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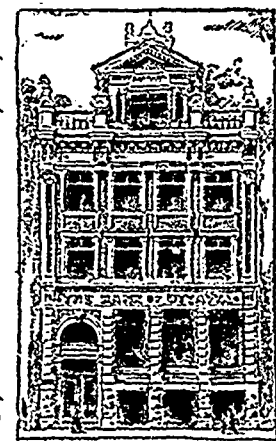
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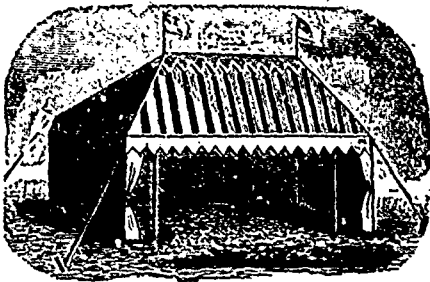
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PREPARED BY WILLIAM OGILVIE

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Prince Albert and Green Lake Route

How any one may afford the trip to the Great Canadian Gold Fields. Authentic accounts by old-time Northern Travellers of the oldest route across the Northern Country.

THE POOR MAN'S ROUTE.

To share the wealth of the great Canadian gold fields is the dream of myriads and the attempt to share it is to be the direct effort of a large number of people during the next few months. No doubt many a poor industrial slave, hopeless of improving his condition, appreciably in the world's great centres and manufactories, would gladly embrace the offered opportunity to join the grand stampede to the frozen diggings of the north. The trials and hardships of the life would be trifles to him if he only had the opportunity to make the try for fortune. But the distance at shortest is great and the difficulties by the shortest routes multiply the cost of travelling by fifty times. At best the cost by most of these routes puts the

the extreme severity of the climate of that country.

But to those otherwise debarred from setting out for the north, and indeed to all, irrespective of circumstances, there is possible a

CHEAP AND EASY ROUTE.

offering advantages, in almost every particular, and which does not present any difficulties or disadvantages at all to be compared with what are to be met on shorter routes, while not a single route as yet prospected is in any way superior. This route is via Prince Albert, Green Lake, Isle à la Crosse and Clearwater river to Fort McMurray, and thence north by the McKenzie River system, with the opportunity to turn off at either the Peace or Liard River should either be fancied.

In detail is obtainable, and that from men who know it from personal experience, and no vague hearsay! And farther, the characters and positions of these reliable informants are such and their statements so free from the aspersion of interested motive, that any prospector may feel safe in acting from their information. The statements published may be verified with the utmost liberty.

THE ROUTE BY PRINCE ALBERT.

The traveller to the Klondike or whatever part of the gold region he may select, in coming from Eastern Canada or States, may come by the main line of the Canadian Pacific railway through Winnipeg to Re-



PRINCE ALBERT TO YUKON—String of Carts setting out on the Green Lake Trail

Photo by W. J. James, Prince Albert

undertaking out of question for the man of limited means, while the poor man must simply not pause from his ill paid task to think of it.

This question of cost is an insuperable barrier to the large majority of men, best adapted to undertaking the journey and the work of placer digging—the sturdy, self-reliant, resourceful workingman, accustomed to think and act for himself and to meet every emergency—for to him no paths are made easy, no difficulties removed before hand. The man who is accustomed to the battle of life single-handed is the ideal argonaut to strive for the golden prize, to face the hardships and strain of miners' life, a hard life at best and in this particular instance doubly so, from the remoteness of the gold fields from civilization, and

That this has not been made more public at an earlier period, is due, not to any fault of the route, or lack of information concerning it, but only because "what is every one's business is no one's business." There was simply no one whose duty or interest it was to push the matter. But the Board of Trade of the town of Prince Albert have recently taken up the subject of opening the route, and they have shown that not only is the route

ALREADY OPENED UP,

and that it has the advantages of cheapness, directness, freedom from danger and difficulties, ease in obtaining and transporting suitable supplies, but that it is the oldest route into the northern country, and the only route concerning which full, accurate, satisfactory and reliable information

gives. From the south and central states he may choose to come by the "Soo" road direct to Regina or to Winnipeg by Great Northern or Northern Pacific and thence by C. P. R. main line. Arrived at Regina, the train of the Prince Albert branch takes one direct to the first objective point—Prince Albert.

From Prince Albert, when the traveller is ready, he will find an excellent trail for wagons in summer, for sleighs in winter, north for 120 miles to Green Lake, the first of the waters which he will travel on to the north country. This is the route and trail used by the H. B. Co. for generations and over it every season large quantities of flour, general merchandise for northern posts and other heavy and bulky freight are transported to



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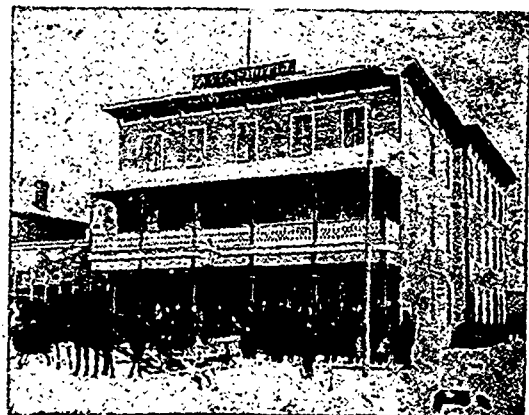
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Green Lake. And until the era of steam navigation on the Mackenzie river system, this was the route by which all the company's freight was brought in for their trade clear through to the Arctic circle.

Some affirm, and among them Mr. Finlayson, an old resident of Prince Albert and once long ago an employee of the H. B. Co., that one need only to go by wagons to Big River, some seventy miles but from Prince Albert, before taking to boats. Mr. Finlayson states that he has passed by boat down Big river, Crooked lake and river, where one meets the route by Green lake, and that large boats loaded with freight could pass down that way. Mr. Wm. Spencer, who has many times travelled to the north by the Green lake trail, states that he crossed Big river in the season of low water and that then large sized boats would travel on it. However the most usual route is to continue the journey by wagon to Green Lake, where there is a settlement and H. B. post. It is quite likely that the necessity of reaching this post caused the wagon trail to the lake to be used and the route by Big River passed by. Freightling the whole way to Green Lake costs a maximum of \$1.25 per cwt, and the Prince Albert Board of Trade is prepared to guarantee that it shall not be more.

At Green Lake the voyageur must for the first time take to his boat or canoe, and he may have brought it with him or he can arrange to have a first-class boat of most suitable style built and ready for him at the lake. On this more anon. Down Green Lake and Beaver river to Isle a la Croix, there is no obstruction whatever. Arrived here one finds another H. B. post, a Roman Catholic mission and a considerable settlement. Across this lake and down Deep river the route continues and across Clear lake and Buffalo lake with no difficulties to encounter. There are two more H. B. posts on these lakes and here and there all along are settlements smaller or larger, of natives and Indians. As this watercourse is the Churchill river system, from Clear lake, the drainage is east to the Hudson's Bay, but after crossing Buffalo lake the voyageur is going north and entering the short Melthys river goes up stream to Melthys lake, crossing which he reaches the long portage—Portage la Loche, 12 miles across. At the last named lake is still another H. B. post and considerable settlement. Here plenty of force in the shape of draft oxen is available to transport boat and supplies across the portage to Clearwater river, down which there is a short run of 80 miles to Fort McMurray on the Athabasca river. Two or three small rapids occur on the

Clearwater, but only one portage required. The run from Green Lake to Portage la Loche is 220 miles, making a total distance of 420 or 425 miles from Prince Albert to Fort McMurray. Should a party wish to put in through to Portage la Loche before the winter breaks up and there busy themselves building a boat, there is a good sleigh road on which heavy double sleighs with teams can travel the whole way from Prince Albert. When I was at Prince Albert a string of pony sleighs arrived from Isle a la Croix which is more than two-thirds of the distance, and I saw a string of pony sleighs set out for the same point with loads of flour, etc., in the sleighs, for the H. B. post there and further. The lakes and streams on the part of the route described, open about the end of April—from April 28 to May 12, H. J. Moberly, late H. B. Co. factor, states. This is much

The captain's diary reads:
 "We left Athabasca Landing on the 15th August with two sturgeon head boats and five barges and about 30 men. We met with no trouble at the Pelican and other rapids, and arrived at Grand rapids on the 18th. Those rapids have a fall of 95 feet in thirty chains, and are partly avoided by a portage of three-quarters of a mile across an island. It took us ten days to make this portage, and we left on the 28th August. On the 29th we descended three rapids, one of which the boats were let down by ropes. On the 30th, ran the Burnt rapids, Sunday. On the 31st we ran one boat down Joe rapid and below the Thompson rapid. This was a trial trip. This was the rapid where Robert Thompson, of Prince Albert, lost his whole trading outfit of about \$3,000 worth of stuff, and barely escaping with his life, and had to walk about thirty miles to Fort McMurray with bare feet and barely enough clothes to cover him. On the same day 31st, two experienced steersmen with twelve men got into a barge with with ten tons of freight and at-



THE TOWN HALL, PRINCE ALBERT

Photo by W. J. James, Prince Albert

earlier than on some of the other routes.

It is to be particularly noted that all the way from Prince Albert to Fort McMurray there are no serious difficulties to face and nothing that could by any stretch of imagination be called dangerous. The Athabasca river with its 87 miles of rapids between Grand Rapids and McMurray, one avoids entirely by this route. The difficulties and dangers of that part of the river are best described by taking a leaf from the

DIARY OF CAPT. SMITH.

for the year 1885, at which time he was in the service of the Hudson's Bay company. He was instructed to proceed by boat from Athabasca Landing, 96 miles north of Edmonton, to Fort McMurray, taking with him men and supplies for the purpose of building a steamer to run on the Mackenzie river.

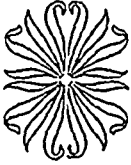
"tempted to descend the rapid, but were wrecked on a rock and everything in the boat was lost with the exception of the men, who were miraculously saved by Mr. Camself, chief factor, myself and a boat's crew, who happened to be at the foot of the rapids and had the use of the first boat to save their lives. The ten tons of freight was entirely lost.

"The 1st of September was spent in repairing boats and barges, some of which required attention, and in getting some of the other boats down the rapid. On the 2nd we succeeded in getting all the remainder of the boats to the foot of Thompson rapid.

"On the 3rd Capt. Favell and ten men arrived from Fort McMurray to assist us, and with their assistance we ran all the boats down the Middle rapids and two boats down the Long rapid. This is the place where Mr. Surveyor Ogilvie had one of his men drowned the year previous. On the 4th one of our boats ran on a rock and stove her side in,

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"and had to be unloaded and allowed to drift empty to the foot of the rapid where it was secured. On the 5th we ran the Crooked rapid where we wrecked one of the barges, which was afterwards repaired. On the 6th ran all the boats down the Big Cascade—a perpendicular drop in the river of four and a half feet—having first lighted the boats of half their loads and portaged the stuff. On the 7th ran the Mountain and Moberly rapids, and landed at Fort McMurray in the evening, hav-

ing been twenty-four days of continuous hard labor surrounded by constant danger from the time we arrived at the Grand rapids, and thankful that no lives were lost, although we had lost one of the barges and ten tons of valuable freight."

In commenting on the above experiences, Capt. Smith says:

"On my return to Edmonton from the north in 1886 the company sent me back by the Green Lake route and Prince Albert, thence by team

to Edmonton, as this was, notwithstanding the long drive from Prince Albert to Edmonton, by far the quickest and safest route, and which I found to be the case."

And he says further, "From Green Lake to Fort McMurray, fish are abundant, and ducks and geese in their season. There are no fish in the Athabasca river above Fort McMurray. This alone is a factor of economy in favor of the Green Lake route."

Opinion of Bishop Pascal

For a Quarter of a Century he has travelled in the Far North

No missionary in the great Northwest has had a wider or more eventful experience in travelling that country than Bishop Pascal, of Saskatchewan. We append without comment the following letter, received by the Prince Albert Board of Trade from him:

Bishop's Palace,
Prince Albert,
Dec. 3, 1897.

To Mr. F. C. Baker.

Dear Sir,—You have expressed a wish to know my opinion as to the best route to follow in order to reach the celebrated gold mines on the Klondike. Here it is:

While waiting until the railway companies, with the assistance of government, open a direct line across the fertile valley of the Saskatchewan to reach Pelly river (let us say for example via Portage la Prairie, Yorkton, Prince Albert, Shell River, Jackfish Lake, Victoria, Athabasca Landing, Little Slave Lake, Peace River, Liard river and Pelly river,) while awaiting this railway which is now impending, I do not hesitate to tell you that in my opinion—and I believe it to be the true one, the most comfortable, the most direct, and the most easy route is that which the hand of Divine Providence has traced, and which has been followed for a century by the Hudson's Bay Co.'s men, and for a half century by the missionaries who evangelize the Indians of the Northwest in the immense districts of Athabasca and McKenzie.

Taking Regina for a starting point we may go to McMurray by two routes, one via Prince Albert, Green Lake, Portage la Losche, Clearwater River and McMurray; the other via Calgary, Edmonton, Athabasca Landing and McMurray. On leaving McMurray the traveller is borne down stream as far as Peel river, without effort, without danger and without difficulty. Everywhere on his road he will meet with Hudson's Bay company's posts and missionaries willing to render service and who inculcate charity; half-breeds and Indians ready to serve as guides and facilitate his voyage without being too exorbitant. Besides Athabasca and the Great Slave Lake, which one can cross without danger, there is the portage of Fort Smith, forty miles below Lake Athabasca. This portage is eighteen

miles in length, and can be made by wagons or carriages, drawn by horses or oxen.

Starting from Regina, you will ask me which is the best route to reach McMurray? Is it via Edmonton, or via Prince Albert and Green Lake? I confess, dear sir, that I should prefer Prince Albert and Green Lake. These are my reasons: This route is direct everywhere, and is shorter by about

mountains swell the river, as happens two or three times each spring, the waves are enormous, and one blunder might cost you your life. It is better to avoid the rapids. The guides, who at such times hold the fate of the traveler in their hands, occasionally show themselves exorbitant and dishonest. In autumn, when the water is low, the bed of the rapids is strewn with rocks and shoals, necessitating, in such cases, the portaging of goods, and occasioning much loss of time. Beside Grand Rapids, which resembles the key of the country to the north, the traveler has yet to pass nine more rapids, some of them several miles in length, in which there is great risk of loss of life and property. These reasons alone, to say nothing of economy and saving of time decide my opinion in favor of the route via Regina, Prince Albert, Green Lake, Isle a la Croix, Portage la Losche,



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300 miles; it presents not the least danger, and is exceedingly cheap. It is by this road that the Hudson's Bay company has transmitted its goods for seventy-five years to provision its trading posts on the Athabasca and McKenzie. The company would still continue to do so had not the development of its commerce compelled it to utilize the Calgary and Edmonton railway and to construct a steamer on Athabasca river.

All those who have ascended or descended the River Athabasca have retained a souvenir of the difficulties and dangers to which they were exposed in descending the impetuous torrent. When the waters from the

Clearwater river and McMurray. As I have already said, this route presents no danger, is direct, very pleasant, and is like a pleasure trip. The essential point is to have a boat at Green Lake prepared beforehand so as to gain time.

Such, my dear sir, is my humble opinion, based upon my numerous voyages by each of these routes during the 24 years I have resided in the Northwest, 16 of which were passed by the missions on the Athabasca and McKenzie.

Accept, dear sir, my best salutations.

(Signed) ALBERT PASCAL, O.M.I.,
Vic. Apot. de Saskatchewan.

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Yukon Fifty Years Ago

Building of Fort Selkirk. An Old Timer's Recollections of the Yukon and Liard Rivers.

"I know the Yukon well!—no man better, I think, for I spent twelve years of the best part of my life in that country," said the veteran, Jno. Flett, as he lay on his sick bed in the house of one of his sons, not far from the town of Prince Albert. Frequently spasms of coughing racked the gaunt frame of the gray-headed old man as he lay there calling to mind the various thrilling experiences of the years spent in that far-off region. "I was a young man then, a mere youth in fact, and ready and able for any hardship, but what I went through in those years has brought me to this."

And looking at the magnificent proportions and massive frame before me I could well believe that this had once been a noble specimen of physical development. Born in the Orkney Islands over seventy years ago, Jno. Flett had, at an early age, come out to the service of the Hudson's Bay company in the far northwest, coming by way of Hudson's Bay and thence to the McKenzie river country by the very route I have been describing in this number.

"I think I am the only man now living," resumed Mr. Flett, "of the squad of men who went to the Yukon and built Fort Selkirk at the junction of the Pelly and Lewis rivers in the year 1848, under the late chief factor, Robert Campbell."

"We went up the Liard river from Fort Simpson in the fall of '47, taking with us our supplies in York boats. These boats were 32 foot keel and large and heavy as they were, loaded with 100 'pieces'—a Hudson's Bay Co. 'piece' for packing or freighting—in the north country weighs from 90 to 100 lbs.—the consummate skill of the boatman born of long practice, enabled them to handle them with great dexterity, a few sweeps of the long oars make the boat spin round like a top."

"The Liard is a hard river," continued the veteran, "tracking and poing much of the way on the upper reaches. There are five portages, the worst one of which, the Devil's portage, requires a double block to pull the boats up. At Portage Brule, the same was true. One advantage we had, was that there is good ground to travel on in making each of the portages. Above Portage Brule is Munction portage, where the boat is

just out of the water and then in again almost directly. At Lying Wood portage, we lowered our boats into a baye and passed safely."

"Arrived at the head of the Liard, Lake Frances, where there was then a post, we transported our supplies and stores up the lake to the opposite extremity, twenty-five miles, and cached them there until winter set in when we portaged seventy-five miles to Pelly Banks post at the headwaters of the Pelly river, where we spent the winter in preparing rafts, etc., and in the spring we went down the Pelly to the junction with the Lewis, which had been selected as the site for the fort. Here we built Fort Selkirk. This was in 1848."

"I remained at Fort Selkirk under Chief Factor Campbell for five years. In the fifth year a band of the Chilkat Indians, twenty-seven in number, came across the mountain, and finding Mr. Campbell alone, pillaged the fort. The men, of whom I was one, were down the Yukon to Fort Yukon for supplies, and Mr. Campbell came down to meet us and turned us back. We all went down to Fort Yukon, where I afterwards remained seven years with Mr. Hardisty. My companions went on snowshoes up the Porcupine and across to Macpherson, and eventually up the Mackenzie. Chief Factor Campbell returned to Fort Yukon after meeting us, and made his way across to Frances Lake and down the Liard to Fort Simpson."

Mr. Flett spent twenty-one years in the Mackenzie River district, and was in charge of Fort Macpherson twelve years when he opened up the trade with the Esquimaux. Later on he was transferred to Fort Liard, about half way down the Liard river. He thus had a chance of renewing his knowledge of the river. When he was at Fort Liard, mining was going on he said, on the Dease River, not far from the Pelly river headwaters. He met one of the men, Fr. Lepine, after having left the Liard. Washing and prospecting could be done on the bars on the way up the river.

Replying to my query as to the practicability of the Liard river for parties wishing to go up, Mr. Flett said: "We did it fifty years ago, why should not the others do it now? At Fort Simpson are many halfbreeds and their families who would engage at reasonable wages to accompany a party up the river."

It was a strange experience to listen to this hearty old-timer, the sole survivor of the pioneers of the Yukon, and to realize that as long as fifty years ago, the Liard and Yukon rivers were as an oft-told tale to him, while to-day they are only coming to notice and one at any rate has yet to be re-explored. Probably no other living man can give such accurate details of the Liard and his opinion is of greatest value to any who wish to try that stream.

Mr. Flett left Liard in 1880. It is almost startling to think that he and his companions have, without thought of gold, passed by the creeks of the Yukon that have since yielded fortunes to so many.

Thus, Scott, whom I have mentioned elsewhere, says that when he was stationed at Fort Simpson, a miner named Nicholson, who was stopping there took him out to show how they panned for gold. This was right at the mouth of the Liard and at random and Mr. Scott says they got a number of colors to the pan, which Nicholson said would be at the rate of \$3.00 per day.

DOWN MACKENZIE RIVER AND UP THE YUKON.

To those contemplating going all the way to Dawson City or the Klondike region, the following details of the trip down the Mackenzie river from the personal experience and observation of Capt. Smith will be found invaluable:

Parties require no guides in going from Fort McMurray to Fort Chippewyan, which is situated on the southwest angle of Lake Athabasca. The latter is to be approached by taking the left channel, which enters the lake about seven miles from Fort Chippewyan, and by locking N. N. W. is easily discerned on a clear day.

"From Chippewyan a guide should be employed about half a day to pilot into Reek river, which joins the Peace and from the confluence of which is called the Slave river to Great Slave lake. The first obstacle on this river is the Smith portage, which must be approached on the left bank, and is sixteen miles long. But the boats can be taken down the rapids by making three or four portages, one of which boats and cargoes must be portaged, but this portage is in excellent condition, and is kept so by the H. B. company. If this mode of procedure be adopted a guide must be employed. Men are easily procurable who thoroughly understand the management of boats in such places. If parties prefer crossing the portage by team, they can be accommodated, as there is quite a settlement, together with a H. B. post established where assistance can be easily obtained.

