour  
inspector for this city. As this appointment  
was also recommended by the grain examiners  
the board on motion decided to request the  
Dominion Government to make the appoint-  
ment asked for. As the act requires the board  
of trade to appoint a board of examiners for  
applicants for certificates of qualification to act  
as flour inspectors. The meeting appointed the  
following members as a standing board of flour  
examiners: D. H. McMillan, W. A. Hastings,  
D. J. McBean, S. Nairn and S. Spink.The election of a board of grain examiners,  
for the year was then proceeded with and the  
following were elected, Hastings, McMillan,  
D. J. McBean, Roblin and Nairn.The hide and leather examiners elected were  
F. Osenbruggo, P. Gallagher, N. Bawlf, Jas.  
Penrose and S. Spink.The following motion was then carried unani-  
mously: That the following members of this  
board be a standing committee on grain, and  
that all matters respecting grain and its pro-  
ducts be referred to this committee for report  
to the board or council, except such as by the  
Inspection act are required to be dealt with by  
the boards of grain and flour examiners. Five  
members to constitute a quorum. A. Atkinson,  
N. Bawlf, W. A. Hastings, J. A. Mitchell,  
D. G. McBean, A. McGaw, D. H. McMillan,  
S. Nairn, R. P. Roblin, G. J. Maulson, E. L.  
Drewery, J. A. Body, S. Spink and S. P. Clark.Following is the grain examiners reports,  
with some statistical tables presented by the  
secretary:To the President and Members of the Winnipeg  
Board of Trade:Your board of grain examiners present here-  
with their third annual report.Soon after the board meeting at which we  
were appointed, a meeting was called and Geo.  
J. Maulson elected as chairman, and C. N. Bell  
secretary. All the members filed the affidavit



required by the Inspection Act of Canada. Steps were at once taken to get samples of grain required to be sent to Toronto to the Dominion board of grain examiners, and from which are chosen the standards to guide the grain inspectors in grading.

Recognizing that the annual meeting of the Dominion board is usually held at a date which is too early to allow of the securing of proper samples of Manitoba wheat, your examiners did all in their power to postpone the annual meeting. Correspondence was opened with the Dominion board, which, by the Inspection Act, is called together by the council of the board of trade of Toronto, and we strongly urged that the meeting should not be called prior to the 20th September. In answer to our request the council of the Toronto board, under date of 23rd August, 1887, wrote as follows: "The council met this afternoon when your communication of the 11th was submitted. Strong representations were made to the council, in the interests of those engaged in the barley trade, that the putting off of the fixing of the standards of that cereal should not be delayed later than the 15th. The harvest in Ontario had been a very early one. Many in the trade are disposed to blame the council for making the date so late, but in view of the request of your board of examiners it was finally decided to instruct the secretary to notify the different boards of trade that the meeting for fixing the standards will be held on Thursday, September 15th."

Your examiners arranged with D. Horn, deputy grain inspector, to take charge of the arrangements for collecting samples from as many districts in the province as was possible. This work was carried out by Mr. Horn to our entire satisfaction as far as circumstances allowed, but owing to the immensely heavy crop farmers had threshed but little wheat prior to the 10th September, which was the latest date permitted for the selection here by your examiners of the samples to be forwarded to Toronto for the meeting on the 15th. On the 5th September Mr. Horn went out to Glenboro, but could find no samples. He then drove south to Killarney, but could not obtain samples west of Morden and had to leave orders at points along the lines to have the very first wheat threshed sent in to Winnipeg. It was with the greatest difficulty that any samples were collected. In most cases those secured were the very first threshed in the following districts, from which the samples viewed by your examiners were taken: Dominion City, Emerson, Gretna, Morris, Morden, Manitou, Boissevain, Killarney, Deloraine, Pilot Mound, Winnipeg, Springfield, Stonewall, High Bluff, Portage la Prairie, Gladstone, MacDonaid, Rapid City, Newdale, Neepawa, Brandon and Oak Lake. In all some sixty-five samples were collected and the proposed standards selected from them. Attempts were made at some points to thresh by hand wheat taken from stooks in the fields, but it was not a success. It will be apparent that it is impossible for your examiners to collect fair and average samples of our crop at so early a date and under such circumstances. The Inspection act requires that the annual meeting of the Dominion board of grain examiners shall be held prior to the 1st of October, and unless some change is

made in the particular of the meeting being held to suit the requirements of the barley dealers of Ontario, before the end of September, it may become necessary to decline to send wheat samples from the Northwest before the close of that month. It is therefore unfair and unjust to all concerned in this province to send wheat samples that we are not sure are representative of the season's crop.