"From Fort Smith down to Fort Resolution, on Great Slave Lake, there are no obstacles in the way, and by taking the channel, which is the shortest and about four or five miles from Fort Resolution, also to the left, where a Roman Catholic mission is passed before reaching the Fort. At this fort parties will be



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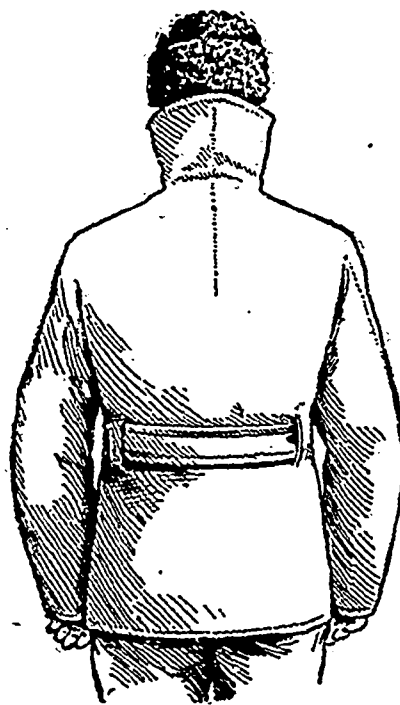
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shown the direction across the bay of the lake and by following the south shore of Great Slave lake enter the McKeuzo river, passing Fort Providence where there is an establishment of the H. B. Co., and an extensive mission of the Roman Catholic church on to Fort Simpson at the mouth of the Liard, since the headquarters of the H. B. Company for the Mackenzie River District, one of the most important and extensive districts of the said company. Leaving Fort Simpson and proceeding down the Mackenzie river you pass Fort Wrigley and Fort Norman at the mouth of the Great Bear river, thence passing to Fort Good Hope without interruption on to Fort McPherson on the Peel river and the delta of the Mackenzie. At Fort McPherson a guide can be secured to pilot parties up the McDougall pass.

In conclusion I may state that I wintered at Fort Smith and also spent a winter at Fort Simpson. I built the steamer Wrigley and commanded her for one season on the route between Fort Smith and Fort McPherson, and have no hesitation in saying that anyone adopting this route will find it a picnic—down stream all the way to Peel river and able to travel night and day whilst on the main river. This is by all means the poor man's route to the Klondike, although I am still of the opinion that gold in equal if not greater quantities will be found east of the Rockies and along the entire line of this route."

MCDUGALL PASS.

The only available man to give an accurate account of the part of the journey from Fort McPherson across the pass to the Porcupine river is Thomas Scott. He it was who in 1872 was the companion of Inspecting Chief Factor McDougall of the H. B. Co., when the pass was discovered. Previous to that time the company's employees had been in the habit of making the trip to La Pierre's house at the junction of Bell's river with the Porcupine, overland ninety miles from Fort McPherson. In order to shorten this trip, Mr. McDougall, accompanied by Mr. Scott, set out and paddled up Rat River east in a boat thirty miles from its confluence with Peel river. "I measured the distance so I know," said Mr. Scott. At this point there is a canyon on the river, not difficult or dangerous, nor causing a long portage. Our exploring party, however, left their boats here and proceeded up the pass and across the summit to deep water on Rat river west, called otherwise Bell's river. Here the party built a raft and floated down to La Pierre's house on the Porcupine, finding no obstruction. From thence down the Porcupine to its junction, at old Fort Yukon with the Yukon river, was already well known to the H. B. Co.'s employees, so the party returned to Macpherson.

Speaking of this pass, John Flett, who was in charge of Fort Macpherson at the time of the exploratory trip of Mr. McDougall, now retired from the service and resident at Prince Albert, told me that while it was then first explored by the company's men, it was known before, for the Indians used to trap the Cariboo or reindeer, as they are called sometimes, in great numbers in the pass, and slaughter them wholesale, bringing the flesh to Fort McPherson. In fact it was their regular place to kill

deer. Mr. Flett said that an American trapper and miner by name Harper, who he thinks is still on the Yukon at Fort Cudahy, went through the pass at the same time or shortly after.

THE PEACE RIVER COUNTRY.

From Prince Albert to the Peace River country by water is not only the easiest and safest way in—it is the shortest and quickest. The journey of 425 miles from Prince Albert to Fort McMurray, via Green Lake, is as stated before an 11 day trip and from Fort McMurray to Lake Athabasca and across the lake to the mouth of the Peace river is only some 175 miles at farthest, with not the slightest obstruction all the way. Going up the Peace river is only a question of time, as no obstructions present themselves and the man with limited means can far better afford a little time than be blocked altogether as he would be by the price on other routes.

One immense advantage of the Peace river is the same as is true of the Liard, a party can prospect all the way and should they strike anything very good stay and work it. Then if there is the prospect of a summer spent in working on the river a very little forethought and exertion in planting seed at the summer camp will insure a large addition in the way of vegetables, etc., to the larder. This of course, would only be possible where a party made a location for the season at the commencement of it. The number of times that gold and in paying quantities has been washed on the Peace river, not only at the headwaters, but on the lower reaches, has removed any doubt that might have existed. Late developments would indicate that a considerable rush will be made to the Peace river in the coming season.

Added to the allurements of gold washings, the Peace River district presents claims to attractiveness from its climate, which is of a mild and salubrious nature, rendered so by its low altitude, and at the same time its proximity to the sheltering mountains. As an agricultural country the Peace River will one day be a formidable rival to the best sections of the Dominion. Every attempt at cultivation of grains, vegetables, etc., by residents has been attended with marked success, and it may be noted that Peace River wheat took a diploma at the Chicago World's fair. As a cattle growing and grazing country the Peace River will prove to be second to none. Its large area, is one very strong feature—making possible an amount of development that will be simply gigantic when once it starts. There is room, and plenty of it, for the extension of the cattle-growing industry north and west through the Peace River district, until countless herds roam over the rich, grassy fields.

At present little has been done of any extent, except at some few settlements, notably at Smoky River, where there is a Catholic mission under Father Husson, who has been in that country many years. The people are half-breeds and semi-civilized Indians, and they have been growing grain and vegetables and raising horses and cattle.

A very large herd of cattle—the only one of any size in Peace River as yet belongs to the sons of Rev. Mr.

Brick, a church of England missionary who spent many years in the north. His sons commenced cattle raising, and not having brought any out to the markets of the world, have now an immense herd. The climatic conditions, winter and summer, are they say, perfectly favorable and feed is everywhere abundant.

On Peace river are several trading posts of the H. B. Co., Peace River Landing, Dunvegan and Fort St. John, also in that country are the posts of a number of smaller traders.

At the head waters of the Peace are the Omineca, Findlay and other rivers on which mining operations have been and are now carried on profitably, prospectors having forced their way across the mountains from the coast.

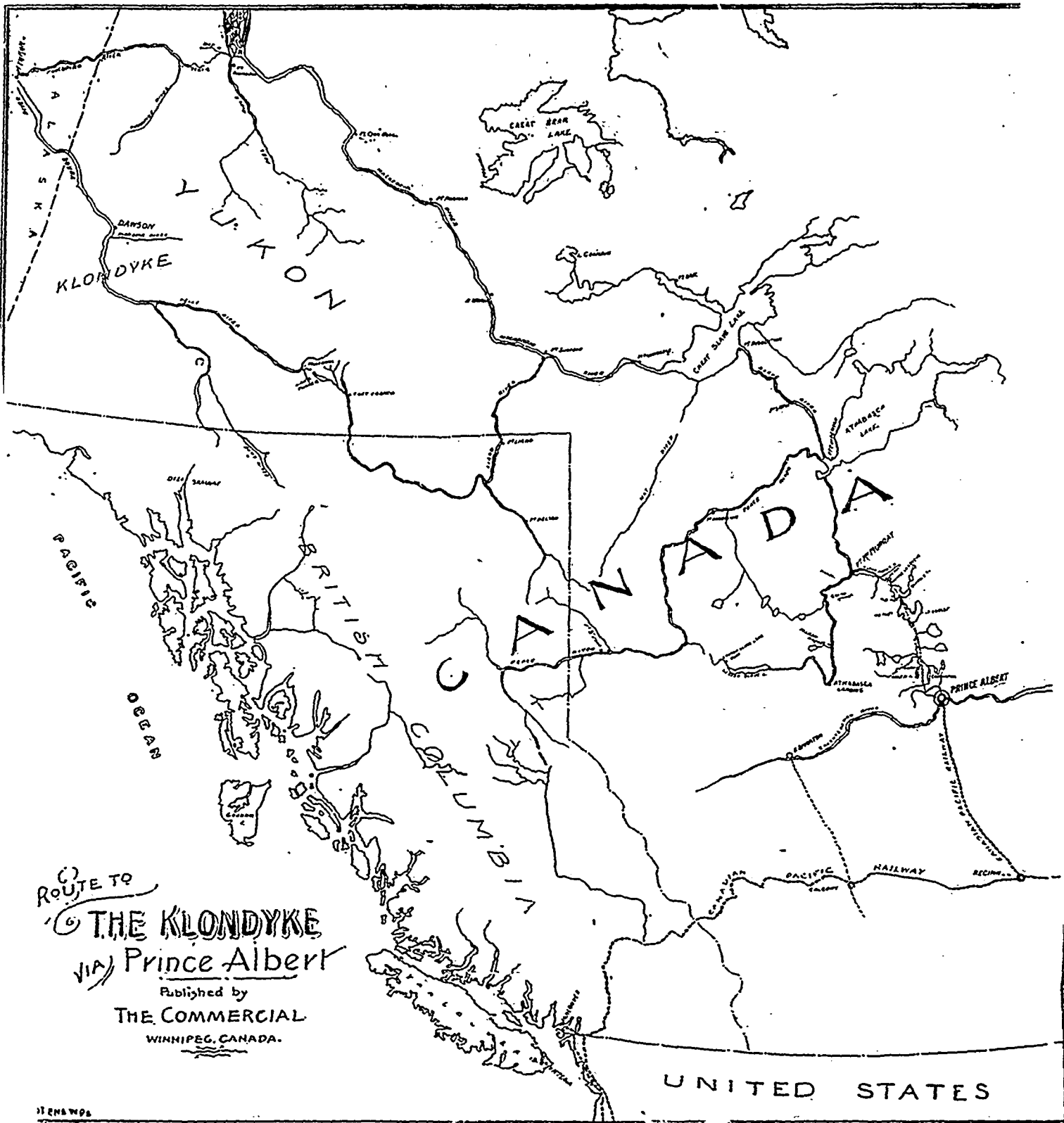
J. M. SMITH, BOAT-BUILDER.

Capt. Smith is the builder of the line of steamers owned and run by the H. B. Co. on the Mackenzie River system for their northern trade. The boats are three in number. The first one, the Graham, was built at Chippewyan, on Lake Athabasca, in 1882-83, to run from Fort McMurray, on Athabasca river, to Smith portage at Fort Smith, on the Slave River, on Athabasca lake and up Peace River. The second, the Wrigley, was built in the year 1885-6, to run from Fort Smith down the Mackenzie to Fort Macpherson. Capt. Smith took charge of this vessel in the summer of 1886, running her to Macpherson and back. In the winter of 1886-7 and spring of '87, he built the third boat, the Athabasca, at the Landing, to run to the head of Grand Rapids, 90 miles above Fort McMurray. That the Hudson's Bay Company should entrust Capt. Smith with the building of this line of steamers is sufficient guarantee of his capability. He is a thorough master of his trade, and knows all there is to be known of a boat, technically and practically. He is practically the inventor of the cheap boat, known as "sturgeon head," as they are modeled somewhat after the style of two boats he built when taking his materials down to build the steamers.

HIS BOAT.

Capt. Smith proposes to build boats to supply northern parties, and he already has models, specifications, details and prices figured out. He will also undertake to have any boats ordered built, ready at Green Lake on shortest notice. He has brought all his skill, knowledge and long practical experience in handling boats on these waters to bear on the subject of the model best adapted for up or down stream, greatest safety and capacity for carrying freight.

He has designed a boat with both bow and stern, spoon-shaped which he considers the best for rapids. It will be 28 feet long, 7 foot beam and slightly flat bottom, but with sides gradually swelling, thus offering much less resistance than the ordinary, straight-sided, flat-bottom variety. Its carrying capacity will be 3 1-2 to 4 tons, and it will be suitable for 6 or 7 men. From long experience, as stated before, Capt. Smith guarantees satisfactory results in handling this style of boat in all kinds of water. He will be pleased to quote prices and terms to any applicant. Address, J. M. Smith, Prince Albert, Sask.



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Gold at Great Slave Lake

Rich Strike on Hay River between the Peace and Liard

To the friends of the movement to develop a route to the Canadian gold fields, by the water courses this side of the mountains, the following dispatch printed in the Winnipeg Free Press on Tuesday of this week, Feb. 1st, will be welcome news:

Prince Albert, Sask., Jan. 31.—Word has just been received by Bishop Pascal from northern missionaries that gold in large quantities has been discovered on the Hay, Buffalo and other rivers running into Great Slave Lake, a distance of about 700 miles north of here. The information is considered perfectly reliable. Citizens are greatly excited, and parties are preparing to start as soon as possible. The route is a comparatively easy one. The discovery was made by a party of twenty-seven who were wintering there en route to Yukon; and the missionary there reports that gold is being brought in every day by Indians.

THE NEWS AT REGINA.

Regina, Jan. 31.—News has reached here that the first batch of persons for Yukon by the Regina and Prince Albert route have found gold in large quantities in the rivers running into Great Slave Lake, 700 miles from Prince Albert. The news comes through Bishop Pascal, and is considered trustworthy.

HAY RIVER.

Hay river is a large stream running into Great Slave lake at its western extremity. The river takes its rise not far from the headwaters of the Nelson river, sometimes called the south branch of the Liard, and runs in a northeastern course diagonally across the area between the Peace and Liard rivers and almost equidistant from these two rivers all the way. Moreover it enters Great Slave at a point on the great Mackenzie water course, about half way between the mouths of the Peace and Liard.

So much for the location of the stream on which such rich finds have been made. The parties who have made the strike have been in camp at Great Slave Lake. They were on route to some part of the gold regions and having started late in the fall were camping until spring would allow them to proceed by water. It is known that several parties about sixty in number were at Great Slave lake, and advices received from them stated that they were encamped at Fort Resolution, mouth of Slave river, and not 100 miles from the Hay river. It is by one of these parties that the discovery was made, and the fact that Indians are bringing in gold as reported, would lead to the conclusion that inquiries among the Indians had as much to do in leading to the discovery and location, as actual prospecting. Indians are proverbially close and keen observers. In the woods, the rocks, the grass, the sky, the running stream, they for ages made their studies, and to them nature is as an open book. They are familiar with every stream and with

the rocks and pebbles on its banks and in its bed. If they had never looked for the precious grains of gold, or discovered them before, the presence of a large number of strangers, an unusual occurrence in that region, would attract attention to the object of their visit. And during the summer a number of parties passed down the Mackenzie, who would also be noticed and their purpose commented on.

From whatever immediate cause, the result is of immense importance to Canada, to the Northwest, to the routes on the hither side of the mountains, and to the many who are desirous of joining the rank and file of the great army of prospectors already on



W. J. MITCHELL'S DRUG STORE

the march for the gold fields of Northwestern Canada. The movement is one of the greatest on record, unparalleled in the history of gold rushes, and not exceeded by any other great industrial movement. The discovery just recorded will accentuate it to a degree that will be hard to credit.

Not that it may open any very large hitherto unknown field, but situated between the two great gold rivers, the Liard and the Peace, themselves scarcely begun to be prospected, though known to be rich, this Hay river discovery practically demonstrates the truth of the claims of richness made for the country east of the Rockies. That is settled now and henceforth nothing remains to be done to "draw" people that way. All the territory is open to prospectors and the practical demonstration of its wealth will be all the inducement necessary.

A comparison of this region and the inhospitable Yukon and Alaskan country tells immensely in favor of the eastern country from the points of climate, proximity, ease in reaching it and taking in supplies as well as

cheapness. The cost of getting there and living after reaching the Peace, Liard or Hay rivers will not be more than one-fifth that of the Klondike, and the great material advantages of the country will act as an inducement, where, in the other case, the lack of these advantages acts as a deterrent. The rush will be this way!

W. J. MITCHELL & CO. DRUGGISTS.

The accompanying view gives a fair idea of the interior of the above firm's Prince Albert drug store, a thoroughly up-to-date institution with a complete and fresh stock of the best drugs in the market. They are making a specialty of a medicine case for northern miners. It is a small leather case, of nineteen small bottles, containing in concentrated tablet form all the principal ingredients for the treatment of all ordinary ailments, as headache, cold, sore throat, cough, diarrhoea, etc. Another article is saccharine tablets, 200 times stronger

than sugar. One hundred of them carried in a tiny vial in the vest pocket equals ten pounds sugar. Supplies of mercury, cyanide of potassium, etc., for treatment of gold bearing sands and rock, miners' glasses, retorts, and necessaries for any requirement of metallurgy, supplied from stock at once. No delay. Tests made, and assays from samples of ore or auriferous earths on the premises by a practical analytical chemist. W. J. Mitchell & Co., Prince Albert, Sask.

MONTREALERS GOING VIA PRINCE ALBERT.

One would hardly expect that so newly settled a country as the Yukon gold fields would afford such an extensive choice of routes, but after exhausting a long list of entrances by the ocean parties are now turning their attention to the different overland routes which may offer a choice. A party of Montrealers are at present outfitting very systematically along the line suggested by an Eng-

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 parties going to the Yukon
 Gold Fields.

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 Maps, describing Route via
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 MANAGER OF THE
**KLONDYKE
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Travellers to the Liard, Peace, Mackenzie or
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The old established and reliable outfit.
 Best of Horses and Rigs.

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Prince Albert, Sask.

JNO. E. SINCLAIR

General
 Merchant AND
 Indian Trader

23 years' experience as voyageur, dog driver
 and outfitter for the Northern Trade.
 Parties going in by the Prince Albert Route,
 send in your orders ahead, which will
 receive prompt attention.

◆◆◆◆

PRINCE ALBERT, SASK.

fish sailor and miner, named Helgh, who holds some very decided opinions on how to go to Dawson and what to take there—there is very little difference of opinion as to what one is expected to bring back. Regarding the route chosen Mr. Helgh said in an interview: "We intend to go by the C.P.R. to Regina, from there we will go to Prince Albert, instead of the usual Edmonton route. I venture to say that we will be the pioneers of this route, for as far as I know just now we will be the first to attempt to make the journey to the gold fields by this way. Traveling in out-of-the-way places has been my hobby for years, and I have made several long voyages in northern seas, both of Europe and America. For many reasons we decided upon this route some months ago, and since then have been trying to obtain information about it. Just at present it does not seem to be in much favor. One of the reasons, in my opinion, that the Prince Albert route has not been advocated by the transportation companies is that from here it is only about two-thirds of the total journey to the coast. It is in the interests of the companies to carry you as far as possible. Many will think with me when I say that this route offers advantages over the overland route by way of Edmonton. In the first place you have no hills to pack all your goods over, as those between Edmonton and Fort McMurray. We need to do but little carrying, as our goods will be taken on sledges, and by following the trend of the lakes and rivers we will get a comparatively level road. Besides my own researches, I have lately received a letter from an old friend of mine in the Northwest. He has been in the services of the Hudson Bay company for years, but is now too old for hard work. He recommends this route to me, and gives it from personal experience to be the safest and best all round way known.

"I will give you the route as he advises it. He says: 'I am not only of the opinion that this is the best route, but my opinion is backed up by many others who have spent long service in the country and have personal knowledge of the route. It is nearly an all-water route, and almost direct. After reaching Prince Albert you travel by way of Green Lake and Isle le Crosse to Fort McMurray, and thence down the Athabasca river to Great Slave lake and the Mackenzie river to Fort Simpson. From there you proceed up the Laird river to the Pelly. This is an all-Canadian route, and I believe in time will be the favorite one both going and coming.'

"When we reach Prince Albert we will complete our outfit, and there hire packers and guides. Indian packers can, I am told, be had here at reasonable prices and of a much better class than those at the coast. We are not going to take any animals with us, but are taking boats in sections to be put together there and placed on runners. We intend to travel up the ice of the lakes and rivers until it begins to break up when our help will return and we will take to our boats. If lucky I think we can reach Fort Simpson before this occurs but even should we be caught, can make the journey about two weeks quicker than the coast parties, for we will get soft weather much sooner in the river basins than they will on the mountain passes. This way appears to me from a study of the

map to be nearly four hundred miles shorter than any other route, and we have besides upwards of half a dozen Hudson Bay trading posts along the way.

"Now that food is so scarce in the Yukon district, it seems to me that were the company to rush supplies up to the last post—Fort Simpson—they could very easily drive from the field of competition the American and other companies who are attempting to land food supplies at Dawson. City by means of the trails over the mountains. They have the posts there and men already trained. All they would need to do would be to purchase supplies, increase the messengers and forward the goods. As you can see by the map, Fort Simpson is within touching distance of the one navigable river of the Yukon district."