An invitation was sent to the Brandon Board of Trade to send a representative to attend the meeting when samples were chosen. That Board appointed Kenneth Campbell who was present with your examiners and assisted in the work. Under the Inspection Act three delegates, W. Hastings, D. H. McMillan and Geo. J. Maulson, proceeded to Toronto with the samples selected, and acted as our representatives on the Dominion Board of Grain Examiners. In November your Examiners drafted a memorial on the subject of necessary changes required in the Dominion standards for hard wheats. It was at the same time strongly urged on the Dominion Government that the meeting in Toronto for fixing the standards for Manitoba grain should be held at a later date as the present arrangements were extremely detrimental to the interests of both producer and dealer in the Northwest.

Samples of wheat grown from Russian seed imported by the Dominion experimental farm authorities were submitted to your examiners by Prof. Saunders, director of Central farm, for an opinion as to their values relatively with that of Red Fyfe. While none of the samples of Ladoga wheat submitted were equal in market value to Red Fyfe, your examiners expressed themselves as pleased with the experiments undertaken by Prof. Saunders. Samples of Kubanka wheat forwarded were pronounced to be of the "goose" or "rice" variety and of comparatively little value; and we have since learned that this opinion is shared by the grain examiners of Toronto and Montreal.

Your examiners would recommend that the Dominion Government be communicated with at an early date on the point of the subject of the appointment of a flour inspector at this city. The flour business of the province has assumed such large proportions that it is necessary for the proper carrying on of the trade by dealers, that the option of buying and selling flour on grade should be made available. Without doubt if the Government, under the act granting such an officer, will make the appointment, your examiners will be able to nominate a skilled person to fill the position.

Owing to the absence of Mr. Clark, inspector of grain, the deputy inspector Mr. Horn, has again performed the duties, and continued to give great satisfaction.

Only one appeal from the inspector's decision has been made, when a board of arbitration was called and the matter settled.

There have been held during the year seven teen meetings, which were well attended.

All of which is submitted.

GEO. J. MAULSON,  
Chairman.

CHAS. N. BELL,  
Secretary.

Winnipeg, 2nd July, 1888.

The above report also contained a detailed account of the actions taken in the direction of

securing a reduction in the Manitoba wheat grades. This has been fully dealt with in previous issues of THE COMMERCIAL.

WHEAT INSPECTED AT WINNIPEG.

Total year ending June 30th 1888	Bushels.
3,878,550	
Total year ending June 30th 1887	1,342,000
Excess 1888	2,535,550

This is practically wheat sent all rail and not by l.a.s. Following was the wheat movements by months as inspected at Winnipeg for years ending 30th of June, the number of cars being given:

	1887.	1888.
July	118	—
August	40	—
September	94	10
October	225	233
November	405	910
December	320	1543
January	223	1033
February	117	248
March	222	1208
April	120	544
May	28	91
June	07	87
Total	2,004	6,007

Return to Winnipeg Board of Trade of grain inspected at Winnipeg. Crop of 1887 up to 30th June, 1888:

Class.	Grade.	Cars.
Hard	No. 1	588
Hard	No. 2	057
Northern	No. 1	2,352
Northern	No. 2	1,030
Northern	No. 3	76
Spring	No. 1	240
Spring	No. 2	104
No grade		441
Rejected		484
		5,907

This represents 3,878,550 bushels. There were 281 cars of barley inspected or 224,800 bushels. This report was signed by D. Horn, deputy inspector.

Following are the percentage of grades of the wheat inspected at Winnipeg for years ending 30th June.

	1887.	1888.
No. 1 hard	01	10
" 2 "	0	11
" 1 northern	16	40
" 2 "	—	17
" 3 "	4	14
" 1 spring	—	4
" 2 "	5	13
No grade	—	7
Rejected	5	8
Total	100	100

BARLEY.

The movement of barley, as inspected at Winnipeg for the year ending June 30th, was as follows.

1888	224,800 bushels.
1887	21,100 "
Excess 1888	203,900 "

HIDES INSPECTED.

Hides inspected at Winnipeg during years ending 30th June, by W. J. Bird, inspector.