Mr. Helgh also explained the essential differences in his outfit as compared to other parties: "We will take about the usual amount—between one and one and a half tons. We have but it pretty fine, and I think that should a housewife look in upon our culinary arrangements she would feel quite envious of our cooking devices. My experience as a steward with some of that knack of "stowing away" which is attributed to a sailor has made me pretty handy in the provision line, and I think I have just about a perfect list. I have calculated that the year's provisions for one man would be as follows: Provisions—Flour, 500 lbs.; peas, 75 lbs.; beans, 75 lbs.; rolled oats, 50 lbs.; tapioca, 10; lintels, 15; evaporated potatoes, 25; evaporated apples, 25; evaporated peaches, 25; evaporated apricots, 25; sugar, 60; maple sugar, 40; butter, in tins, 25; coffee, 10; cocoa, 5; tea, 10; milk, condensed, two dozen; pepper, 1 lb.; salt, 15; beef extract, 6; baking powder, 10; soap, 25; candles, 25; evap. vinegar, 1 qt.; prunes, 25; raisins, 5; ginger, 1; mustard, 3; bacon, 150; tobacco, 15; lime juice, 6 quarts; ship cabin biscuits, 50.

"In this list there are many things that some people would think superfluous, but it has been added to give us a change of diet, and no one can appreciate what this means more than a sailor. Of course every one has his own ideas about what he needs, but in the line of what I consider something new I have taken a small hand force-pump with a length of hose attached. The pumps weighs only eight pounds. You can see what good use can be made of it in case the rain or the waves get into the boat amongst our provisions. It will be useful for raising water or foul air from the pit and for washing the dirt. We have laid in a splendid supply of clothing, boots and other ware, besides tools and ammunition, not forgetting a pack of cards."

PRINCE ALBERT.

BUSINESS, INDUSTRIAL AND AGRICULTURAL DEVELOPMENT

The town of Prince Albert, like many another in the great Northwest, owed its origin to the fur trade, the primary industrial factor of the country. In the days of the French occupation of Canada before the memorable night of the 12th of September, 1759, when Wolfe climbed the heights to the plains of Abraham, that venturesome old

French explorer La Verandrye had been up the valley of the great Saskatchewan, and as early as 1748 he had established a trading post where Prince Albert now stands. After the British occupation of Canada and in consequence of it, numerous British trading companies, among them the Northwest Fur Co., competed for the ascendancy in these regions and in 1774 the Hudson's Bay Co. first put in an appearance on the great Saskatchewan of the North, and until the field was finally left to them there was many an exciting incident in the keen competition for the valuable fur traffic, not seldom attended with violence.

In course of time the supremacy of the H. B. Co. was asserted, and the numerous traders and adventurers disappeared. Then ensued for a long period an unbroken solitude but for the exception of the presence of the company's agents. The year 1866 marks an era in the history of the North Saskatchewan, for then a missionary from the colony at Kildonan on the Red River, Mr. Nesbitt, came to work among the Indians and half-breeds settled about the post on the banks of the Saskatchewan. With him, or afterwards, attracted initially by family ties, came a number of sturdy Kildonan settlers, who were also attracted by the fertility of the soil in the valley of the great river. These formed the nucleus of the extensive and successful agricultural settlement surrounding the town today. The pioneer missionary, Nesbitt, gave the name Prince Albert to the settlement, and it gradually came to be adopted by all until it was soon the accepted and only name.

The next era in the history of development worthy of special mention was the years 1878-9 when railway development was attracting attention to the great fields of the Canadian Northwest. Then the projected line of the great transcontinental railway was designed to follow the fertile Saskatchewan valley, and continue west to the mountains at Yellowhead Pass. Prince Albert was a prominent objective point in all railway propositions, and therefore became a centre of attraction for further settlement. Naturally the keen eye of clever business men caught the situation first, and a large number located here. Later on, after the new community had borne the disappointment of the location of the C. P. R. elsewhere, there was an immediate prospect that the M. & N. W. Ry., which then had a charter, would be extended to Prince Albert at once. This had the effect of stimulating further business development and settlement here, and all along the projected line of railway. Once again were the hopes of a railway disappointed, and it was not until October, 1890, that the two toots of the locomotive was heard for the first time on the banks of the great Saskatchewan of the north, on the completion of the present branch from Regina. This had a further stimulating effect on the already thriving town, and progress has been steady and sure ever since.

From whatever cause, or whether by merest chance, Prince Albert has had the good fortune to have, as a general rule, the best class of business men locate here. With one or two ex-

ceptions, the business men form a body of bright, intelligent, broad-minded citizens, who would be a credit to any city, and who, it is to be hoped, will live to see themselves citizens of no mean city of their own making, as a reward for their stick-to-it-iveness if I may be allowed to trench on the prerogative of a brilliant westerner and coin a word to suit the thought. They are stayers these Prince Albert fellows. Just look at the record of their experience written elsewhere. Fifteen and twenty years in business without a pause, the most of them! Doesn't that show staying powers? And I am going to state an almost incredible fact now; true of no other place in the whole west. I venture, in all the history of the town not a man who ever entered retail business has had to close his doors or has gone out of business and not paid 100 cents on the dollar.

And there has been large business done. There are more men in each line in the town than in any other town of its size, yet all have made a living. In the old times when waiting for a railway, the settlement could do no grain growing for export, so that was limited and necessarily much business was done by barter or exchange by the merchants for their goods the latter depending on selling the produce to traders, travellers and other non-producers. Oftentime they have taken produce in quantities they knew they could not dispose of, but still they stood to the settlers. Cattle raising was an industry which could and did thrive, and to-day there are large herds in the district.

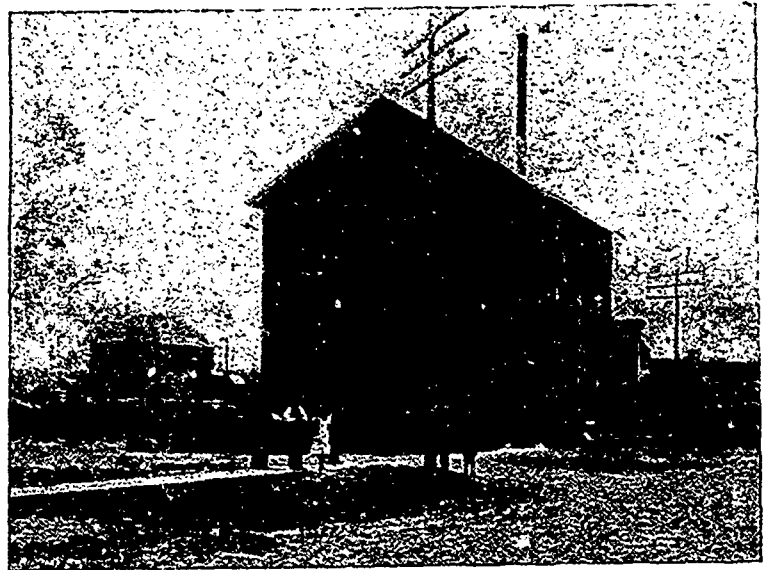
The fur trade was an important factor for the merchants of Prince Albert in the years before the railway. It was the main business of many of them so much so that they called and still call them "fur traders." Many of them have still men employed at outposts at various northern points. The H. B. Co. too made this the chief post of the district and supplied for the chains of northern posts, both east and north west out over the trail to Green Lake and Portage la Loche. One factor in making this a chief post was the company's large flour mill, erected here on account of the excellence of the wheat and that the quantity produced could be depended on steadily. This was a great factor in developing the district and encouraging the settlers to grow grain. The company's mill supplied flour to all the post north, east, and west, thousands of sacks going into the Mackenzie river country and intervening points. The steamer on the river carried loads of it up the river as far as Edmonton and down to Cumberland. This they still do every summer. Both mill and steamer are in charge of Mr. R. McGinn.

Since the railway, and hence possible shipment of produce to markets, the settlement in the Saskatchewan district have rapidly increased and trade has grown accordingly. Great quantities of stock are shipped every year, lumber, from the native spruce, a superior variety, is shipped in large quantities. There have been two grist mills since '91 and there have consumed and made into flour a large part of the wheat grown. They have done a large export trade and Prince Albert flour has a wide reputation. This year the quantity of grain grown attracted more of the grain companies and exporters than before and in another season or two numerous elevators will be seen at the railway

points. The fur trade from the north country has continued good, being still an important item of the volume of business, though long since overshadowed by growing interests. Lumbering has been an important industry since 1876, when the Moore and Macdowell mill was first built. Afterwards it was greatly enlarged until it is one of the finest plants in the country. Unfortunately it has been idle for some time. Keith & Co. have another mill also a large one, with every modern improvement and with a complete plant for making kiln dried lumber. The third mill is owned by Jas. H. Sanderson, west of the town, the others being at the east end; Mr. Keith's near the H. B. flour mill and the Moore & Macdowell mill a mile further. Mr. Sanderson has been here a long time and has built up a good business. He annually cuts a large quantity of spruce and besides has a complete planing mill and wood turning shop. All kinds of mouldings, sash, panel doors, etc., are made from the native spruce which is of a much superior quality to the spruce further east. The samples of moulds in

prettiest building site is on the gradual slope up to the second bench or plateau, or on the plateau itself which is a very commanding position, and is already crowned with a number of fine houses, and with the handsome court house and the extensive barracks of the N. W. M. police, the second largest in the Territories, this being a principal post. Trees are numerous both for beauty and shelter, and from any point of the town a lovely view can be had of the broad, majestic river, and the sloping forest-covered lands on the north side, made all the prettier by the contrasting shade of the dark fir or spruce with other foliage. The river as a place of recreation and amusement is unsurpassed.

A splendid red brick, locally manufactured, enters largely in the material of the best buildings. The fine town hall and offices are built of brick, the court house and many residences. At the west end is situated the cathedral church and palace of Bishop Pascal, of Saskatchewan, and a large convent school. Further west, a mile or so is the Emmanuel college,



KIDD'S FLOUR MILL, PRINCE ALBERT

large and fancy patterns, which I saw, were as good as if made of pine. The supply of spruce in the district is almost inexhaustible.

The two flour mills are described elsewhere in this number. The fishing industry of the many lakes and rivers that dot this northern country, is one which is important, not only industrially, but as supplying plentifully a cheap, wholesome article of food. Salmon, whitefish, jackfish, pickerel and other varieties are obtained. Game is abundant, being not only an agreeable addition to the bill of fare at times, but a pleasant recreation.

Prince Albert is situated on the south bank of the Saskatchewan river, the main business street running along the bank so that the water forms one side of it, the stores, etc., facing directly on the river. The first bench of the valley is narrow, and is pretty well built up with business places and residences though the whole length of about three miles from one end to the other of the settlement is not built up. Perhaps the

a large institution built and maintained by the Church of England.

The location is all that could be desired for a town, except the location of the railway depot, which is situated more than a mile from the business portion of the town. If the future makes Prince Albert a city of large proportions, the site is ample for all requirements and admirably adapted for drainage, street railways, waterworks, etc. Already the town is lighted by electricity, a company having been formed some years ago, and erected a serviceable plant, giving good satisfaction. A good telephone system is installed, with the central exchange in Geo. W. Baker's book and stationery store. The town policeman — Westwood — is a fine specimen of manhood, affectionately called "Scotty." His office as far as keeping peace is concerned, is a secure. Fraternal societies flourish here, probably due to the fostering spirit of brotherly kindness so apparent all through the community. The writer never visited a town where there was less petty jealousy and narrow selfishness, so fatal

to the prosperity of a town. The extremely few exceptions are all the more noticeable in a community of such rare good spirits.

The recent news of the sale of the bonds of the M. & N. W. Ry. will be welcome news to the town and district. The road is to be completed to Prince Albert at once, thus opening up all the rich agricultural district of eastern Saskatchewan, and furnishing the many settlements already existing, outlet to market, as well as direct communication to Winnipeg. Realization of this long-promised, long-deferred project, will make things rosy for Prince Albert and the Saskatchewan, which will, ere long, develop into another province of the Dominion, and not the least, either.

A new passenger train service went into effect on the Canadian Pacific on Feb. 1. The running time of nearly all the trains on the western lines of the company is changed.

Mayor F. C. Baker has been a resident of and in business at Prince Albert since 1882, having in that year come from Brandon. Previous to that Mr. Baker had spent two years in Winnipeg. He carries a large stock of general merchandise and is engaged in trading in the north, having the largest outfitting business in that line. He was for several years in the town council and is a prominent and active member of the board of trade. This year Mr. Baker was promoted from the position of alderman to the highest municipal office, having been elected mayor by a handsome majority. To his energy and interest is due a good part of the movement now being seen in the Prince Albert route to the Yukon.

J. B. Kernaghan, hardware merchant, came to Prince Albert in June 1887, from Winnipeg, where he had been in the employ of J. H. Ashdown for five years previous. He came from

He took passage down the Red from Fisher's Landing on the steamer Manitoba, for Winnipeg, thence on the Assiniboine by the side-wheel steamer Prince Rupert to Portage la Prairie the journey taking seven days, running day and night, though the distance is only sixty miles by land. From Portage la Prairie he came overland in company with Wm. Drain and others, and had two oxen and loaded Red river carts. On the way the party passed several large herds of buffalo. They arrived in Prince Albert, June 21, 1878. Mr. Thompson formed the mercantile house of C. Thompson & Co., in 1895 and today the firm has the largest floor space of any house in the Saskatchewan district.

A McDonald, of the firm, Thompson & Co., was born in Norfolk Co., Ont., lived at Guelph and other places, engaged in the mercantile line, which he has followed for twenty years. In 1895 he came west and joined the firm



Photo by W. J. James, Prince Albert

WITTEMAN'S BREWERY, PRINCE ALBERT

Prominent Business Men of Prince Albert.

The Prince Albert Roller mills, Jos. Kidd, proprietor, were erected and commenced running in 1891. They have a capacity of 100 barrels daily and storage room for 20,000 bushels of wheat. Mr. Kidd has a large custom trade besides merchant milling. He has sent shipments east to Toronto and Montreal and west to Kootenay, Vancouver and intermediate points on the main line. Patent and Strong Bakers' flour made at these mills are known all over, being ranked among the leading standard brands of Canadian flour. Mr. Kidd finds the supply of wheat plentiful and of excellent quality. As markets improve the acreage sown each year has been increasing very rapidly.

Colborne, Ont., in 1882. Mr. Kernaghan established himself in business when he came to Prince Albert, and now has a large stock of general shelf and heavy hardware. He is a practical man also, and is prepared to handle all orders in his line from miners traders, travellers or settlers.

W. J. Kernaghan has been seven years in business in Prince Albert, having a stock of general hardware, stoves, etc., with everything in connection. He came here from Winnipeg where he had been in J. H. Ashdown's employ for eleven years. Originally he came from Colborne, Ont., and is a Canuck by birth. Mr. K. has invented a neat and complete practical folding camp stove, which is described elsewhere.

Chester Thompson, the senior member of the firm of C. Thompson & Co., general merchants, came to Prince Albert from Elgin Co., Ont., in 1878.

of which he is still a member. He is secretary of the Prince Albert separate school board and president of the local branch of the C. M. B. A.

W. R. Fish, general merchant, arrived here in 1890 from Montreal, his native city. He walked from Winnipeg on the old overland trail. In the summer of the rebellion, 1885, he established his present business. He has also traders at Lac la Ronge and other points. Speaking of the Green Lake trail, he said it was a good road; the H. B. Co. had spent large sums of money in opening up this trail.

H. W. Mitchell, the resident partner of W. J. Mitchell & Co., opened with a fine stock in 1896. The store is also a new one built for them, and beautifully finished off in B. C. cedar, oiled. Mr. Mitchell has a good stock, and believes in shop dressing, so that, taken with the neat furnishings, he produces a

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PRINCE ALBERT, SASK.



CHESTER THOMPSON & CO'S GENERAL STORE, PRINCE ALBERT

Photo by W. J. James

very superior result in appearances, as shown by the view accompanying. Mr. Mitchell is a graduate of the Ontario College of Pharmacy and member of the Pharmaceutical Society of Manitoba. He is also an analytical chemist by examination, having taken a special course for that examination. He spent four years in Hooper's in Toronto and two years in New York and Buffalo. He came to Winnipeg first in 1879 from Toronto. This year he is one of the town's aldermen.

A. Haldenby, saddle and harness maker, came to Winnipeg from his native county of Bruce, Ont. He spent some time there before coming to Prince Albert. He opened in business for himself a year ago, and does a nice trade carrying a nice stock. He spent the seven years previous to that in town also. He makes up his own harness largely, and carries, as well, a large stock of general harness shop goods. Supplies for Klondike travelers and traders are an especial line.

S. McLeod came here from Winnipeg in 1883, and in partnership with Wm. Shannon, opened a boot and shoe store. Before coming here he had spent two years in Winnipeg, having originally come from Prince Edward Island. Five years after coming to Prince Albert, Mr. McLeod opened on his own account in a general stock, which business he still continues. Twice Mr. McLeod has suffered from fire, the first stock intended for the business in 1883 having been burned in the depot fire at Qu'Appelle station. Again last September his place was burned to the ground, but he at once rebuilt temporary premises. The coming season will witness a big expansion of his business, for he intends building a large block, and has already bought a heavy stock, of which special Klondike supplies form quite a portion. For some years Mr. McLeod was an alderman, and in 1896 was elected mayor. He is a very popular man, and deservedly so—in view of which it might not be surprising to see him shy his castor into

the ring in the future political campaign. His son, John D. McLeod, is associated with him in his business.

Geo. R. Russell, is one of the pioneers of the present town of Prince Albert. He was born in Glengarry Co., Ont., came to Manitoba in 1878 and to Prince Albert in 1886. He started the first regular butcher shop and also exported the first bunch of cattle and the first shipment of wool from the Saskatchewan. When he first came there was no ferry. He saw the opportunity and built and operated one for a long time. He has been a member of the separate school board from its organization, and was an alderman one year. With a view to meeting the demand for meat for Klondike parties and for the Koot-

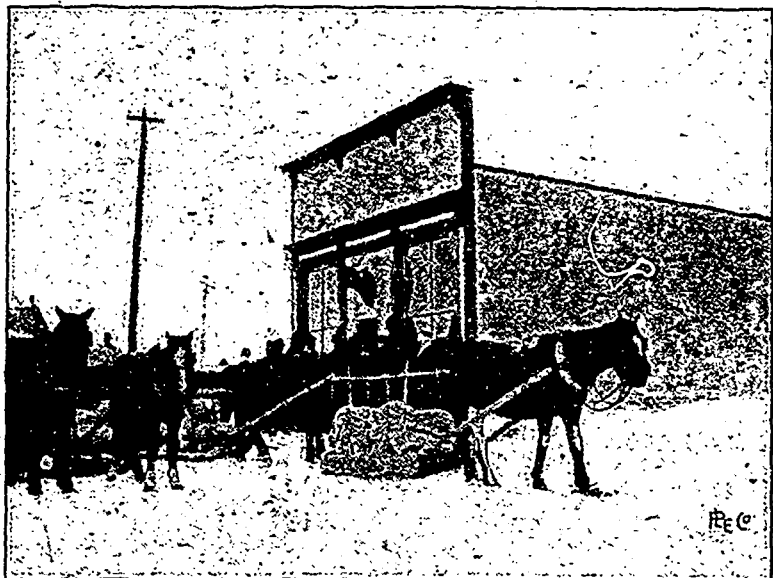
enay trade, Mr. Russell is packing pork on a large scale, having brought a skilled man from Europe for the work.

W. R. Gunn, M. A., the first graduate of Manitoba university and the oldest established barrister in the Territories left Winnipeg in 1881 after passing his final law exam. He and his brother set out for where Brandon now is, and in driving across country missed the trail. Instead of turning back they came on and reached Prince Albert on the 1st of July where a celebration was being held. Mr. Gunn has resided here ever since, and is looked on as one of the cleverest men in his profession in the west. He is a native of Manitoba from near Lower Fort Garry, where his father, Jno. Gunn, a well known old timer, still resides on the old homestead.

Wm. Shannon has been in Prince Albert over fifteen years and has been in the boot and shoe trade all that time. He also carries a line of furnishings, etc. He is a native of Londonderry, Ireland, and when eighteen years of age came to Canada, spending five years in Montreal and five in Toronto before coming west. He was in Winnipeg nine years and as that was during the boom, his cool, level head just made him a nice little sum.

J. R. McPhail has been in hardware and groceries in Prince Albert over eighteen years, having been among the earliest to arrive here for the purpose of engaging in trade. He came direct from Ottawa, is a Canadian by birth, has always identified himself with public affairs, having sat at the council board and school board several years. He was a candidate in the recent bye-election and just missed by a neck. But he has got the neck yet. His success in his business shows that he is the shrewd clear-headed business man he is looked on to be. He has a large shop neatly kept and well-filled with stock.

R. T. Goodfellow has been in business in Prince Albert since 1879, having been in the planing mill and sash and door factory for seven years. Twelve years ago he opened a stock of groceries, provisions, flour and feed, fruit crockery, etc., and has done well, hav-



J. E. SINCLAIR'S STORE, PRINCE ALBERT WITH PONY SLEIGHS STARTING FOR GREEN LAKE

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The demand for **Alfred Dolge's Felt Shoes** for next year will be enormous. We're getting ready for it. We are also preparing a little surprise party in Moccasins and Arctic Sox. Just wait for us.