	1888.	1877.
No. 1	8,134	8,128
" 2	7,181	6,535
" 3	846	676
Total	16,211	15,339
Fees collected	\$310.65	\$768.95

In his last report to the Board. Inspector Bird says. "I am satisfied that it is necessary to drill the country dealers in the advice contained in the circular issued by the Board (regarding care to be taken in stripping and preserving hides), as up to a very recent date hides were shipped without salt, and on arrival here were transferred to the nuisance ground, and the freight charged to the owner.

**FISH, HYMAN & CO.,**  
 Importers of  
**FINE HAVANNA CIGARS**  
 212 St. James St., MONTREAL.

**CAUTION !**  
 EACH PLUG OF THE  
**Myrtle Navy**  
 IS MARKED

**T. & B.**  
 IN BRONZE LETTER.  
**NONE OTHER IS GENUINE.**

**RUBLEE, RIDDELL & CO.,**  
 Commission Merchants,  
 AND IMPORTERS OF  
**Green and Dried Fruits,**  
**15 OWEN STREET, WINNIPEG**

**EGGS ! !**

**J. Y. GRIFFIN & CO**  
 PROVISION MERCHANTS,  
 are now in the Market for an unlimited supply of FRESH  
 EGGS, delivered at their Warehouse or any point on Rail-  
 way. Highest market price. Correspondence solicited.  
 64 & 66 McDERMOTT ST., WINNIPEG.  
 Close prices to Trade on Hams, Bacon, Lard, Butter, etc.

**DICK, BANNING & CO**  
 MANUFACTURERS OF  
**Lumber, Shingles and Lath,**  
 DOORS AND SASH.

MILLS AT KEEWATIN. OFFICE: OPPOSITE C.P.R.  
 PASSENGER DEPOT, WINNIPEG.

**Toronto Hide & Wool Co**  
 Wholesale Dealers in  
**HIDES !**  
 SHEEPSKINS AND WOOL

**JOHN HALLAM**  
 88 Princess St., WINNIPEG  
 83 and 65 Front Street East, TORONTO.  
 PROPRIETOR.

**Frank Lightcap, - Traveler.**  
 We will be in the market this season  
 as usual for all classes of Wool, and  
 are prepared to pay the highest mar-  
 ket prices.

**E. A. SMALL & CO.,**  
 WHOLESALE.  
**CLOTHING**  
 NEW FIRM, NEW GOODS.  
 203 and 210  
 MCGILL STREET, **MONTREAL**  
**W. J. TAFFH.**  
 Agent for Manitoba and the Northwest,  
**WINNIPEG.**

**COCHRANE, CASSILS & CO.**  
**Wholesale Boots and Shoes**  
 Cor. Craig & St. Francis Xavier Sts.,  
**MONTREAL.**  
 Samples with **McLean Bros.,**  
 Donaldson's Block, WINNIPEG.

**ROYAL SOAP MFG. CO., [Limited.]**  
**WINNIPEG.**

BRANDS: Hardwater, Dominion, Linen, Ivorine  
 and Electric, also a full line of Toilet Soaps.

**Protect HOME Industry !**

**BOECKH'S**  
**STANDARD**  
**BRUSHES.**

Quality and Size Guaranteed.

For Sale by all Leading Houses.

**Campbell, Spera & Co.,**  
 WHOLESALE IMPORTERS

**MEN'S FURNISHING GOODS,**

Smallwares, etc.

MANUFACTURERS OF

Overalls, White and Regatta Dress  
 Shirts, Flannel, Cotton & Tweed Shirts

Our stock for the coming season is replete with all the  
 Novelties. The inspection of buyers cordially invited.

**CAMPBELL, SPERA & CO.,**  
**27 PORTAGE AVENUE EAST,**  
**WINNIPEG.**

**JAMES WHITHAM. A. A. ABEY, Special Partner**  
**James Whitham & Co.**  
 Manufacturers of & Wholesale Dealers in  
**BOOTS and SHOES,**  
 43, 45 and 47 St. MAURICE STREET,  
 Near McGill Street,  
**MONTREAL.**  
 Represented by J. M. MACDONALD,  
 525 MAIN ST., WINNIPEG

**JAMES O'BRIEN & CO.,**  
**Manufacturers of Clothing**  
 —AND—  
 Importers of GENTS' FURNISHINGS,  
 HATS, CAPS AND FUR GOODS, GLOVES  
 AND MITTENS.  
**72 and 74 Princess St., Winnipeg**  
 VICTORIA SQUARE, MONTREAL

**OGILVIE MILLING CO.**

Mill at Point Douglas.  
 Capacity - - 750 Barrels per day.  
 OFFICE :—Corner King and  
 Alexander Streets, Winnipeg.

A Full Stock of Patent Hungarian, Strong  
 Bakers' and Spring Extra Flour; Oatmeal, Pot  
 and Pearl Barley, Graham Flour, Cracked  
 Wheat, Bran, Shortst, Ground Feed, Otas,  
 Barley.  
 Wheat buyers at all C.P.R. Shipping Stations

**LIVINGSTON, JOHNSTON & CO.,**  
 WHOLESALE  
**Manufacturers of Clothing**  
 44 BAY STREET,  
**TORONTO.**

**Smith & Keighley,**  
**TEAS,**  
**EAST and WEST INDIA PRODUCE**  
 —AND—  
**GENERAL GROCERIES.**  
**9 Front St. East,**  
**TORONTO**

Importers British & Foreign Dry Goods.



A Full Range of Canadian Staples  
always in stock.

**STOBART, SONS & CO.**  
PORTAGE AVENUE, WINNIPEG.

**General Notes.**

The Duluth, Minn., Iron and Steel Company have begun the construction of a blast furnace at Duluth.

The strawberry pack at Baltimore this season has proved very unsatisfactory, the result being a much smaller quantity than usual placed in cans. The leading packers are gradually moving their ideas upward.

A Chatham, N. B., paper states that not a lobster has been on sale in the town this season. The catch is only fair and is unprofitable on account of the enforcement of the law against canning undersized lobsters. The fishing will cease in two or three weeks for this year, and perhaps for two or three years more.

The Canadian Pacific Railway Company are about to extend their works at Hochelaga (Montreal) by the addition of a large passenger car shop, wood machinery shop, blacksmith and machine shop, and store-room and foundry, the cost to be about \$300,000. The new works when completed will give employment to one thousand additional hands. Plans are ready and the works will proceed at once.

Canadian apples are likely to meet with competition from Australia during the coming season, 14,000 boxes from Australia were received in London, England, lately. It was found, however, that a considerable portion of them were frozen whilst en route in the refrigerators, but this will, of course be remedied in future. Former shipments, it appears, gave great satisfaction. Australian products are bound to become important factors in the English market, and in time will no doubt be formidable competitors with Canadian and American goods.

**Liquidation less Extravagant Now.**

Mrs. Napoleon—I hear so much much about liquidation in Wall street, my dear. What does that mean?

Mr. Napoleon (who is a Wall street man himself and knows what he is talking about)—Well in times gone by (sighing) liquidation meant champagne, now it means beer.

**Lumber Cuttings.**

The new mill at Fort Ellice, Man., is offered for sale, together with timber limits.

Donald Truth: Fred Robinson's mill at the Beaver is cutting 40,000 feet of lumber a day, and gives employment to between 30 and 40 men. He is unable to get a rate from the railroad company that will leave him a profit, and is piling the lumber in the yard, to await such time as he can ship with profit.

A British Columbia exchange says: The customs regulations are somewhat ambiguous as to what constitute a log upon which an export duty can be charged. A pile is by some construed to mean a log out of which shingle bolts could be manufactured; by others no such interpretation can be deemed possible. A case calling for a decision has arisen at Burrard Inlet, and the matter will be referred to the Customs department at Ottawa for a ruling.

Mississippi Valley Lumberman: The shingle makers over in Michigan are reported to be engaged in cutting up every scrap of timber they can get hold of, not even the stumps escaping them. A machine has recently come into use which is moved into the woods and which slices shingle length bolts off every decent stump within a radius of 100 feet. In this way, in the language of a Michigan man, the shingle mills are becoming the scavengers of the lumber region.

The Selkirk Herald says: Complaints are being made that owing to the scarcity of steamboats and barges the lumber trade of Lake Winnipeg will be greatly embarrassed. Lumber dealers are puzzled as to how they can get their stock brought in to Selkirk; there being upwards of nine million feet around the shores of Lake Winnipeg ready with very little, if any means of getting it to the market. This is a serious affair, and one for which we can find no remedy, so far as this summer's trade is concerned, as steamboats and barges can hardly be built in time for service this season. It is a pity, however, that one of the principal industries of Selkirk should be so hampered; but we trust that some means will turn up shortly to remedy this drawback.