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758, 760, 762 MAIN STREET, WINNIPEG

Dealers in Machinery and Supplies

Boilers, Engines and Steam Pumps, Hoisting Engines and Centrifugal Pumps. Agents for Monarch Economic Boilers. Latest improved Flour Mill Machinery, Woodworking Machinery and Saw Mills, Ironworking Machinery and Tools, Dodge Wood Split Pulleys and Friction Clutches, Dodge system of Manilla Rope Drives, Electric Dynamos and Motors, Electrical Supplies and Incandescent Lamps, Electrical Repairs.

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Call and see us or write for prices on any Machinery you are in need of.

G. F. & J. GALT

Wholesale Grocers

PACKERS OF

"BLUE RIBBON" and "UNION JACK" Packet Teas.

Klondike Supplies

NESTABLE STOVES AND
FURNITURE
MINERS' SUPPLIES
GOLD PANS, Etc., Etc.

Special Catalogue on Application.

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above goods, and are therefore in a position to fill
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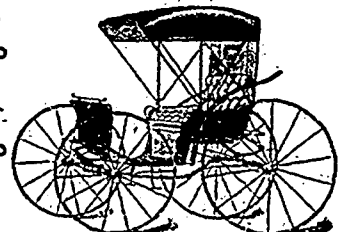
Farmers and others having
choice Melting Barley would
do well to send us samples.
We are prepared to pay
highest cash price for good
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EDWARD L. DREWRY
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Carriages, Wagons



Harness, Roles

Manufacturer of Carriage Tops and Trimmings.
The trade supplied in any quantities. It will save
you money to consult us before placing your spring
orders.

OFFICE AND WAREHOUSE

Cor. King and James Streets, WINNIPEG



F. C. BAKER, Mayor of Prince Albert

ing a good trade and carrying a good stock. He is a Canadian, hailing from Peterboro, Ont. He drove across country from Winnipeg in 1879 and the trip took fifty-nine days with oxen and carts. He says going to Klondike would not be a bit worse trip. For three years Mr. Goodfellow has been an alderman, the citizens renewing their pledge of confidence in him this year.

F. W. Wright, jeweller, came originally from Chesley, Ont., and was for a time at Souris, Man., and Deloraine. He also managed a business at Melita. In 1898 he came to Prince Albert to work for Mr. Way and three years later he bought the stock and business. He carries a large stock of fine goods in jewellery, watches and silverware, and his shop presents a very neat appearance.

R. B. Way, late postmaster, which position he filled capably and satisfactorily from 1881 until last fall, came to Prince Albert from Winnipeg, in 1880, travelling overland. Northumberland Co., Ont., is his birth-place. For years he carried on a jewellery business, until he sold out in 1896, to F. W. Wright. He now does a nice little trade as machinist and is gradually getting a nice plant together, having already drills, a fine lathe and other machines, some of his own invention. Mr. Way is well posted on the surrounding district and the various settlements.

T. J. Agnew, M. L. A. for West Prince Albert, was the first merchant (other than the H. B. Co.), to open out in Prince Albert. He came here in 1879 and in company with A. L. Ashdown, now of Portage la Prairie, started a general hardware business. Mr. Agnew is one of the few natives of the Channel Islands one meets in the west. He was born in Guernsey and came direct west on coming to Canada. It was Fort Garry when he arrived in '70, and he spent three years in the employ of J. H. Ashdown. He now has a very large stock of hardware, stoves and tinware, also handles Cockshutt plows, and the Chatham Manufacturing Company's goods. For some years Mr. Agnew was a member of the town council, and also on the school board. At present he is a member of the N. W. Territorial Legislative

The Queen's hotel, Prince Albert, is a first class public house, three stories in height, containing 35 rooms. It is comfortably furnished and warm, and the dining department is excellent. The dining room and boarding department are under the charge of Mr. and Mrs. Geo. Perry, formerly of the Grosvener House, Moxonin, N. W. T. The house is run by Messrs. Gladstone & Stalker, two capable young hotel men. They pay immediate attention to the bar and billiard room, which are well run, the bar being well stocked. Wm. Ewart Gladstone, one of the firm, hails from Owen Sound, and came to Prince Albert in '94. For one year he was in the livery business and most of the time since has been in the Queen's hotel management. A year ago he formed the present partnership with Mr. Stalker. Geo. Stalker was born in Winnipeg, and is a son of R. Stalker, well-known as a member of the old firm of Stalker & Hutchings. George learned the harness trade in the firm's shop and afterwards spent three years in St. Paul and Minneapolis. In 1894 he came to Prince Albert and was employed by Hutchings & McLellan. A year ago



S. McLEOD, an Ex-Mayor of Prince Albert

he joined Mr. Gladstone in managing the hotel.

S. J. Donaldson, came from Carleton, Ont., in 1876, joined the N. W. M. police and was in the service until 1881. He came to Prince Albert in 1882 and established business in 1883. He was elected mayor of Prince Albert in the year 1893 and '94, and has been an alderman every year since. He was also prominently identified with the Liberal-Conservative party in Dominion politics; being president of the local association. Mr. Donaldson knows a good horse, and has one or two extra good ones for his own pleasure, besides a good livery outfit. He is manager of the Klondike Transportation Co., Ltd., which will undertake transport via Prince Albert and Green Lake to McMurray.

The Prince Albert Advocate is a weekly newspaper, established in 1894 by C. R. Stovel. The present manager, Andrew Stewart, took charge in the spring of 1895. The Advocate is Liberal in politics, is a bright, clean, newsy sheet, and well-printed. The office is fitted up with good type

and presses, and occupies a neat little building of its own. Unlike the average printing office, it is a clean, tidy place. The manager, Andrew Stewart, is a practical man. Before coming to Prince Albert Mr. Stewart was a number of years connected with the press of Winnipeg. He came to that city in 1882 direct from Ireland, where he was born.

The Saskatchewan Times, established by J. D. Maveety in 18-2, Independent-Conservative, circulation 650, principally throughout the district, the third oldest paper published in the Northwest Territories. Mr. Maveety came from Kingston, Ont. On the News, of that city, he gained his first journalistic experience. He was on the staff of the Globe and Telegram in Toronto for some years and spent a year in Winnipeg on the Sun before coming to Prince Albert. He brought his outfit by steamboat up the lakes and Saskatchewan river. Part of it was a year on the road. Mr. Maveety publishes a good paper and his expressions of opinion never exhibit narrow prejudice or sectionalism. Either of the local newspapers of Prince Albert will gladly furnish any information of the district, town and Yukon route to inquirers.

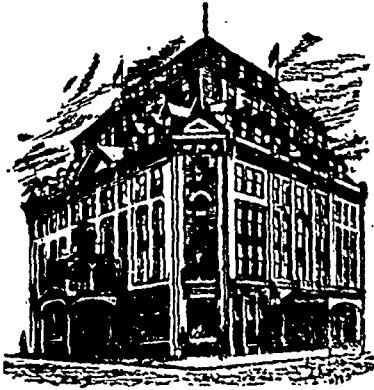
John Felton Betts, is a son of Rev. L. A. Betts, of Brockville, was born at Stirling, Ont., educated at Albert college, Belleville. He settled at Prince Albert in 1879, and started in general business, being one of the first to open. He was a member of the first council and was acting mayor. He was first returned as a member of the Territorial Legislature in 1888, and twice re-elected, 1891, 1894, was elected speaker of the assembly in 1895, which office he continues to hold having been confirmed in it after the government assumed responsibility last year. Mr. Betts is Conservative in Dominion politics. He is not only a popular citizen, but stands high in the regard of his fellow members in the Legislature.

Richard Gwynne is a partner of Mr. Betts in business, their house being called the "Buffalo Store." He came from Gananoque in 1879, and joined Mr. Betts, their business relations having been continuous since then. Mr. Gwynne is highly pleased with the Saskatchewan country and the climate. He resides in a handsome brick residence on the hill overlooking the town and river.



S. J. DONALDSON, an Ex-Mayor of Prince Albert.

HOTEL LELAND



THE PALACE FAMILY AND
COMMERCIAL HOTEL

Rates, \$2.00 to \$4.00 a Day

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W. D. DOUGLAS, Manager.

City Hall Square, Winnipeg.

LIPTON'S CEYLON TEAS

The finest the world can produce
Pure, fragrant, delicious
Awarded highest honors at the World's Fair
Over one million packages sold weekly
A trial will convince you of their merits

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Sole Agents for
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The Largest Factory of its kind in
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LION "L" BRAND

PURE VINEGARS

Manufactured under the supervision of
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Mixed Pickles, Jams, Jellies
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PREPARED BY

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MONTREAL

Gold, Silver and Bronze Medals
Established 1849 20 1st Prizes



W. R. JOHNSTON & CO.

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WHOLESALE MANUFACTURERS

READY MADE

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Samples at McIntyre Block, Winnipeg. Representatives: A. W. Lasher, W. W. Armstrong.

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**Boot and Shoe
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Our Mr. Gallagher will
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City. Special lines to show
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**Wholesale
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OUR
SAMPLERS
FOR
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SEE THEM
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ELSEWHERE

THE D. McCALL CO. Limited

TORONTO, ONTARIO

KID GLOVES

TREFOUSSE GLOVES
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The most reliable makes in the market.
Full assortment of sizes in December for
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Sole Agents in Canada:

McINTYRE, SON & CO.

WHOLESALE DRY GOODS, MONTREAL

Northwestern Agent, J. M. MacDONALD
McIntyre Block, Winnipeg, Man.

Chas. Woodman, brewer, has a neat establishment, though not very large. He turns out a class of beer that is very good and has a wide sale. He has been here a long time, having been in the livery business for quite a while.

The Prince Albert hotel, D. Pollock, proprietor, is a large frame building comfortably fitted up and run in very good shape, the rooms and table are first class, as also the billiard room and bar. Mr. Pollock has been in the town almost from the first. He is a popular landlord and a straightforward business man. Incoming travelers will find excellent accommodation and every attention at his hands.

A. A. B. Sprout, or "Bruce" as he is familiarly known, is one of the promising young business men of Prince Albert. He is in general business and has a store which is a marvel of neatness and cleanliness. He is assisted by Graham Mercer, who has been in the west so long he has forgotten where he came from. Mr. Sprout is son of the late Col. Sprout,

by the business men in Prince Albert. To him, Mayor Baker, Alex. McNabb and a few others the credit of pushing the Prince Albert route is due.

K. Wittmann, proprietor of the Prince Albert brewery, of which a good view appears in this number, is of German birth and has been in Prince Albert for some years. The national reputation the Germans have for brewing good beer, he endeavors to keep up even here in the west, employing only skilled German brewers and maltsters. The plant is most complete, every process from malting the barley to bottling the beer being carried on on the premises. The machinery and appliances are the best.

John E. Sinclair, trader and general merchant, has been eighteen years in this northern country and twenty-five years altogether in trading west of the Great Lakes. In the pursuit of the trading business he has followed the Laurentian divide or Height of Land clear through from Lake Superior to the headwaters of the Churchill river. The business he now owns he

mountains almost to the sea, it is unique and its location just west of the great lakes which connect both with the province of Manitoba and the Hudson Bay is most commanding. In surface it is wonderfully well watered by large and small streams and these are supplied by numerous lakes in many parts. The presence of so much water has probably something to do with the wonderful climate of the Saskatchewan. The surface is further varied by stretches of timber forming a great supply both for lumber and fuel. Prairie rolling and level is interspersed with stretches of scrubby land affording shelter for animals from cold winds. Vast plains suitable for grazing exist everywhere and surrounding the lakes are hay meadows in plenty. Large areas are adapted for grain growing, which is being taken up more extensively by those already settled and others as they come in. The growth of wheat, coarse grains, all kinds of roots and vegetables, equals that of any other part of the west. Abundant supply of three essentials for farming, wood, wa-



FARM SCENE IN SASKATCHEWAN

at one time registrar of lands. He came here in 1882 from Walkerton, Ont., hence his name "Bruce" from his native county. He started in trade for himself in 1890.

D. C. McLellan, resident partner of the harness and saddlery firm Hutchings & McLellan, came to Prince Albert from Winnipeg a number of years ago, and established the present business. He carries a large stock and is prepared for anything in his trade. E. F. Hutchings, of Winnipeg, has a half interest in the business. Mr. McLellan has built for himself a comfortable home and evidently belongs to Prince Albert. He has been an alderman since 1891.

The Imperial bank has had a branch established here for some years, Mr. R. Davidson is manager and a very efficient and popular official. Mr. Davidson is a thorough bank man and capable of getting through a great deal of work. He entered the service of the bank at Brandon in 1883 under A. Jukes, and has steadily worked up to his present well-deserved position. He is held in high esteem

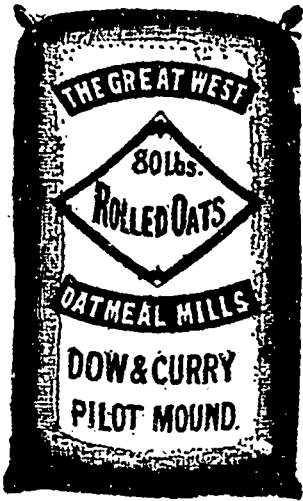
bought from Stobart, Sons & Co., in 1890, having been their manager previous to that. "Jock" is well liked by the public and has a good business in which he is ably assisted by his brother Fred.

Saskatchewan.

The Territory of Saskatchewan is so named from the fact that a large part of the valley or basin of the great Saskatchewan river (both branches) lies within its borders. The north and south branch meet east of Prince Albert, the latter being on the south bank of the north branch and thus, in the area between the two streams. Saskatchewan lies north of Assinibola and east of Alberta and extends east to the great inland lake, Winnipeg, and north to the 55th degree of latitude, the 53rd degree being the southern boundary. In extent it is a magnificent province. In situation, lying on the banks of the great stream that crosses from the

ter and hay or grass lands are found in all parts of the district. Crops are sure, frost is a rarity, drought unknown, owing to the number of lakes and streams; settlers of long or short time here are well satisfied, which is the best criterion in forming an opinion.

The largest settlements are between the two branches of the Saskatchewan, and for 75 miles southeast, also for 40 miles south, and 60 miles east. The area between the two rivers is practically all settled from the line of Prince Albert east to the confluence. North of the river and west is the Shell River settlement, some 35 miles distant, in a good district and well settled. Northeast is more of a hay and ranching country. The southerly line of settlement is the heaviest because of being on the line of the proposed extension of the M. & N. W. Ry., which is some 200 miles in length and pretty well settled all the way. The opening of this district with more railways will bring into market an immense area of the finest homestead land yet remaining to the government of Canada.



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Successor to W. F. Henderson & Co.

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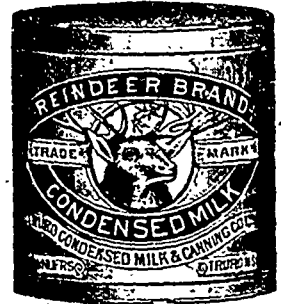
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| Teas | Canned Goods | Molasses |
| Coffees | Dried Fruits | Syrups |
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Wholesale Trade and Millers only Supplied

124 Princess Street, - - WINNIPEG, MAN.

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**SASH, DOORS
MOULDINGS, ETC.**

OFFICE AND WAREHOUSE: POINT DOUGLAS AVENUE WINNIPEG, MAN.

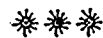
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COMMISSION DEALERS

Room 5, GRAIN EXCHANGE BUILDING

WINNIPEG, MANITOBA

Grain and all kinds of country produce handled

Frank Lightcap

DEALER IN.....

- HIDES, SHEEP PELTS
- WOOL, TALLOW
- FURS and
- SENECA ROOT

234 King St., Winnipeg

Highest prices paid. Parties consigning to me will be liberally dealt with and returns will be made promptly.

Prince Albert Post, Hudson's Bay Company.

The Hudson's Bay company has a very large and important post at Prince Albert under the management of Mr. Galbraith, who has been here a number of years, and was formerly in charge at Rat Portage, Ont. This is the principal post of the district and after the burning of Carlton, 60 miles up the river, in 1885, it assumed greater importance, becoming then the headquarters post from whence Green Lake and other posts north, and east and west received supplies, and to which they sent their receipts of furs. Building the railway threw the post more into general mercantile line, and its fur trading posts were attached to Cumberland and Isle a la Crosse districts, though a large amount of fur still comes here. Last year two cars of fur were shipped from here, including that of Fort a la Corne, 60 miles east on the river.

The store is a large double front-

all information possible from the officers in charge at those distant posts.

THE H. B. CO.'S MILL.

The present mill was built on the site of the one destroyed by fire in 1895. The building is solid brick on stone foundation, and the machinery and everything in connection with it is the best that money could buy. No expense was spared, as the company were determined to have a mill equal, if not superior, to anything in existence. The mill is heated by steam and lit by electricity, and is as near fire-proof as it could possibly be. In addition to the mill, the company have storage capacity for 30,000 bushels, and handle wheat for export as well as for home consumption. The company's own posts along the Saskatchewan require about 15,000 sacks of flour per year, and the flour manufactured in this mill finds a market everywhere from Lake Winnipeg to the Pacific, and from the boundary line to the Arctic ocean. So that, no matter which route the gold-seeker may take or where he may locate, he will

Complete Outfits →

AND ALL

SUPPLIES

FOR THE....

Canadian Gold Fields →



Can be obtained from

THE HUDSON'S BAY COMPANY

Who have general stores at

WINNIPEG EDMONTON
PRINCE ALBERT VANCOUVER
CALGARY VICTORIA

and other points.



Pamphlet containing Map of the

KLONDYKE

and other Mining Districts, will be mailed free on application. For full information write

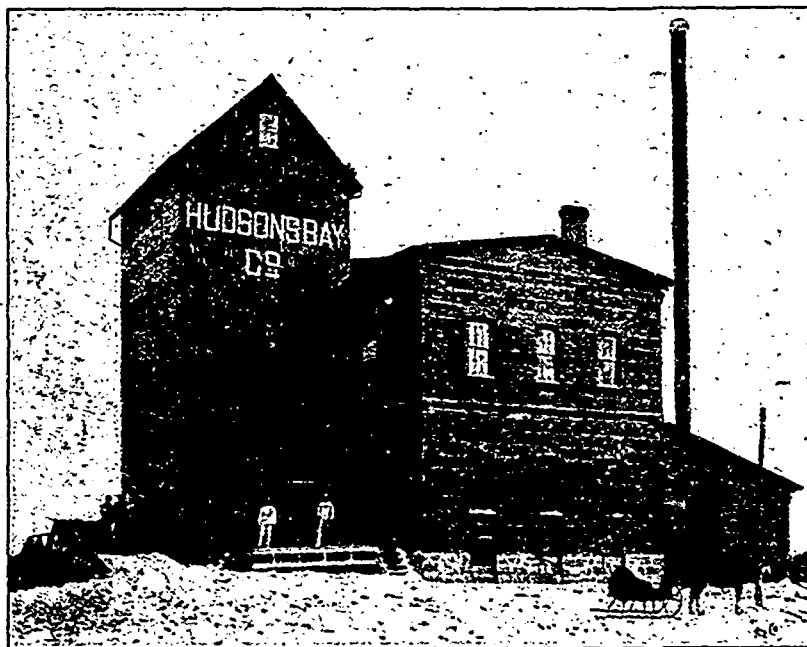
HUDSON'S BAY COMPANY

At any of the above points.

W. R. GUNN, M.A.

Advocate, Etc.

PRINCE ALBERT, N.W.T.



HUDSON'S BAY COMPANY'S MILLS, PRINCE ALBERT

ed, old fashioned building, with a large general stock of goods. In the rear are large warehouses, one of which, over 100 feet long, escaped destruction at Carleton, and was taken apart and rafted down the river to be erected here again. A large, two story, frame house was also brought from the same place. Hon. Lawrence Clark, since deceased, was in charge of the Carleton district and removed to Prince Albert, when it was made headquarters. He built a large residence beside the store, and this is occupied by the present manager, Mr. Galbraith, who succeeded Mr. Clark. The usual large variety and excellent quality of goods for which the H. B. Co. has a worldwide reputation, is to be found in the large stock here, also in the uptown store, which they maintain in the more modern portion of the town, about a mile away. Officials of the company are proverbial for their courtesy and parties outfitting here can arrange to have the goods they purchase, delivered at any of the posts on the route, as well as being sure of receiving every attention and

be sure to be able to get the very best flour in the world. Mr. R. McGinn has charge of the milling and grain business of the company, as well as of the steamers on the Saskatchewan.

The Question of Supplies.

The route to be taken is not the only point to be discussed by the intending traveller north. At what point he can get those supplies, how prices compare, how he shall transport them to his destination, and the closeness of his base of supplies to his objective point are all to be considered.

With regard to the Prince Albert route, the question of transport has been discussed already. As to Prince Albert as a base of supplies, it is to be taken into consideration that two splendidly equipped grist mills of 100 barrels capacity are running constantly, turning out an excellent grade of flour, which is sold as cheap as what is produced in the east and



J. & T. BELL

MANUFACTURERS OF FINE

BOOTS AND SHOES

Factory: Inspector Street, - MONTREAL, QUE.

L. GODBOLT, WESTERN AGENT, WINNIPEG, MAN.

GRANBY RUBBER COMPANY

Full Line Lumberman's Gum Goods and Snow Excluders
 Fine Jersey Goods in Men's, Women's, Misses' and Children's
 See our New Frieze Top Heavy Gum Overshoe—The best in the market

OUR TRAVELLERS WILL HAVE FULL LINE SAMPLES ON THE ROAD
 IN APRIL AND MAY

THE AMES HOLDEN CO., LTD., SOLE AGENTS

COMPLETE STOCK OF RUBBER GOODS CARRIED IN WINNIPEG

GRANULAR

Ogilvie's Hungarian FLOUR

CREAMY

HAS NO EQUAL

STANDS unparalleled in its
 Distinctive Qualities and
 Peculiar Advantages. We are
 aware others are attempting to
 imitate our Brands, which is the
 Strongest Guarantee of the Super-
 iority of

"OGILVIE'S FLOUR."

Messrs the Ogilvie Milling Co., Winnipeg, Man.

Dear Sirs—We have pleasure in stating that the
 quality of the flour made in the Winnipeg mills, of
 which we have imported considerable on this crop,
 has given the highest satisfaction to everyone who
 has baked it. Glasgow is pre-eminently a city of
 large baking establishments, some of them with a
 capacity of 2000 barrels per week, and all managed
 by gentlemen well qualified to give a sound verdict
 on the merits of any flour. With remarkable
 unanimity they have expressed the opinion that
 nothing finer than your Patent grade has ever been
 placed on the market. The baking results have
 been exceptionally high, both in regard to color and
 out-turn, and we can invariably command a higher
 price. We are, yours respectfully,

WILLIAM MORRISON & SON.

HAS NO EQUAL

IN HANDLING

OGILVIE'S FLOUR

YOU HAVE

THE BEST

Each bag guaranteed. Sewn with our
 Special Twine, Red, White and Blue.

OGILVIE'S HUNGARIAN

Unequalled for fine Cakes and Pastry. Stands
 unrivalled for Bread Making. Make the sponge
 thin. Keep the dough soft. Do not make it
 stiff. For pastry use little less flour than usual.

W. H. MALKIN & CO.

VANCOUVER, B. C.

Dealers in

BUTTER, CHEESE, EGGS

Choice California and Local Fruits

OUR SPECIALTY—Consignments of pro-
 duce from Manitoba and Northwest Territories.
 Prompt returns made on the 15th of each month

TRY US.

J. & A. Clearihue

COMMISSION MERCHANTS

DEALERS IN

Fruits and all kinds of Produce

Special attention to consignments of
 Furs and Skins, Butter and Eggs

YATES STREET, VICTORIA, B. C.

P. O. BOX 536.

Agents D. Richards, Laundry Soaps, Woodstock,
 Ont; Teller, Rathwell Co., Montreal, Parisian
 Washing Blue. We have a large cool warehouse
 with good facilities for handling butter and pro-
 duce in quantities. Consignments received in all
 lines. Correspondence solicited.

CONSIGNMENTS SOLICITED



HONEST WEIGHT GUARANTEED

south. It must also be remembered that in this district more mixed farming and stock raising is done than grain growing. Both cattle and hogs are plentiful, and the industry of curing and packing pork is being largely gone into by W. Y. Davis and Geo. R. Russell, two local stockmen and butchers. Cattle could be driven overland to the head of Green Lake, killed and shipped by boat. If thought necessary. Both pork and beef are sold at very reasonable prices.

The process of making both pemmican and jerked or dried meat is thoroughly understood by many half-breeds and other old-time residents, who used to cure the buffalo meat this way. In either method of preparation it preserves its condition excellently for an indefinite period. Last year Peter Hourie, an old-time native of the Red River valley, prepared a lot of meat in this way for the N. W. M. P. at Regina, for use in the north. The process is very simple, and while travellers were getting their outfits and getting ready they could have it prepared, and the beef would be a welcome change from pork as a steady diet. This is only by way of suggestion, though I know one party David Venne, W. Drain and others, of Prince Albert, who are intending to make up a lot of beef in this way, before setting out, which they intend to do early in the season.

In other food supplies the merchants of Prince Albert stand prepared to meet prices quoted anywhere else on a level basis. They have made large preparations for the trade, and can fill any and all orders for food supplies at emergency notice, and at lowest prices.

In the matter of clothing and other articles of outfit for northern travel who can possibly know as well what you want as the traders and merchants who have been supplying outfits for that very northern traffic for decades? Of all the absurd notions the worst in connection with this Klondike business is that of merchants of Seattle and other American coast cities, used to a mild climate at their lives, presuming to advise as to what to take and what not to take. No wonder many a poor greenie has been loaded up with an outfit as impractical as it is useless.

Clothing, bedding, camping supplies, boat and fishing tackle, trappers' requisites, all hardware necessary—these are the things Prince Albert's merchants have been accustomed to supply. Why not write them for prices? Any one can furnish a list which will convince that these are right, and all the trouble and cost of freighting from distant points to this will be saved. Price lists and quotations could be multiplied indefinitely, but no two men want the same order, so instead of printing any price list the Commercial advises inquirers to write for prices of leading articles, and after being convinced they are right come right on and pick out with the practical help of these merchants just the goods you want. No \$20 patent leather leg boots will be advised—no merchant will advise you to buy baled hay in Montreal and ship it west, and so on. Thousands of just such foolish transactions could be mentioned.

A large number of parties in and around Prince Albert, and in the province of Manitoba and eastern territories have already signified their intention of going by the Prince Albert route, and will outfit here largely. As

many of them are old residents and accustomed to river and cross country travel, parties from a distance might do well to communicate with them and get the benefit of their experience by travelling in company.

Prince Albert Board of Trade.

A word on the subject of the Board of Trade of Prince Albert and their ill-considered and public spirited secretary will not be out of place. The Board, composed of the leading men of the town, realize that the route has been made known at a late hour and is thus at a disadvantage. But they are fully confident that this is the only disadvantage. Compared with other routes they know the Prince Albert route has immense odds in its favor and while they are anxious to have people come their way and do business with them, they also think it is their duty to make public the saving in distance and expense and the gain in safety and comfort to the traveller this way. To this end they are sparing no effort and are ready to give all information and help to travellers.

The general secretary, Alex. McNabb, C. E., is devoting his winter months to this work entirely without hope or possibility of remuneration, and he is ceaseless and untiring in his labors, the great mass of correspondence necessary in answering the host of inquiries flooding every mail, is alone sufficient to tax his energy. The people of Prince Albert owe him a ribbon of honor, and The Commercial is deeply indebted to his kindness in assisting to procure data for this number. Any inquirers writing to him will be assured of prompt, accurate and full information. Address Alex. McNabb, Secretary Board of Trade, Prince Albert, Sask., Canada.

Kernaghan's Folding Stove.

Miners, prospectors, traders and all travellers will do well to inspect this handy stove, which is made in either cook or heating style. It is made in several sizes and easily taken apart; when folded occupies a very small space; can be carried with a small strap around it. The oven attachment can be applied to the box stove. It is cylindrical in form, being a double jacket of sheet iron and a collar on the side near one end fits the collar on the stove where the pipe usually fits. On the opposite side and at the other end another collar is placed for the pipe and partitions between the double walls of the oven, force the draft and heat to circulate completely round. In packing up, the stove when taken apart, goes into the oven, pipes and all, the latter being made in telescope form. Supplies of all kinds for miners and travelling outfits furnished promptly. Settlers' requirements in all lines, of builders and general hardware, supplied at lowest current prices. W. J. Kernaghan, Prince Albert, Sask.

British Columbia Business Review.

Vancouver, Feb. 1.

There are but few changes in the market this week. More oats are being offered and it is thought that corn will take the place of oats to some extent, which will bring down the price. At present some of the farmers are offering them from \$1 to \$2 less per ton than the market quotation. Hay is firm and the farmers are holding for higher prices as they know that the Klondike outfitters must have hay and will pay higher prices for it. Bran and shorts are still scarce and sugar has declined.

Eleven vessels loaded in British Columbia during the week, their total capacity being 18,578 tons.

The Fruit Exchange and the Fruit Association have held their annual meetings this week. They decided to adopt the box used in Portland for shipping, and the suggestion of paying a California expert to teach them how to get goods to market advantageously was seriously considered and will probably be adopted. The adulteration of California jams was brought up and it is probable that the committee appointed to investigate the matter will be able to make representations to the government that will lead to the discontinuance of their importation here, should it be proven that the adulterations are injurious to health. The Exchange is also to attempt to have a fruit agency at Winnipeg, where a supply of specimen fruit will be kept on hand for inspection in season.

The annual meeting of the British Columbia Dairymen was almost devoid of business. Several papers were read on the care and feed of cows, and the rest of the time was taken up by reference to the Dominion government's treatment of farmers in the Pacific province.

The board of trade has held several meetings to devise some means of bringing great pressure on the Canadian government to force the hands of the customs department at Ottawa to discontinue the obnoxious customs surveillance at Skaguay and Dyea, whereby a Canadian has to pay a United States government from \$8 to \$9 a day to be conducted across the disputed land into Canadian territory. A number of telegrams have passed between the board of trade and the minister of the interior, but the regulations have not been discontinued. Now the citizens are getting angry, and will hold mass meetings next week and pass resolutions urging the government to retaliate, and thus bring them to a more friendly state of mind. In the meantime many Californians are outfitting in Vancouver and Victoria, particularly the latter place, while both cities are doing a comparatively thriving trade as an outcome of the Klondike trade, Victoria alone receiving an order for \$100,000 worth of goods for Sir Charles Tupper's trading company. Still British Columbia is not doing, all told, one-twentieth of the business done by Seattle, and still the Klondikers over there continue to be humored by Seattle merchants. All United States steamers call here en route for Alaska, and it is funny to see the chagrin of the passengers when pricing goods in the stores during their short stop, they realize that together with duty, they have paid from 40 to 50 per cent. more than they need to have done for their outfit.

THE H. A. NELSON & SONS Co.

LIMITED

59 TO 63 ST. PETER STREET, MONTREAL

MR. W. S. CRONE, our representative for MANITOBA, THE NORTHWEST TERRITORIES AND BRITISH COLUMBIA, is now on his route with a very choice and complete collection of Samples of STAPLE AND FANCY GOODS for the SPRING TRADE. PLEASE WAIT FOR HIM. PRICES RIGHT. TERMS LIBERAL.

Toronto Sample Room :

56 and 58 Front St. W.

The H. A. Nelson & Sons Co., Limited

MONTREAL, QUE.

A COMFORTABLE HOME FOR YOUR FEET....

By Wearing
KING'S SHOES
made with patent

Sleeper Canvas Insoles

Something New, "Light" Flexible.

No Tacks. No Nails. Very Easy. No Squeak.

MADE ONLY BY J. D. KING CO., LIMITED.

CARBIDE OF CALCIUM

MAKE YOUR OWN GAS

100 lb. tins, \$4.50
Large Quantities
Write for Prices

R. A. WYLLIE, Western Agt., Western Canada Bk., Winnipeg, Man.

M. TRESTER

GENERAL

COMMISSION MERCHANT & CONSIGNEE

HAMBURG, GERMANY

Consignments Solicited of Hides, Tallow, Skins, Furs, Castoreum, Senega and other Northwestern Canadian Export Products.

HIGHEST REFERENCES PERMITTED

Wm. FERGUSON

WHOLESALE

Wines, Liquors and Cigars

5th ST., BRANDON,

LEITCH BROS.

Oak Lake

"Anchor Brand" Flours

FROM NO. 1 HARD WHEAT.

Bran, Shorts and all kinds of Chopped Feed and Grain.

ADDRESS

OAK LAKE, MANITOBA

The John H. Cassidy Company

LIMITED

339 and 341 St. Paul St., MONTREAL.

Importers of **China, Glass and Earthenware, Etc., Etc.**

A. C. Beach, their old reliable traveller, will represent them in Manitoba, the Territories and B. C. He is now on the road; headquarters for the present, **LELAND HOUSE, WINNIPEG.**

All communications addressed to him there will be promptly attended to.

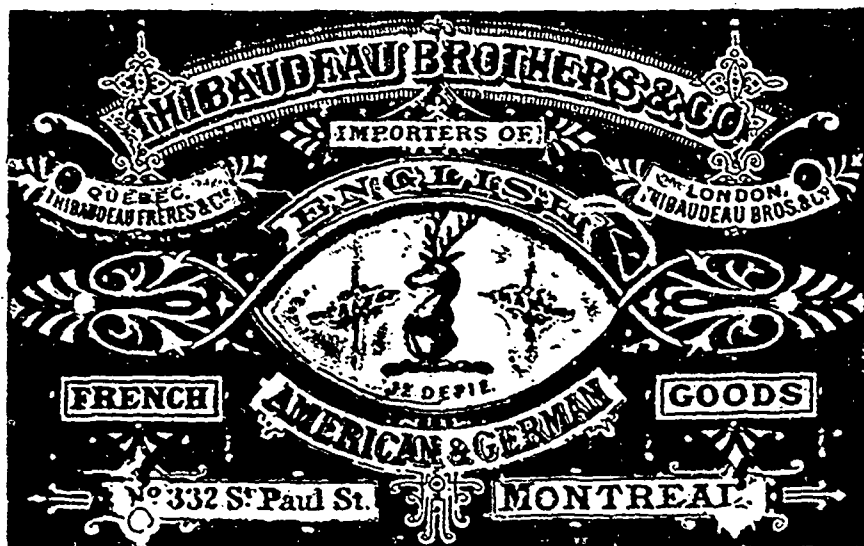
Land and Water Routes

TO THE YUKON

With Maps, Illustrations and full information re routes, necessary supplies and where to get them, costs of outfits, etc. Just published. One copy 15c or 2 for 25c.

ADDRESS:

THE COMMERCIAL



THE COMMERCIAL

A Journal of Commerce, Industry, Finance and Insurance, 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.

Sixteenth Year of Publication
ISSUED EVERY SATURDAY

SUBSCRIPTION, CANADA AND UNITED STATES, \$2.00 PER ANNUM IN ADVANCE OR \$2.25 WHEN NOT SO PAID; OTHER COUNTRIES, \$2.50 PER ANNUM IN ADVANCE.

Changes for advertisements should be in not later than Thursday Morning.

Advertisements purporting to be news matter, or which profess to express the opinions of this journal, will not be inserted.

Office: 151 McDermot Street.

D. W. BUCHANAN,
Publisher.

The Commercial certainly enjoys a very much larger circulation among the business community of the vast region lying between Lake Superior and the Pacific Coast, than any other paper in Canada, daily or weekly. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.

WINNIPEG, FEBRUARY 5, 1898.

Manitoba

G. F. Stephens, wholesale paints, Winnipeg, left on Monday on a western trip.

Lawrence & Baldwin, implement dealers, Killarney, have dissolved. Lawrence continues the business.

The price paid for the first mortgage bonds of the Manitoba and Northwestern railway is 86 per cent.

Schwartz & Clasen, implement dealers, Altona, have dissolved partnership. Schwartz continues the business.

L'Echo de Manitoba is the name of a new weekly paper, published in the Liberal interest, which has made its appearance.

Commissioner Chipman, of the Hudson's Bay company, left Tuesday for England. He is expected to return early in March.

R. A. Mather, manager of the Keewatin Lumber Co., of Keewatin, was in Winnipeg last week, returning from a business trip through the west.

R. R. Gallagher, western representative of S. Greenshields, Son & Co., will be in Winnipeg during bonspiel week, and will be pleased to see any of his customers who may be in the city.

The Canadian Pacific railway land sales for January amounted to \$73,000. The number of acres sold was 22,000. This is three times as great as the sales in the same month of last year.

The general store stock of the estate of J. Hebert & Co., of Pilot Mound, will be sold at a rate on the dollar, on Friday, February 11, at the office of Bertrand, Newton & Davidson, Winnipeg.

R. E. Beattie, who has for some months been with George A. Fraser, druggist, Oak Lake, will open a drug

store at Cranbrook, on the line of the Crow's Nest Pass railroad, twenty miles south of Fort Steele.

The transactions of the Dominion Government Savings bank at Winnipeg for the month ending January 31 were: Deposits, \$21,291; withdrawals, \$11,429.60; deposits exceeding withdrawals by \$9,861.40.

Mr. Johnston, manager of the Canadian Rubber Co., Winnipeg, has returned from the Pacific coast. He says business is "booming" at the coast, and the excitement regarding the Klondike is most intense.

A. C. McKee, carriage dealer, Winnipeg, has returned from a western trip in Manitoba and the Territories. He says the feeling is decidedly good in the provincial and territorial towns, and already this year he has placed orders for many car loads of carriages and other lines which he handles.

R. S. Barrow, who recently retired from the position of manager of the Union Bank of Canada at Boisvein, to accept a similar position at Moose Jaw, was presented by the business men of Boisvein with an address and a silver tea set as a token of the high esteem in which he is held by them.

J. M. Perkins, dealers in seeds, etc., Winnipeg, has moved to the store at No. 221 Market street, which gives him larger premises for the busy spring season. The building is about 100 feet long, with large basement. Mr. Perkins started in the seed business in 1835, when the trade was comparatively small, but every year the business has grown, until now it has assumed considerable proportion. This year he expects a further large expansion of trade, and has prepared his stock accordingly.

The Dominion parliament was opened on Thursday.

Destructive Fire.

Winnipeg has had perhaps the usual number of small fires, but the city has been greatly favored in its exemption from great fires. The most destructive fire in the history of the place broke out in the McIntyre block at an early hour on Wednesday morning, and resulted in the complete destruction of this big block—the largest in the city. The fire is supposed to have started in the basement of the dry goods store of Mackay Bros. & Norris, and for some unaccountable reason had gained remarkable headway before it was observed. The ground floor of the block was occupied with retail stores mainly, and the second floor with legal, insurance and other offices. The third floor was taken up by commercial sample rooms and as a result of the fire a number of agents of Eastern houses are without their samples. The fourth floor contained the teaching rooms and office of the University of Manitoba, and several halls used by societies and lodges. Scarcely anything was saved from any part of the building. The list of losses given below, may be varied considerably by later reports. Following is a list of the occupants of the ground and first and second floors:

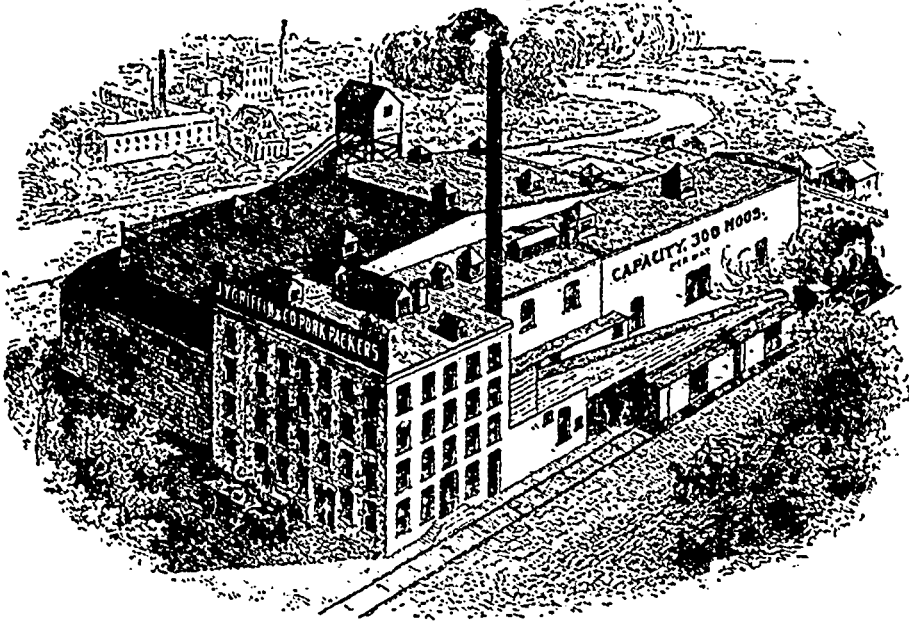
The Criterion restaurant.
McKay Bros. & Norris, dry goods.
The Arcade, James Furner, millinery.
John Erzinger, tobacco and barber shop.
James Payne, artists' supplies.
Annie E. Maycock, fancy goods.
A. G. Morgan, boots and shoes.
Alex. Taylor, books and stationery.