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**British Columbia.**

British Columbia is yet to a great extent a "diamond in the rough," but it is a very rich gem for all that, and will repay many fold capital and labor expended in developing its numerous and varied resources. Capital, more than labor is perhaps, required at present, and there is every indication that it will be forthcoming, for a more promising field for investment, with a guarantee for swift and sure returns, does not exist. More especially is capital being directed just at present to our magnificent lumbering resources, which, with the dissipation of the erroneous ideas that large sea going vessels could not safely navigate the sand-heads, are receiving an impetus to their development by means of new capital and enterprise that promises to raise this industry in the near future to one of the most important in the Dominion, both as regards labor employed and the extent and reproductiveness of its operations. Our mines too, are attracting more attention than ever, and are only just beginning to be opened up. British Columbia has always been noted for its richness in the precious metals, but these owing to the lack of facilities and difficulty of access, have not been worked heretofore to advantage. Quartz milling is yet in its inception, but which is now rendered practicable by the opening up of the country by the C. P. R. and other progressing and projected railways, promises very soon to develop bonanzas of untold wealth in many sections of the province. Besides the precious metals, coal and iron are constantly being discovered in new localities, and in ad-

dition to those already existing and projected, coal mines and smelting works will soon be operated at different points. It is hardly necessary to dwell upon the well-known wealth of our river fisheries, nor to mention the almost undeveloped resources of our rich and extensive sea fisheries. It is in the matter of agricultural capabilities, perhaps, that British Columbia is most frequently labelled by the uninformed and the unthinking. British Columbia is not, and she can well afford not to be, with all her other rich and varied resources, pre-eminently an agricultural country; but in this connection the immense size of the country (area 341,305 square miles) must be taken into account, and it will be seen that, though perhaps proportionately small, the farming and grazing lands of British Columbia are still extensive. Vast tracts in the upper country are and have long been unequalled as grazing grounds for cattle, sheep and horses, as has been abundantly demonstrated by scores of successful stock-raisers and by the fact that the beef, mutton and wool and the horses of that section have become famous and are sought after. Large quantities of grain and considerable quantities of fruit and vegetables have also been raised, and with the means of easy and universal irrigation (where necessary) which the artesian wells, at present being assisted by the Provincial Government, will afford a large extent of country hitherto known as the "dry belt" will become a garden. Coming to the farming lands of the lower Fraser river, a description which appeared in the *Columbian* on the 11th of this month of the Delta municipality, could very fairly be applied

to a dozen agricultural districts within forty or fifty miles of this city, comprising many thousands of acres, which rival in the quantity and quality and variety of their products the best farming lands anywhere, and which constitute the garden of the province.—*Westminster Columbian*

J. C. McLagan, a well known journalist, and lately connected with the *Victoria Times*, has moved to Vancouver. He will be succeeded by H. A. Munn.

The Vancouver daily *News-Advertiser* has been enlarged to an eight page paper. This is an excellent journal, and if Vancouver is growing as fast as the appearance of its press would indicate, the place must be forging ahead rapidly.

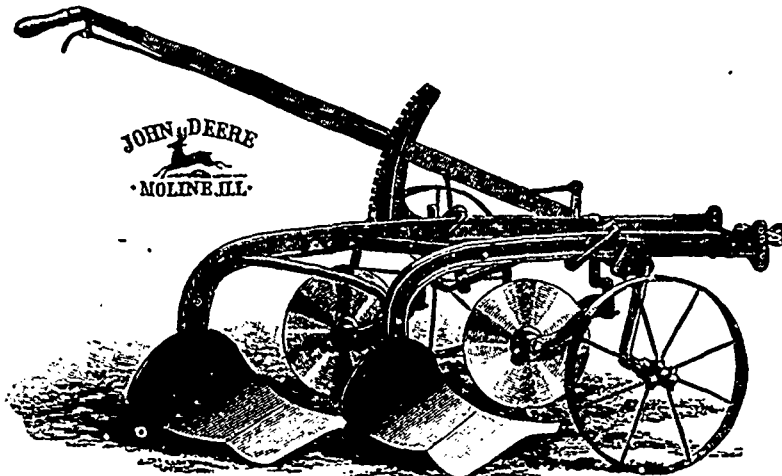
The first issue of the *Dominion Illustrated* has made its appearance, and it fully sustains the high expectations formed from the appearance of the sample sheets sent out a short time ago. The illustrations are really fine works of art, whilst speaking generally, the paper is a marvel of typographical excellence. It is certainly far in advance of anything of the kind heretofore attempted in this country. The time has arrived when Canada should support a national illustrated journal of a high order, and the *Dominion Illustrated* certainly fills the bill. The illustrations include cuts of the retiring Governor, Sir John Macdonald, Premier Greenway of Manitoba, members of the German royal family; sketches of Canadian scenery in British Columbia, the National Park, and at Rideau Hall. There are also cartoons and fine art productions. G. E. Desbarats & Son, publisher, Montreal. Published weekly; subscription price \$4 per year.