Thos. J. Porte, jewellery.
Geo. Vche, wholesale liquors.
On the second floor were a large number of handsome offices, occupied by the following:

Wm. Litchfield, agent for the McIntyre estate.
Dr. Dalgleish, dentist.
W. Clark, commercial agent.
Thos. Moore, commercial agent.
F. Humes, agent.
Frank & Frank, wood dealers.
W. Frank, real estate.
Thos. O'Shaughnessy, agent.
Richards & Bradshaw, barristers.
G. W. Baker, barrister.
Henry Vivian, barrister.
C. E. Carbert, barrister.
Hough & Campbell, barristers.
Montreal Reserve Fund Life Insurance office.
Manufacturers' Life Insurance office.
F. S. Nugent, barrister.
Kelly Bros., contractors, office.
Patterson & Howard, barristers.
W. L. McKenzie, agent.
W. H. Hastings, barrister.
A. Harris, wholesale cigars.
McGashan & Harrison, manufacturers' agents.
W. H. Gerbhardt, agent.
W. A. Dixon, cigars, wholesale.
R. H. Bryce, manufacturers' agents.
R. McLennan, agent.
Thos. Foster, agent.
J. M. McDonald, agent.
R. R. Gallagher, agent.
E. H. Taaffe, agent.
T. H. Middleton, traveller.
G. Crawford, wholesale agent.
T. H. Slater, manufacturers' agent.
G. W. Jackson, wholesale agent.
Wm. Williams, manufacturers' agent.
W. S. Rough, representative John McDonald & Co., Toronto.
Strachan & Course, manufacturers' agent.
Unity Hall.

	Loss.	Insurance.
Building	\$125,000	\$78,500
Geo. Velle & Co.	40,000	23,000
McKay Bros. & Norris ..	30,000	22,500
A. Taylor	20,000	16,000
Jas. Furner	25,000	15,000
A. G. Morgan	15,000	9,500
J. Erzinger	11,000	6,000
J. A. Payne	10,000	5,000
C. H. Wilson & Co. ...	10,000	7,500
Miss Maycock	9,000	5,500
T. J. Porte	8,000	5,000
Criterion	7,000	6,500
Dr. Dalgleish	4,000	800
A. Harriss	3,500	1,500
University Council ...	3,000	1,450
Dr. Laird	3,000	
Hough & Campbell	2,000	1,000
Joint I.O.O.F. losses...	2,000	1,200
McGashan & Harrison ..	2,000	1,150
W. R. Johnston & Co. ...	2,000	
Knights of Pythias ...	1,800	1,300
Richards & Bradshaw ..	1,500	
Tooke Bros. & Co.	1,500	
G. Patterson	1,500	850
E. A. Small & Co. ...	1,000	1,000
C. W. Bradshaw	1,000	
H. Vivian	1,000	
W. A. Dixon	1,000	
Gas Co.	1,000	
Bryce & Co.	800	
F. H. Nugent	750	
J. McQuade	700	300
Prof. Kenrick	700	
Prof. Laird	700	
R. McLennan, agt	600	
A. R. McNicol	500	500
Eureka Encampment ...	500	300
Minnehaha Lodge ...	500	200
North Star Lodge	500	200
Thos. Gilmour	500	
W. A. Hastings	500	
F. Humes		750
C. E. Carbert	500	
Kelly Bros	500	
A. O. U. W.	400	
W. L. McKenzie		900
E. McDonald	300	
Auer Light Co.	300	
Man. Life Ins. Co. ...	150	
Thos. Moore		1,000

OUR 1898 PLANS



You'll know them soon enough, but a leading feature will be that a large portion of the produce business is to come our way; more than ever before.

J. Y. GRIFFIN & Co., WINNIPEG.
PORK PACKERS AND COMMISSION MERCHANTS.

TRADE SALE OF WHOLESALE GROCERY STOCK

TO THE TRADE ONLY

Having purchased the stock of the late firm of TURNER, MACKEAND & Co., we will dispose of the same by auction **TO THE TRADE ONLY**, at the premises formerly occupied by the late firm, No. 147 Bannatyne Avenue, commencing Monday, 7th February, 1898, at 2 o'clock p.m., and continuing each afternoon throughout the week, or until the whole is sold.

Stock is well assorted, and is composed of **Staple and Fancy Groceries, Teas, Gigers, Pipes, Woodenware, etc., etc.** All fresh and in perfect condition.

Catalogues are being prepared and will be ready for distribution at time of Sale.

**Wholesale
Grocers**

THOMPSON, CODVILLE & CO.
WINNIPEG, MAN.

J. C. CURRIE, Auctioneer

Board of Trade Annual

ADDRESS BY PRESIDENT BOLE.

MANY MATTERS OF VITAL IMPORTANCE
TO THE WEST ARE DEALT WITH.

The annual meeting of the Winnipeg board of trade, which is an event looked forward to with considerable interest by the business community, was held on Tuesday afternoon last. President D. W. Bole occupied the chair. There was a good attendance of members. Immediately after the opening, President Bole proceeded to give his address, which dealt with a number of questions of vital importance to Winnipeg, and many of them of great importance to this western country at large. The address was as follows.

Gentlemen of the Board,—Following the usual course I will address a few words to you upon the occasion of my retirement from the high office to which you elected me a year ago. It has been my pleasure to fill the chair during the most auspicious year in the history of our empire—the diamond jubilee year of our beloved Queen. The demonstrations everywhere spontaneous, were nowhere more genuine than in our own province and in our own city. No less auspicious was the past year for the trade interests of the country which it is the duty of this board to foster and protect. Blest with a satisfactory crop and higher prices than have prevailed for nine years, the farmers and in turn the trading community have had a season of prosperity never before experienced in the province. You will notice from the report of the council that a large number of subjects of varying importance engage the attention of the board, a few of which I will briefly review.

INSOLVENCY LEGISLATION.

This question has been before the board for three years past and each succeeding session of parliament and the various attempts at legislation have always quickened an interest in this important subject. The statement recently made in the east, that the Winnipeg board of trade was opposed to an insolvency law is not correct. The committees appointed to consider the question have always reported in favor of the principle but against the details of the bills presented to parliament. The province of Manitoba is happy in the possession of an assignment act, at once satisfactory and practicable and while I agree that a law applicable to all the provinces alike would be most desirable I would recommend continued caution by this board when asked to pass upon bills now pending before parliament or anything that may appear in the future. Simplicity, economy and equity should be the cardinal principles of a bankruptcy act, all of which we enjoy under provincial legislation. As the law now stands in Manitoba, an assignment is the natural outcome of an insolvent condition, and as an assignment cannot be preceded by undue preferences, either voluntary by the debtor or by process by the creditors and as the law is simple and inexpensive in operation

and equitable in application it is plain the condition of our province cannot be very much improved by an act of insolvency; still Canada should have a law common to all the provinces and when a bill is introduced bearing the stamp of justice to all classes the Winnipeg Board of Trade will gladly support it.

DUTY ON OATS AND OATMEAL.

The short oat crop in the west during the past year and the consequent high price, has developed an anomaly in the customs tariff which worked great injustice to an important western industry, resulting in the suspension, for the time being, of some of the oatmeal mills of the country. The duty on sufficient oats to make a sack of oatmeal is just one hundred per cent. more than on the manufactured product. The result is that the millers south of the line in the States where oats are more plentiful, have laid down oatmeal in Manitoba cheaper than it could be made here. I feel sure you will commend the action of the council in drawing the attention of the government to the facts. Providence may, by giving an abundant crop of oats this year, come to the aid of the millers, and this may obscure for the time being the curious clause of the customs law; still, I think it would be wise for the incoming council to press for a change if our efforts of last year should fail.

MAIL SERVICE.

You will notice from the report of the council that we had much to do with the postoffice department during the year. The department acted promptly on our request for mail service between Winnipeg and Port Arthur and intermediate points on Fridays and back on Tuesdays. The government also granted the prayer of our petition for mail service on the Dauphin railway, although not quite so promptly. Other matters of minor importance pertaining to the city service were improved, but I regret to state our repeated efforts to secure mail service on the Portage branch of the Northern Pacific have, up to the present, been unsuccessful. A man on horse-back, with a mail bag, paralleling the line of railway, may be an amusing spectacle, but it is not up to date, and I hope the new council will take the matter up again with better results, as the present method of serving the postoffices on this line and the ones adjacent to it, is hurtful to the development of this important district. I would also commend to the attention of the new council an urgent request from Cardston, Alberta, for increased mail facilities. There are now 1,300 people in the Leeks Creek settlement, and they only get one mail a week. A mail at least twice a week from Lethbridge, and by a livelier conveyance than now used, would be of practical service to Winnipeg wholesale merchants, who are doing a constantly increasing trade with this progressive district. At present, unless very close connection is made, collections take three weeks to go from Winnipeg and return; besides the importance of the district deserves better service.

NEW BOARDS OF TRADE.

We have been glad to assist during the year in the organization of local boards of trade in some of the western towns. Local trade organizations are very useful, and I hope every trading centre of importance in the country will see its necessity. Those of us

who have had experience in smaller towns know the local jealousies and differences which grow up to the great prejudice of the best interests of the town. When business men meet together as a trade organization they learn to know one another better and appreciate one another more. Their minds enlarge; they learn to give and take, and finally, when they are quite sure the motives of their neighbors are as pure as their own, they are willing to co-operate and pull together for the common good.

THE KLONDIKE.

The discovery of gold in very large quantities on the Klondike, and its tributaries, and other parts of the Yukon district in Northwestern Canada, has aroused an interest never before experienced in the history of gold-mining, and the rush to these new fields from all parts of the world is astonishing, if not alarming. You will see from the report before you that this board has been urged to advocate the Edmonton route to the Yukon. I would be very sorry to advise any person to take any route, as I feel sure there are more people on their way, by many thousands, than is necessary for the needs of trade incident upon legitimate mining development; yet it would be unwise for us to close our eyes to the fact that people are going in very large numbers, and a large trade is developing. The route, then, is a matter of vital importance to the business interests of Winnipeg. If an interior route is found practicable, and the evidence submitted from various sources appears very favorable, there is no doubt the interests of Winnipeg lie in that direction. With freight rates to the coast so badly against us we cannot hope for very much of the Klondike trade if passengers and merchandise go by way of Pacific ports. There is one thing evident and it should not be forgotten by the Canadian government and the C. P. R., that an interior route will be distinctly Canadian. Merchandise shipped by the route would be all or nearly all drawn from Canadian sources. It would appear, therefore, to be the duty of our government to test fully the possibilities of this route in the interests of Canadian development. There is another and very important reason urged in favor of the Edmonton route. The Peace river country and other important districts have long been known to possess very great wealth, and as a considerable percentage of the people bound for the Yukon are hardy prospectors, discoveries of importance would no doubt be made to say nothing of the agricultural and ranching possibilities of this region. It is, therefore, plainly the duty of this board to keep constantly before the authorities the importance of opening up a route to the Yukon through our own territory. The last meeting of the council had placed before it maps and folders issued by American railway corporations doing business in Canada. They were descriptive of Yukon, giving climate, mining laws and information concerning the country, advising gold seekers and others to purchase their outfit and supplies in American coast cities. This attempt to deceive people into the belief that the new goldfields are in American territory with the object of inducing traffic for their roads and trade for their terminal cities but it will work its own cure, and the council decided to refuse a request for resolutions on the subject.



BOVRIL

Is a condensed beef preparation in which ALL NUTRIMENT IS PRESERVED and from which ALL NON-NUTRITIOUS MATTER IS EXTRACTED. It is the acme of MINIMUM IN BULK and MAXIMUM IN STRENGTH PRODUCING, and is

ALWAYS READY FOR USE.

A cup of boiling water and a teaspoonful of the preparation makes a delicious invigorating beverage in a few seconds. It is indispensable in a KLONDYKE OUTFIT and to prospectors and explorers generally.

BOVRIL

LIMITED

LONDON, ENGLAND

Canadian House, 27 St. Peter St., Montreal

NORTHWESTERN AGENT:

W. L. MCKENZIE, McIntyre Block
WINNIPEG, MAN.

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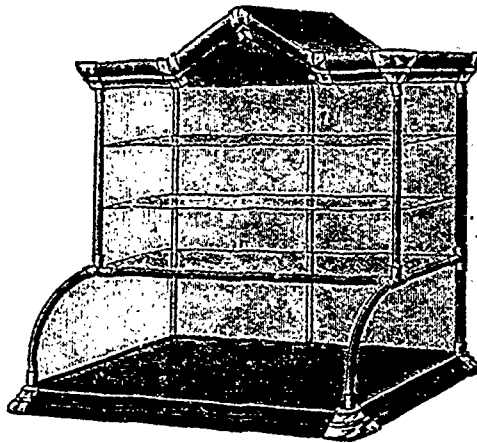
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A. M. NANTON
President Winnipeg Board of Trade

FREIGHT RATES.

One of the most important subjects before the board last year was the ever important one of freight rates. If Winnipeg is anything in particular, it is especially a wholesale centre, but it is not because of any favors hitherto shown it by the railway companies. It is a large distributing centre because of its geographical position and the energy of its business men. Through rates to points in our own immediate constituency have been against us, while the discrimination against Winnipeg to Kootenay points practically shuts us out of that market. Up to five years ago we had a large trade in West Kootenay, but during the periods named freight rates have been so badly against us we were compelled to withdraw almost altogether, sustaining a heavy loss to trade, one house alone being obliged to forego over one hundred thousand dollars worth of business per annum. The board has all along felt that we were entitled to fairer treatment. We never asked for favors, we simply asked to be placed on the same footing as our competitors in the matter of freight rates. If that right was granted us we never feared the result. I am happy to be able to report to you that the untiring efforts of the board have at last resulted in a recognition of this principle by the railway corporations. Through rates from the east to all points west of Winnipeg as far as Revelstoke and in the Kootenay country are now the same as the two rates combined from the east to Winnipeg and out again except that cartage and handling charges at Winnipeg amounting to from 4 to 8 cents per 100 lbs. for the first five classes are added to the latter. These charges are of course, still a handicap, but I am not prepared to say that they are unreasonable. I feel sure this simple act of justice will result in great good to the business interests of Winnipeg and in turn to the entire country tributary. The various steps in the negotiations cannot be mentioned here, suffice it to say that your committee and Mr. Ashdown, who was sent to represent the board in the east on this question, have had a large amount of work to perform, and deserve the best thanks of this board.

IMPROVEMENT OF ST. ANDREW'S RAPIDS.

True to the traditions of the board this subject was again before us. My predecessor addressing you a year ago expressed the hope that during the then approaching session of parliament an appropriation would be made for this work. This hope was justified by statements made by the honorable, the minister of public works after looking carefully over the ground and subsequently by the engineer of his department. I need hardly tell you that no appropriation was made and I regret to state the prospects are not as bright as a year ago. In years past the chief argument against this work was the cost. Officials of the government persisted in naming a figure far in excess of the figures estimated by local authorities. This conflict of opinion was an excuse, though not a substantial one—nevertheless an excuse for delay. When this point was settled and the city engineer was found to be correct, we naturally looked for the work to go on, but a new opposition developed.



D. W. BOILE
Past President Winnipeg Board of Trade.

We are now told the work would only be of local interest and of no value to the province at large. I am sorry this kind of opposition has been introduced. The province should not be set against itself and politicians who would set the city against the country and the country against the city are doing both an injustice by misrepresenting, I believe the true feelings of all and checking development which it should be the duty of all to promote. I have been a member of the council of this board for seven years and I think I am in a position to know the aspirations of its members. It is not that we should live and others should die, not that the city should prosper at the cost and sacrifice of all else, but the interests of the whole province have always inspired our best efforts. I believe the people outside the city in the province appreciate this fact and I refuse to believe that they are opposed to an interest charge of three tenths of a cent per head per annum because, forsooth, this work would benefit Winnipeg only. But is the

statement correct that this work is only of local interest? Records of the department of the interior show that up to last year 23,834,838 feet of lumber, 11,827,300 shingles and 3,657,100 laths were cut and manufactured from lands surrounding the southern portion of Lake Winnipeg. This trade was chiefly in the early eighties along the Red river as far as the international boundary line and in spite of difficult navigation, but which was then much better than at present. There is still uncut in close proximity to the Lake over 150,000,000 feet of good merchantable timber notwithstanding that \$12,000,000 worth has been destroyed by fire during the past fifteen years. I am surely right when I say that if this timber was made accessible by the improvement of St. Andrew's Rapids the whole province would be benefited to say nothing of the development of an important industry within the borders of our own province. Large deposits of iron and other minerals which are known to exist in Lake Winnipeg region can never be developed unless better navigation be secured. The supply of fuel in the shape of cordwood along the lake and within easy distance is known to be practically inexhaustible. This is important to the city but it has a provincial bearing also. Let me quote from a non-official report on file in the office of the board from an official of the government well qualified to speak.

"To observing people the question of future cordwood supply for the city of Winnipeg the Red river valley, and parts of Central Manitoba, is becoming a serious one for contemplation, as, without a new source of supply opening up in a few years these places will be wholly dependent upon coal for fuel.

"Winnipeg has for many years drawn its supply of cordwood from the territory adjacent to the main line of the Canadian Pacific railway, east between East Selkirk and Keewatin.

"This territory has been pretty well cut over for a distance of fifteen miles on either side of the track and cannot be depended upon much longer.

"Owing to the now limited quantity of cordwood to be got from the east, Winnipeg is drawing on the Pembina



C. N. BELL
For 10 Years Secretary, and still at his post

Mountains and Tigor Hills and even the eastern slope of the Riding Mountains (via the Lake Manitoba, Railway and Canal company) for cordwood supplies besides upwards of 4,000 cords of wood were brought in from the States during the past year.

"The most serious aspect is that the supply coming from west of Winnipeg must, if a check is not made, rapidly deplete the lands of timber there, causing a still more serious blow to the country, in that a large and populous agricultural district will be left without a supply of timber. The settlers residing along the Red river between Winnipeg and Emerson and for some distance west of the river draw their fuel requirements from the east bush, distant about forty miles east of the river."

It is plain, therefore, that this work is of more than local interest. It is even of more than provincial interest, it is of national interest. The Red river is a national highway, owned and controlled by the government in trust for the people. It is their duty to make it useful to the people and it will continue to be the duty of this board, understanding the many drawbacks and discouragements to persist in their efforts until the work is accomplished.

There is a great many other matters of very great importance under consideration and about which I would of my own, but time will not permit. I can only mention in a hurried way a few which appear to me deserve special notice.

The expenses rates charged by the principal company doing business in this country have always been considered excessive and you will see from the comparative rates in the council report that we were quite justified in demanding a reduction. Our first efforts were not successful, but I am pleased to say the company favored the people with a very substantial reduction which we were glad to accept as a sort of Christmas present.

The settlement of the vacant lands adjacent to Winnipeg has been a matter for consideration for years. I was in hopes that I would be able to report to you a matured plan, but the question is still in the hands of an able committee, whom I trust you will be good enough to continue in office when something practicable will, I have no doubt, be evolved.

You will no doubt read with interest the action of the board respecting the beet root sugar industry, experimental farm in the Red River valley, legal rates of interest, regulations respecting fruit importation, dredging at Fort William, and other topics of more or less importance.

STATE OF TRADE.

In years past we have been accustomed to speak hopefully of the state of trade. We always had faith in our country, but very often the bird in hand was weak and sickly. I am happy to say that we have entered upon a new era. We are as confident as ever of the future, but we enjoy the additional felicity of genuine prosperity. Winnipeg bank clearings for 1897 amounted to \$81,435,000, over \$20,000,000 more than any former year. In bank clearings we now rate after Toronto, and stand third in the Dominion. Another banking incident is the fact that some of our banks exceeded their circulation last fall and were obliged to send out notes of other banks to meet the needs of their customers.

These things, in themselves, are grat

ifying, but they may indicate only temporary inflation, incident on causes which we are not always sure of. High prices and an exceptionally favorable season for marketing wheat swelled the clearings for October, November and December, and also accounts for the circulation phenomena. I am glad to say there are other facts in connection with our development which are a truer indication of our condition and are a more satisfactory guarantee of the future. All classes in the country are improving their methods. Farmers are learning that success will come only with good farming and that wheat alone is a mistaken policy. Business men are learning that indifferent methods are as sure of failure as slipshod farming. Our present condition is not the result of a single year's crop; the country has been gradually pulling itself together for five years. During that period our export cattle trade, includ-

sufficient to store at one time a total average export crop. Our cattle exporting firms are strong financially, and have extensive, and withal, economical arrangements for handling their business. One firm are wintering no less than 11,000 head in the country for which they pay from \$3.50 to \$6.50 per head, which adds of course, to the revenue of the people. Creameries and cheese factories are multiplying, and farmers are improving their farm buildings, no less than \$935,310, according to government returns, was expended in this class of improvements during the year, while 1,370,085 acres of land were prepared for this year's crop. These things all show that farmers and business men have things well in hand and are prepared for an occasional bad year, or can handle comfortably a good year as the future may favor us. Another piece of evidence in favor of prosperity is the at-



E. L. DREWRY
Vice-President Winnipeg Board of Trade

ing the Territories, has grown from less than a quarter of a million to over two and a quarter millions. Five years ago we were importing hogs; last year we exported from Manitoba, dressed and on foot, 12,500, besides slaughtering 25,000 in Winnipeg, and government statistics inform us that there are 75,000 still in the country. It is not long since we were importing butter and cheese; now we are exporting, and promise to be one of the great dairy countries of the world. Five years ago we had in one year 123 business failures in this country, including the Territories, with liabilities of \$152,066 in excess of assets. Last year we had but 62 failures, with assets over \$50,000 in excess of the liabilities.

A noticeable feature of our condition is the increased facilities for carrying on the work of the country both on the farm and business places. Our elevator capacity west of the lakes is now nearly 18,000,000 bushels, or

most phenomenal decrease of loan companies' arrears. On the 31st of December, 1895, 19 loan companies and other companies making loans reported to the provincial government that they had out in the province on mortgage security, \$11,876,828 and that the arrears amounted to \$471,523. On the 31st of December, 1896 only 11 of these companies made reports, but they show an increase of business of less than one per cent and a reduction of arrears of 33 per cent. There are no returns for last year, but I learn from local managers that the reduction of arrears during 1897 was even greater than 1896. One leading company with over \$3,000,000 only had \$14,427 interest arrears and about \$20,000 principal on the 31st of December last. Another large company had 81 parcels of land at the beginning of last year, and sold 59 before the year closed. Another manager says that arrears are less than half of one per cent. of their en-

tire business. Still another company, with \$1,936,421 of loans, only have \$18,900 arrears of interest, and \$39,952 worth of real estate on hand. The banks report large increase in deposits and decrease in discounts. This is especially true of provincial branches.

These evidences are encouraging, but they should not delude us into the false notion that everything is right and nothing is wrong in the country. I have stated that we are improving our methods, but we have still much to learn. Credits are too cheap in the country. They are not as bad as they were, but they are still bad, and the people most responsible are the banks and wholesale houses, but I suppose they are victims and slaves of a system. I notice that a convention of boards of trade will soon be held in Ottawa for the purpose of considering insolvency legislation. If that body would enlarge the scope of discussion and resolve that terms of credit should be reduced to thirty days, or at the most sixty days, and if wholesale houses would act on this resolution, we would have less use for an insolvency act.

I am not a farmer, but I will mention a fact to show that there is something wrong on the farm or ranch. Our beef sells in the old country 1-2 cents a pound less than South American and Western States beef. A leading exporter informs me that this can be corrected by breeding, and greater care in the fattening process. Of course this is a new country, and I have no doubt that this matter will be corrected, as it is important such a staple as beef should take the highest price, and rate along with our wheat, first in the markets of the world.

Trade in the city is in good shape. Wholesale houses have had a good year both in point of volume and collections, and I believe they are entering another year of even greater promise. The mineral development going on in the Lake of the Woods district, and the success attending the labors of the agriculturist of the west have had a marked effect upon this market. The opening of the Crow's Nest railway will we hope improve our position, as there is now no doubt of the mineral wealth of both East and West Kootenay.

Our manufacturing interests are advancing apace. The recent announcement that arrangements have been perfected for the slaughtering of beef on a large scale in the city is, I believe, a step towards an important industry—that of beef packing. The manufacture of hog products, leather, and leather goods, are assuming considerable proportions, while our milling interests have long been noted. I mention these lines specially as they are what I might term, our natural industries; the raw material is produced in the country and the finished product consumed. The only danger to be anticipated is the scarcity of fuel: the improvement of the St. Andrew's Rapids would remove this danger for all time.

The retail trade, although overdone in some lines, is generally speaking on a much better basis than for many years past. Like all other centres of trade Winnipeg is suffering from an overplus of dealers who should never have gone into business. Men without capital by some means (not very flattering to the sagacity of the wholesale houses or banks) crowd in, and what is still worse an even greater number get themselves into business

who have no knowledge of the lines they take up. In both cases cutting of prices and other symptoms of decay, soon set in to the prejudice of legitimate trade. On a former occasion I suggested certain legislation as a remedy for this evil, but we are told we are living in a day of free institutions and the freedom of trade, above all things, must not suffer. My answer is the old maxim "Too much freedom is the greater tyranny." So large a subject, of course, cannot be discussed here in detail, but I would recommend it to the consideration of thoughtful men.

In conclusion let me say that I would like to see a more wide-spread interest taken in the work of the board. For some reason there is a feeling that the work is done by a few in the interests of a few, but this is a great mistake. Important things are very often accomplished which the public feel comes as a matter of course, and not by the effort of the board. The result is the work of the board is often lost upon the larger public. I think that during the coming year the board might very well consider the advisability of creating sections. An effort was made in this direction some years ago, but did not succeed for the reason, I think, that the divisions were made too numerous resulting in sections too small. The divisions might consist of a wholesale, retail, financial, fuel and lumber sections, each of which could nominate their representative on the council. I think this plan would have the effect of keeping the entire business community in touch with the board, and they would learn in turn the real work accomplished. It is, I think, especially desirable that a larger representation of retailers should be had to take part in the active work of the board.

I desire to thank the board and council for their very courteous and kindly treatment while I occupied the chair, and I desire to especially mention the painstaking and effective work accomplished by the secretary, who has just completed ten years of service. I hope the slight recognition suggested by the council will meet with your approval.

On motion of Mr. A. Strang, seconded by Mr. J. H. Ashdown, Mr. Bole was tendered a cordial vote of thanks for his exhaustive resume of the work of the council, and it was ordered that the address be published with the council's report.

The report of the council was the next matter taken up. The report is a very lengthy document, giving in considerable detail the work of the council for the past year. The report was distributed in printed form to the members, and was adopted. The report of the council will be dealt with in a future number.

The secretary, Mr. C. N. Bell, read a report of meetings held during the year, which were, 19 by council, 6 general meetings of the board, 3 open meetings, and 49 meetings of committees, making in all 77.

The treasurer, Mr. A. Strang, presented a report, which was audited and found correct by Messrs. T. H. Webb and A. B. Archibald, auditors.

The statement of receipts and expenditures was approved. In connection with it, thirty-eight new members were reported to have been received; the present number was 177.

The election of officers resulted as follows:

President—A. M. Nanton.

Vice-president—E. L. Drawry.
Treasurer—Andrew Strang.
Secretary—C. N. Bell.

On motion of Mr. J. H. Brock, seconded by Mr. T. H. Webb, the chair was asked to name a committee to select sixteen members for nomination as members of the council. He nominated Messrs. J. H. Ashdown, D. K. Elliott and Wm. Hespeler. On their nomination the following were elected: D. W. Bole, Jno. Galt, F. W. Thompson, J. H. Ashdown, J. Y. Griffin, F. W. Stobart, James Redmond, W. Georgeson, A. Wicks, G. F. Carruthers, John Russell, C. A. Baskerville, R. L. Richardson, M. P., W. R. Baker, J. Girvin, and Jerry Robinson.

BOARD OF ARBITRATION.

The following were elected on motion by Mr. Webb, to compose the board of arbitration: Kenneth Mackenzie, E. L. Drawry, G. F. Galt, G. J. Maulson, S. A. D. Bertrand, J. H. Brock, R. T. Riley, S. Splink, John Galt, Wm Hespeler and Stephen Nalrn.

On motion of A. Strang, seconded by G. F. Carruthers, it was resolved that all committees of the board whose business has not been completed and their final report made be continued.

ALL CANADIAN ROUTE.

The following resolution was moved by G. F. Carruthers, seconded by Wm. Hespeler, that this board wish to take the present opportunity of respectfully urging upon the Dominion government that in the trade interests of Canada there is urgent necessity of opening up by rail or wagon trail an all Canadian route by way of Edmonton or Prince Albert to the Yukon, as soon as possible; and that a copy of this resolution be forwarded at once to the minister of the interior.

ST. ANDREW'S RAPIDS.

Mr. Thos. Gilroy made a motion, seconded by Mr. S. Nalrn, in reference to the improvement of the St. Andrew's rapids.

Mr. Hespeler spoke of the need of the co-operation of every member of parliament representing this province. He claimed that they had a right to demand the assistance. This, he said, was a city of 45,000, and we had never had our share of the government expenditure during the twenty-four years he had been here.

Mr. John Russell spoke vigorously on the subject. He said the matter had not been looked into as in the interests of the province at large. He went on to speak of the scarcity and rapidly diminishing sources of supply of wood in the Souris, Turtle Mountain and Tiger Hills districts in Mr. Richardson's constituency, and told of people having to drive three days' journey in the winter and sleep out in the snow in hauling their firewood. Improving the rapids would let the wood be supplied from here; it was, therefore in the interests of every farmer in the province. Trains now ran to the southwest only three times a week, when the country is more thickly settled more wood would be required. Not a cord should be hauled eastward. He had been surprised and disgusted at the policy pursued in past years.

Mr. D. E. Sprague as a citizen of Winnipeg was in favor of improving the St. Andrew's rapids, but he held that the enterprise should be advocated as in the interests of the city of Winnipeg financially and commercially.

Mr. Hespeler told how Mennonites had had to go over into Dakota, and

buy 2,000 acres of wooded land at \$5 to \$10 an acre, and these, he said, were Mr. Richardson's constituents. Mr. Nairn said the present government was pledged to assist and ought to be held to its promise. The resolution was adopted as follows:

"That this board would again respectfully and strongly urge upon the Dominion government the carrying through at the earliest date, the improvement of the navigation of the Red river at St. Andrew's rapids, as a matter of general interest and paramount importance, and that the city council be requested to act with the board."

THE VACANT LANDS.

Mr. Brook brought up the matter of the settlement of the vacant lands around Winnipeg. He pointed out that one of the principal drawbacks was the want of roads to get out to the lands near the city; and the worst parts of the roads were those within the city. He suggested that the city council should improve Logan ave., Portage ave. and Main street north. It would not be necessary to make the roads very wide, but only so that farmers could get over them in wet weather. It had been said that there was a million acres of good land within twenty miles of Winnipeg—as large an area as that now under cultivation in the whole province—and it was of the best and most desirable land in the whole country.

A resolution on the subject was unanimously adopted by the board, as follows:

Moved by J. H. Brock, seconded by J. H. Ashdown, That the committee in connection with the settlement of the vacant lands near Winnipeg be requested to meet the city council and urge upon that body the improvement of the main highway leading to the different districts requiring settlement and to endeavor to arrange with councils of the municipalities adjoining the city to continue these roads through such municipalities.

BINDER TWINE DUTY.

It was moved by J. H. Ashdown, seconded by R. L. Richardson, and resolved, "That this board notices with regret that an effort is being made to induce the Dominion government to re-impose a duty on binder twine, and would respectfully, but most strongly urge the government to refuse to consider the proposition as being a decidedly retrograde step and one which would be most strongly asserted by the people of this western country."

DUTY ON BICYCLES.

The following motion was introduced, and, after a brief discussion, was referred to the council: Moved by Messrs. Ashdown and Hespeler, "That this board would strongly protest against any increase in duty on bicycles or any other articles in use by our people, believing as we do that the proportion of the financial burdens of the government borne by our people is now more than sufficient.

On motion of Mr. F. W. Thompson, seconded by Mr. R. L. Richardson, the thanks of the board were expressed to Mr. J. H. Ashdown for his very earnest work in Ottawa in connection with the freight rates. Mr. Ashdown in replying stated the position of affairs as he found them, and told, in outline, what he had accomplished there.

WINNIPEG MARKETS

Winnipeg, Saturday Afternoon, Feb. 6

Owing to the pressure of other matter, and also to the fact that a large number of copies of this issue of The Commercial have been printed for distribution outside of the regular trade channels, we have omitted our price list pages this week. Any important changes will be noticed in the columns following, and for general quotations dealers can refer to the previous issue of this journal.

GROCERIES.

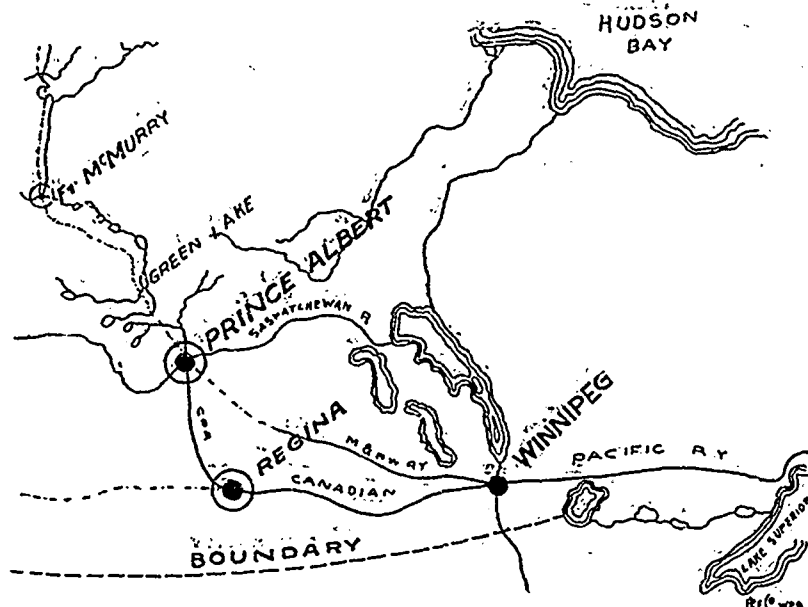
Oatmeal is costing higher to lay down here, but local prices are the same, though firm. Prices have advanced in the East and in the United States. Eastern packers have issued new prices on canned goods, which shows how strong the market is and how much of an advance has taken place. On tomatoes, for instance, the packers' quotation is \$2.50 per case. This is equal to \$3.10 cost laid down in Winnipeg, while jobbers' prices here are quoted at \$2.75 to \$3. On this as on several other staple lines, Win-

get ahead of any possible change in the duty at the present session of Parliament. We believe, however, that there is little danger of a duty being placed on binder twine.

GRAIN AND PRODUCE.

WHEAT—Wheat has experienced a retrograde movement this week. In consequence of the slump in outside markets, the local market has been very dull. Holders would not make concessions to the extent of the decline in other markets, and buyers and sellers were therefore apart. The highest price realized was 93c for No. 1 hard about Fort William basis, on Monday. Yesterday buyers' views were about 92c, though some holders asked higher.

FLOUR—Prices are still more or less irregular. Lake of the Woods advanced prices 5c. on Thursday. Ogilvie's quoted patent \$2.50, and Glenora (2nd grade) \$2.30. Lake of the Woods quoted patent \$2.40, and strong bakers \$2.20. Second bakers' quoted \$1.80 to \$1.90, and XXXX \$1.35 to \$1.40.



OUTLINE MAP SHOWING RAILWAY CONNECTION FROM THE EAST TO PRINCE ALBERT.

nipeg jobbing prices are below cost of laying down here, owing to the advances which have taken place in outside markets. See quotations in last week's issue.

GREEN FRUITS.

Prices are the same as last week. The only new thing in the market is bitter oranges, which are quoted at \$7 per box.

LEATHER.

There is an advance of 1c on all classes of harness leather and also on collar leather. Sole leather is also 1c higher. Otherwise quotations are the same as given last week.

HARDWARE, PAINTS, ETC.

Prices firm and steady. Refined petroleum has advanced a further 1-2c in the east, but prices here are the same. An advance to cover the decline reported a few weeks ago, however, would not cause surprise if it came at any time. There is some little interest in binder twine. A considerable quantity of twine is being brought in from the United States, to

MILLFEED—Bran is firm and is held as high as shorts, in some cases. Ton lots are held at \$10 per ton for bran and \$12 for shorts, and \$1 per ton less in large lots.

GROUND FEED—Pure grain feed is quoted at \$22 to \$24 for oats and barley, the outside price for rolled oat feed. Inferior mixed mill feed, \$18 to \$20 per ton. Ground corn feed is quoted at \$16 to \$17 per ton. Oil cake \$22 per ton.

OATMEAL—The market is firmer. Round lots of imported are held at \$1.65, and smaller lots at \$1.80 to retail dealers. Manitoba meal held at \$1.70 to \$1.75 in round lots for rolled.

OATS—The market is steadier and a trifle firmer, owing to the advance in corn. We quote ear lots on track Winnipeg at 35 to 36c per bushel of 34 pounds. Fancy samples are sometimes held a little higher, but it is hard to get over the prices quoted.

BARLEY—Feed barley is quoted at about 35 to 36. Malting samples, 38 to 48c as to quality, and 1 to 2c higher for fancy samples.

CORN—Car lots have been offered here this week at 88 to 88 1-2c per bushel of 56 lbs. This shows a sharp advance, owing to higher prices south.

BUTTER—Creamery—The last lot of creamery butter held by a Manitoba factory has been closed out. This included the purchase, by the Parsons' Produce Co., of the butter held by the Birtie creamery. The price paid was 18 1-4c, which was 1 3-4c less than was offered for the lot last fall. The butter was shipped to Vancouver. There is no local trade doing in creamery and no stocks held here.

BUTTER—Dairy—There is a fair demand for dairy grades. The demand for Manitoba butter at Pacific coast points will soon be reduced by receipts of fresh grass goods from California. We quote selling prices here at 16 to 18c for fresh tub and roll, the outside price for selected packages in small quantities. Ten per cent commission off these prices to country shippers. The tendency is easier particularly for rolls, which are sometimes held in under tubs.

CHEESE—Dealers are selling at 10 1-2 to 11c in small lots.

EGGS—The market is very weak. Prices are the lowest on record here for this time of year, receipts having been large on account of the mild winter. The stocks of eastern eggs, laid in in expectation of the usual winter scarcity, have been sold at low prices, lined and held stock selling as low as 12 1-2 to 14c as to quality. Fresh are quoted 16 to 17c. The low prices have considerably increased the demand.

DRESSED POULTRY—Chickens will bring 7 1-2 to 8 1-2c. From 10 to 11c would be paid for Manitoba turkeys. Geese are scarce and wanted and 9 to 10c would be paid for them. Ducks would bring about 8c. Eastern turkeys sell at 18 to 14c.

DRESSED MEATS—The firm tone for dressed hogs continues 6 1-4 to 6 1-2c being paid for choice lots of desirable weights. Heavy hogs are 5 1-2 to 6p as to quality. Frozen beef is dull and quoted at 4 to 5c as to quality, and fresh unfrozen at 5 1-2 to 6 1-2c as to quality, for sides. Mutton 5 to 7c, as to quality.

HIDES—6 1-2c is the general price for frozen hides, with 5 lbs. tare. We quote: Butcher hides, 7 to 7 1-4c. Green frozen hides, 6 1-2c; bulls, oxen, stags and brands, 5c to 6c; kip hides, 6 to 7c; calf, 8 to 9c per lb; deacon skins, 15c to 25c each; sheep pelts will average 40 to 60c each; horse hides, 75c to \$1.75 each; coats, 25c each.

WOOL—Nominal at 8 to 10c here for unwashed fleece.

TALLOW—Quoted at 3 1-2c for No. 1, and No. 2 to 2 1-2c for other grades as to quality.

VEGETABLES—Prices as follows: Potatoes, 35c to 40c per bushel; carrots, 90c to \$1 per bushel; onions, native, 2 to 2 1-2c per lb; imported, 3c; celery, 60 to 75c per doz. bunches; cabbage, \$4 to \$5 per 100; beets, 30 to 40c per bushel; turnips, 15 to 20c per bushel; parsnips, 1 1-2 to 2c.

HAY—\$6 per ton is the usual price for baled hay f.o.b. country points.

LIVE STOCK.

Butchers cattle are quiet at 3c for cows and helpers and 3 1-4 to 3 1-2c for choice well fed steers. Very few wanted. Sheep nominal at about 2c. There is some inquiry for stocker cattle to ship to the States, but we do not hear of any business.

HOGS—The market for live hogs is firm. Again, prices have advanced a notch, 1-4c gain having been made

this week. We quote choice bacon hogs weighing 150 to 250 lbs. at \$5 per 100 lbs.; 250 to 300 lbs. \$4.25 to \$4.50; heavy hogs over 300 lbs., \$3.25 to \$4 as to quality, live weight.

MONTREAL GRAIN AND PRODUCE.
Special to The Commercial.

Montreal, Feb. 5.

Oats are quoted 1-2c higher than a week ago. Bran and shorts are 50c to \$1 per ton higher. Cheese is quoted 1-8 to 1-1c lower. Oatmeal is firm at the recent advance. Advances from British markets are very unfavorable for dairy products.

Oats—No. 2 white, 30c.
Flour—Manitoba strong bakers, \$4.90, Manitoba patents, \$5.35 to \$5.40.

Alfalfa—Bran, \$14 to \$14.50 per ton. Shorts, \$15 to \$15.50.

Oatmeal—Rolled oats, \$1.70 to \$1.75 per bag.

Hides—9 to 9 1-2c for No. 1.
Eggs—Candled, 18c to 20c per dozen, new laid, in small lots, 23c to 25c.

Butter—Dairy, 15 to 16c.
Butter—Creamery, 18 to 19c.

Cheese—8 to 8 1-2c.
Dressed hogs—\$6.25 to \$6.75 per 100 pounds.

Dressed beef—Front quarters, 8 to 4c; hinds, 5c to 7c.

Dressed mutton—Lamb, 6 1-2 to 7c, mutton, 5 to 6c.

MONTREAL HARDWARE MARKET.
Special to The Commercial.

Montreal, Feb. 5.

Prices are the same as last week. Business is reasonably active. Quotations are as follows:

White lead, government standard, \$5.37 1-2c; No. 1, \$5; dry white lead in kegs, 5c; red lead in kegs, 4 3-4c; linseed oil raw, 44 to 45c; boiled 47 to 48c; turpentine, 50 to 51; bar iron, \$1.35 to \$1.45; tin plates, cokes, \$2.75 to \$2.90; I. C. charcoal, \$3.25 to \$3.75; Canada plates, \$2.10 to \$2.15; tern plates, \$5.95 to \$6.25; galvanized iron, 4 1-4 to 4 3-4c; lead, \$3.75 to \$4; iron pipe, \$3.90 to \$4; patty in bulk, \$1.65; in bladders, \$1.80; ingot tin, 15 1-2 to 16c.