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\* \* \*

# WINNIPEG.

\* \* \*

**Commodore Markham in Hudson's Bay.**

The members and friends of the Royal Geographical Society met at Burlington House on June 11, under the presidency of Sir Henry Barkly, to hear a paper by Commodore A. H. Markham on the subject of "Hudson's Bay and Hudson's Strait as a Navigable Channel." The author being out of the country, the paper was read by the secretary. Commodore Markham began by describing Hudson's Bay as a large inland sea well outside the Arctic zone, about 1,000 miles in length, north to south, and some 600 miles wide, covering an area of something like 500,000 square miles. The bay was remarkably free from rocks, and its soundings were exceedingly uniform, the average depth being about 70 fathoms. Storms were very rare and by no means formidable, icebergs were never seen, and fogs were of rare occurrence and of but short duration. The climate on the shores of the bay was, during the summer months, mild and genial, and it was asserted that the temperature of the water was no less than 14 degs. Higher than that of the water of Lake Superior. The principal and, as far as was known at present, the only practicable approach to Hudson's Bay in a ship was through Hudson's Strait—a deep channel about 500 miles in length. The strait had an average breadth of about 100 miles, but in the narrowest part it was only 45 miles broad. The sounding in the strait varied from 150 to 300 fathoms, and it was wonderfully free from shoals and rocks. The paper then went on to describe the voyagers to Hudson's Bay from the time of the early navigators down to the present date. Continuing, it referred to the desire of the people of the North-West to have a seaport on the shores of Hudson's Bay, and to secure the construction of a railroad to connect such a port with Winnipeg or some other convenient depot on the new Canadian Pacific Railroad. This achievement would result in shortening the distance of transport for the export of produce by one half, with a corresponding reduction in the expense. The only obstacle to the establishment of the desired port was the belief in the formidable character of the ice that would, as it was said, have to be encountered in Hudson's Strait, and the consequent limited duration of the navigable season. Commodore Markham said the result of all the experience gathered from voyagers during two centuries, and from observations at the stations, was that Hudson's Strait was perfectly navigable and free from ice in August and later in the season. It was to be remembered that the passage had been successfully accomplished nearly every year for the last 200 years, while the vessels that had been employed on the service had been ordinary sailing ships, dependent entirely upon wind and weather. It was very rare, indeed, that they had failed to get through, and still more rare that any of them had been destroyed by the ice. Steam had robbed ice navigation of many of its difficulties and dangers, and it was only fair to assume that, with the appliances that science had revealed, as much could be accomplished at the present day as had been accomplished by Hudson, Baffin, Button, and Luke Fox in their rude and poorly-equipped fly boats. The vessels to be employed on this service should be specially constructed to resist ordinary ice pressure, and should be able to steam from 10 to 12 knots at least.—*Colonies and India.*



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LEAVE 13 00 A11 25 D14 45 15 45 A16 35 D16 45	85 61 79	... Portage la Prairie ... Gladstone ... Neepawa ... ... Minnedosa ...	ARRIVE 14 50 13 25D 13 05A 11 58 11 17D 11 05A
17 50	94	... Rapid City ...	9 45
18 30 119 30 21 49	115 133 155	... Shoal Lake ... ... Hirtle ... ... Hincarath ...	9 20 13 20 6 20
23 00	166	... Russell ...	5 00
23 15 ARRIVE	189	... Langenburg ...	4 45 LEAVE

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Trains for Hincarath leave Hirtle Tuesdays and Thursdays only at 20.30. For Russell leave Hirtle Tuesdays only at 20.30, returning leave Russell Wednesdays only. For Langenburg leave Hirtle Thursdays only at 20.30, returning leave Langenburg Fridays only. For Rapid City leave Minnedosa Tuesdays Thursdays and Saturdays at 17.00; returning leave Rapid City Mondays, Wednesdays and Fridays  
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Excelsior and Watertown	a8 00 a.m.	a8 45 a.m.
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