MONTREAL GROCERY MARKET.
Montreal Feb. 5.

Special to The Commercial.
Prices are firm and steady. No important changes to note this week.

Quotations are: Granulated sugar, 4 1-4c at the refineries; yellows, 3 1-2c to 3 7-8c; imported beet granulated, 4c. Molasses 28 to 29c. Syrups 1 3-4 to 2 1-2 as to quality. Valencia raisins from 4 3-4 to 5 1-2c. Valencia layers 6 1-2c. Currants, 5 1-8 to 6 1-2c, as to brand. Coffee, Rio, 9c to 11c. Mocha and Java 20 to 24c.

Canned goods.—Tomatoes, \$1.20 to \$1.25; corn, 87 to 90c; peas, 90c to \$1.

MONTREAL LIVE STOCK PRICES.
Special to The Commercial.

Montreal, Feb. 1.

At the semi-weekly market yesterday, prices were steady and unchanged from the previous market day, except for hogs, which were 1-4c lower, ranging from 5 1-4 to 5 1-2 off cars. Some were delivered on contract at 5 3-4c.

THURSDAY'S MARKET.

Montreal, Feb. 4.

At the market yesterday prices were again lower for hogs, the quotations ranging down to 5c to 5 1-4c. Other lines were unchanged. Prices were:

Cattle—Choice, 4 to 4 1-4c; fair to good, 3 to 3 1-2c.

Sheep—5 to 8 1-2c per lb.; lambs, 4 1-4 to 5c.

Hogs—5 to 5 1-4c.

BRITISH COLONIA MARKETS.

By Wire to the Commercial.

Vancouver, Feb. 5, 1898.

Ontario creamery butter is now coming in, and is offered at 24c. Australian creamery is 1-2c higher, being quoted at 25c. Oats have advanced \$4 per ton to \$28. Hay is \$2 per ton higher, being quoted now at \$18 per ton. Mutton has advanced 1-2 to 11c. Other prices are the same as quoted last week.

MINNEAPOLIS MARKETS.

Flour market has been dull, in sympathy with weak wheat markets, but prices same as last week. Corn about the same; oats in good demand; flax some lower; produce prices remain almost unchanged; dressed meats and poultry firm; chickens higher price.

Flour—Prices in barrels. First patents, \$4.90 to \$5.00, second patents, \$4.75 to \$4.85.

Millfeed—Shorts in bulk, \$9 to \$9.25; bran in bulk, \$9.50 to \$9.75; corn feed, \$10.25 to \$11.25 per ton.

Corn—Quoted 25 1-4 to 25 1-2c for No. 4; 25 1-2 to 25 3-4c for No. 3; 25 3-4 to 26 for No. 3 yellow per bushel of 56 pounds.

Oats—Held at 23 1-2c for No. 3 white, and 23 to 23 1-2c for No. 3 per bushel of 32 pounds.

Barley—Feed quoted at 26 1-4 to 26 1-2c.

Flax seed—\$1.23 1-2 for No. 1 per bushel.

Eggs—12 1-2c for strictly fresh, including cases; seconds, 7 to 10c.

Cheese—Choice to fancy, 8 1-2 to 10c; fair to good, 7 to 7 1-2c.

Butter—Creamery, 16 to 15c; seconds, 13 to 14c; dairy, 10 1-2 to 16c.

Dressed meats—Mutton, 4 to 6c; lambs, 5 to 8c; hogs, 3 1-4 to 3 3-4c for heavy, and 4 1-4c for medium and light.

Potatoes—Car lots mixed, 36 to 38c; choice, named varieties, 40 to 55c.

Poultry—Chickens, 6 1-2 to 8c; old fowls, 6 to 7c; turkeys, 7 to 11c; ducks, 8 to 9c; geese, 7 to 8c.

Live stock—Hogs—\$3.30 to \$3.62 1-2. Cattle, \$2.90 to \$4.00.

LIVE STOCK MARKET.

London, Jan. 31.—The trade in cattle to-day was firm, with a stronger undertone, and prices scored a further advance of 1-4c to 1-2c per lb. Choice States sold at 11 3-4c, choice Canadian at 11c, choice Argentine at 10 1-2c. The market for sheep was also stronger, and prices were 1-2c higher, choice Canadians selling at 11c; Argentine at 12c; States at 12c; and lambs, 13 1-2c.

Liverpool, Jan. 31.—A stronger feeling prevailed in this market, for cattle to-day, and prices ruled 1-4c higher than a week ago, choice United States cattle selling at 11 1-4c; choice Canadians at 10 3-4c, and sheep were firm at 12 1-2c.

A BENEFIT.

Our advertisers receive this week a free benefit of the circulation of a few thousand copies of The Commercial, in addition to the regular issue.

M. C. Williams, general store, Cartwright, Man., has assigned to J. C. Macnab.

A company has been formed to construct a canal to connect the Saskatchewan river with Lake Superior.

The Canadian Pacific railway have sold the Canadian Australian steamship line to a New Zealand company.

The Confederation Life Association

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There are no conditions as to residence, travel or occupation, in the Unconditional Accumulative Policies issued by this Association. They guarantee Extended Insurance, Paid-up Policies, and Cash Surrender Values.

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JAMES HUTTON & CO., MONTREAL SOLE AGENT IN CANADA

Assiniboia.

Wm. Piper is opening in furniture at Red Deer.

F. Evans has opened a flour and feed store at Chikney.

John J. Mellou has leased D. Chevigny's hotel at St. Albert.

W. L. Wilkin, dry goods dealer, South Edmonton, has taken Arthur Richards into partnership. The firm will be known as Wilkin & Richards.

Notice has been given for application for letters of incorporation of the Qu'Appelle Felt and Feet Boot Manufacturing Co., capital, \$15,000. The original subscribers are S. F. Caswell, J. H. McCaul, J. A. Cowan, B. Harvey and C. F. Musgrove, all of Qu'Appelle.

At a meeting held at Fleetwood, Moose Mountain, to consider the advisability of starting a creamery Mr. Hawkes read a letter from Prof. Robertson, in which it was stated that the policy of the government next season was not so much to establish new creameries, as to complete the successful operation of those already in existence. There was a further announcement, which pointed in the direction of tributary creameries instead of cream collecting or milk separating stations.

Armstrong Bros. have bought out the grocery and coal business formerly carried on by Thos. Bellamy, at Edmonton.

THE SUN LIFE

ASSURANCE CO.

HEAD OFFICE, MONTREAL OF CANADA

THOS. GILROY, Mgr. Man. and N.W.T.
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POSITION OF COMPANY
31ST DECEMBER, 1896.

ASSETS \$6,368,144 66
INCOME FOR 1896 1,886,258 00
LIFE ASSURANCE IN FORCE 38,196,890 92

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PERKIN'S BIRD SEED.

Re-cleaned seed, per pound to the trade:

Canary, best grade	5c
Rape, German, Summer	5c
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Millet, Chinese	4c
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Mixed Bird Seed	4 1/2c
Cattle Fish Bone	30c

We have Bird Seed put up in nice lithographic packages at \$2.50 per case of 40 packages. Price per 100 packages, with buyers name and address printed on the packages, \$7.

J. M. PERKINS,

Wholesale dealer in Seeds, Etc.,
221 Market St., Winnipeg

Hardware and Paint Trade

United States refined petroleum has been advanced 1-2c in eastern markets.

The Bar Iron association, comprising the manufacturers of this commodity in the territory west of Pittsburgh, and representing 75 per cent. of the output of the entire country, voted to advance the price \$2 a ton at a meeting held at Chicago on January 29. This is not to be the limit of the advance, however, for it was openly given out that at a larger meeting of the association to be held here two weeks hence, another advance of \$1 a ton will be made.

Large quantities of barb wire are being imported into eastern Canada from the United States. The Montreal Gazette says: "Two large wire mills in Pittsburgh booked thousands of tons this month, and agents here report that orders still keeping coming. It is costing importers about \$1.93 laid down in Montreal. In the larger sizes of coil chain, also 1-4 and 5-16, makers in the States are taking most of the business away from British firms despite the preferential duties. This is not surprising considering United States 1-4 inch chain only costs 31-4c laid down in Montreal. Orders for importation in other lines such as cutlery, galvanized iron, tin plate, and bar steel, are noted, but only to a moderate extent.

VISIBLE SUPPLY.

New York, Jan. 31.—The statement of the visible supply of grain in store and afloat Saturday, January 29, as compiled by the New York Produce Exchange, is as follows: Wheat 36,602,000, decreased 551,000; corn 40,581,000, decreased 1,208,000; oats 15,112,000, increased 572,000; rye 3,840,000, decreased 162,000; barley 3,028,000, decreased 188,000.

TORONTO WHOLESALE TRADE.

Special to The Commercial.

Toronto, Feb. 5.

This was the heaviest day of the year for payments on dry goods paper payments are reported to be satisfactory, particularly from Manitoba and the west. Fewer renewals than for three or four years past. Finest winter weather of the season now. Trade is expanding and a good business is doing in supplying Klondike parties starting from Canadian as well as United States border points.

Groceries—Groceries are more active, currents firmer; canned vegetables strong at Wednesday's five cent advance. Tomatoes are quoted at \$1.20 to \$1.30, peas, 95c and corn, \$90c. Japanese teas are more active and firmer.

Hardware—A more active trade is now doing in this branch, with more inquiry for Klondike supplies. Quotations on barb, plain, and galvanized wire and wire nails have been withdrawn by manufacturers, but jobbers here are still quoting previous prices.

TORONTO LIVE STOCK MARKET.

Special to The Commercial.

Toronto, Tuesday, Feb. 1.

Offerings to-day were 43 cars of stock, including 1,600 hogs and 350 sheep and lambs. Some export buying at 4 to 4 1/2c for good steers. Butchers' cattle easier and poor were slow sale. Stockers easier. Sheep steady. Hogs were 1-4c lower, best bacon selling at 5 to 5 1/2c.

FRIDAY'S MARKETS.

Toronto, Feb. 4.

Receipts of live stock of all kinds at the semi-weekly market to-day were 26 carloads. Light offerings of butchers' cattle advanced prices 1-4c. Export cattle dull and 1-4c lower. Sheep also 1-4c lower. Prices were: Cattle—Export steers brought 4c. Butchers' cattle 3 to 3 3/4c Fat bul's 3 to 3 1/2c. Stockers 2 3/4 to 3 1/4c. Feders; 3 1/4 to 3 3/4c.

Sheep—Export sheep, 3 to 3 1/4c per lb.; bucks, 2 1/2c; lambs, 4 1/2 to 5c.

Hogs—Hogs, best bacon, \$5 to \$5.15; thick fat, \$4.60 to \$4.70, and light fat \$4.60 to \$4.70, weighed off cars per 100 lbs.

TORONTO GRAIN AND PRODUCE

Special to The Commercial.

Toronto, Feb. 5.

Grain is more active. Good export demand for oats and wheat. Manitoba flour was reduced 10c yesterday. Outmeal is 10c higher. Mill feed scarce and very firm. Dressed hogs are 10c lower. Provisions are firm. Wools in better demand, and pulled wools are 1c higher. Sheepskins have advanced 5c. Ontario flour is also 10c lower.

Flour—Manitoba patent, \$5.40; bakers, \$4.90; Ontario straight roller, \$3.90 to \$4.10.

Wheat—Ontario wheat 86c to 87c; Manitoba No. 1 hard, \$1.05 North Bay.

Oats—No. 2 white, 27 1/2c.

Barley—Quiet, at 32 to 33c for No. 2; 28c for No. 3 extra and 25c to 27c for feed.

Mill feed—Shorts \$11.50 to \$12.50 per ton; bran, \$8.50 to \$9 per ton.

Oatmeal—\$3.40 per barrel, for car lots.

Eggs—New laid, 18c to 20c, fresh, 14 to 16c; limed, 13 to 14c.

Butter—Dairy, tubs, choice, 15 to 16c; medium, 12 1/2 to 14c.

Hides—No. 1 green, 9 1/2; cured

10c; sheepskins \$1.15 to \$1.30 for fresh killed.

Dried apples.—Firm at 5 to 5 1/2c; evaporated, 8 to 8 1/2c.

Honey—6 1/2 to 7c per lb. in bulk.

Beans—75 to 80c per bushel.

Dressed hogs—\$6.40 per 100 pounds for choice.

Wool—Fleeces 20 1/2 to 21c. Pulled super 20 to 21c, extras, 21 to 23c.

DULUTH WHEAT MARKET.

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

Monday—May 93 3/8c, July 92 1/8c.

Tuesday—May 94 3/8c, July 93 1/8c.

Wednesday—93 1/2c, July 92 1/2c.

Thursday—May 93c, July 91 5/8c.

Friday—May 93 5/8c, July 92 1/8c.

Saturday—May 93 1/2c; July, 92c. Last week May options closed at 95 1/2c.

A year ago May option closed at 76 3/4c, and two years ago at 64 1/4c, three years ago May option closed at 58 1/8c and four years ago closed at 60c.

MINNEAPOLIS WHEAT.

On Saturday, February 5, No. 1 Northern wheat closed at 92 3/4c for May option and 91 5/8c for July. A week ago May wheat closed at 94 3/4c.

THE GEO. CRAIG & CO., ASSIGNMENT.

This important assignment during the week, is the largest in retail business in Winnipeg's record, of recent years. It was hardly unexpected as Mr. Craig has had an uphill struggle for years. Rather heavy real estate assets, carried forward in the annual statements, will, when reduced to present day prices, show a pretty large deficit. The stock being very large it will be some time before a statement from the assignees will be ready. Roughly estimated the liabilities are now placed at \$80,000, with a great portion held by two large Montreal houses. The stock of goods in the store is thought to be somewhere about \$35,000. A recent change of bank accounts is said to have been the last straw, which precipitated the failure, which is no doubt the course of wisdom, as a long experience of a losing game must have been discouraging. An instance of the folly of "carrying a load" is shown in the fact that during the last ten years the firm has paid an average of \$5,000 per annum in interest and discounts, an enormous total of \$50,000.

PLEASANT FINALE.

The real labor of the board falls largely upon the president and council. In the evening of the date of the annual meeting of the Winnipeg board of trade, the retiring president, J. W. Bole, entertained those who had labored with him on the council during the year, to a dinner at the Manitoba club. There were also present representatives of other local interests. A very pleasant evening was spent enjoying the hospitality dispensed by Mr. Bole. Many complimentary references were made regarding the zeal, energy and discretion displayed by Mr. Bole in furthering the interests of the board and the community at large, not only on the occasion of the evening gathering, but also at the meeting of the board during the afternoon.

WESTERN BUSINESS ITEMS.

M. W. Thompson, stationery, etc., Shoal Lake, has sold out.

Bergen & Giesbrecht, general storekeepers, Altona, are succeeded by A. Giesbrecht.

G. W. Robinson & Co., stationery, etc., advertise their business for sale.

Rutledge & Smith, publishers of the Port William Journal, have dissolved partnership.

Mr. Johnston has purchased the horse shoeing department of Ed. Lewis' blacksmith shop, Winnipeg.

J. A. McNaughton, lumber and furniture dealer, of Killarney, Man., has sold out his furniture business to Robt. Monteith.

W. W. Miller, of Portage la Prairie, has disposed of a half interest in his book and stationery business to Henry Douglas of High Bluff. The name of the firm will be Miller & Douglas.

Mr. Rogers, manager of the Parsons' Produce company, Winnipeg, will leave shortly for an extended trip through British Columbia to look carefully over the field there, in view of the fact that the company is largely extending its operations in the Pacific province. The company has recently established a packing house at Vancouver, and hereafter the Vancouver business will be carried on as a fully equipped branch business, instead of an agency as heretofore. Mr. Rolph, of the Winnipeg staff of the company, will shortly move to Vancouver to assist in the management at the latter place.

The Commercial is a weekly journal of commercial and general information about Western Canada. Subscription price \$2 per year, in advance. All new subscribers, paying one full year in advance, will receive a free copy of our Klondike numbers, with maps, illustrations, etc. Also a free copy of the new Canadian tariff, the latter making a pamphlet of about thirty pages, and giving the complete official text of the tariff act.

To Messrs. All Things & Co., Local Merchants, Manitoba, N. W. T. and B. C. Gentlemen:—

Permit us to call your attention to a matter that intimately concerns the interests of your house, and which we fear has escaped your notice, viz: Your customers are in the habit of sending orders to us direct for certain lines of our goods which they say you have not in stock. Now, this throws upon us the onus of business you ought properly to handle, prevents you from turning an honest penny and detracts from your reputation. Moreover, it is a serious loss and cause of heart-burning to the public, as the postage and express charges on these small orders not infrequently amounts to more than the value of the goods. We trust, therefore, you will act upon the suggestion we now make, and place upon your shelves certain lines of goods we import, such as Dairy Churns, Butter Workers, Butter Color, and Rennet—in bulk or cases of a dozen 12 oz. bottles—Parchment Paper, Ladies, Butter Moulds, Thermometers, Dairy Brushes, Lubricating Oils, etc.

Prices and discounts may be obtained by sending for our 1898 Catalogue just published.

Faithfully yours,

R. A. LISTER & CO., LTD.

Manufacturers of the Alexandra

Cream Separators and other Dairy

Machinery, 232 King St., Winnipeg.

New York Wheat.

New York, Jan. 31.—Wheat — Receipts 55,500 bushels; exports 7,997 bushels; sales 3,090,000 bushels; futures; spot weak; No. 2 red \$1.04 1-8 f.o.b. afloat to arrive; No. 1 northern Duluth \$1.09 1-8 f.o.b. afloat. Options were weak from start to finish except for a short early rally on covering and closed 1 1-2 at 3 cents net lower. Weak cable news, liquidation bearish, weekly statistics and absence of export demand all contributed to the day's heaviness. No. 2 red Jan.—; Feb. \$1.03 1-8; at \$1.04; closed \$1.03 1-8; March \$1.02 1-8 at \$1.03-7-8. closed \$1.02 1-8; May 96c at 97-1-2c. closed 96 1-8; July 89 1-8 at 90, closed 89 1-4.

New York, Feb. 1.—Wheat receipts 80,475 bushels; exports, 23,987 bushels; sales, 3,350,000 bushels futures, 36,000 bushels spot. Spot steady. No. 2 red, \$1.05 f.o.b. afloat to arrive; No. 1 northern, Duluth, \$1.09 f.o.b. afloat; No. 1 hard Manitoba, \$1.08 f.o.b. afloat. Options had a sharp forenoon advance on the big decrease in Liverpool stocks, bullish cable advices, foreign buying and demand by room shorts, but eased off somewhat in the last hour under realizing, closed fairly steady. No. 2 red, Feb., \$1.03 1-4 to \$1.03 7-8, closed \$1.03 1-4; March closed \$1.02 7-8; May, 96 11-16 to 97 3-4, closed 97; July, 89 3-4 to 90 1-2, closed 89 7-8.

New York, Feb. 2.—Wheat, Feb. \$1.01 1-2. May opened 97 1-2c. closed 96 3-8c. July opened 90c b. closed 89 3-8c.

New York, Feb. 3.—Wheat receipts, 71,225 bushels; exports, 16,666 bushels; sales include: 160,000 bushels, outports; No. 2 red, \$1.02 5-8 f.o.b. afloat, to arrive; No. 1 Northern Duluth, \$1.07 5-8 f.o.b. afloat, to arrive; No. 1 hard, Manitoba, \$1.06 5-8 f.o.b. afloat. Options were weak all day, except for a midday spurt on liberal clearings, and closed 3-4 to 7-8 cents net lower. The decline was influenced by heavy Northwest receipts bearish Argentine news and weak cable. Export trade was fair at the outports. No. 2 red, Feb., closed par 3-4; March closed \$1.01 1-4; May, 95 7-16 to 96 3-16, closed 95 5-8; July, 88 3-8 to 89 1-8, closed 88 1-2.

New York, Feb. 4.—Wheat: Receipts 50,875; sales 3,335,000 bushels futures; 20,000 bushels spot. Spot firm; No. 2 red \$1.03 1-2 f.o.b. afloat to arrive; No. 1 Northern Duluth \$1.08 1-4; No. 1 hard Manitoba \$1.07 1-4 f.o.b. afloat spot. Options were up and down over a narrow range all day. After a firm opening on cables the market declined sharply under big northwest receipts and short selling by bears, who were finally scared in by heavy export transactions. The close was firm at 1-2 to 5-8 net advance. No. 2 red March \$1.01 1-4 to \$1.02 1-4, closed \$1.01 7-8, May 95 7-16, closed 96 1-4; July 88 to 89, closed 88 5-8.

On Saturday, February 5, No. 2 red wheat closed at \$1.02 1-4 for February and 96 1-4 for May option; July closed 88 3-4. A week ago May wheat closed 98 1-2c.

J. H. M. Carson, hardware, McGregor, Man., has sold out to W. H. Glover.

J. W. Toogood, recently burned out at Prince Albert, and who was terribly burned in the fire, has recovered, and will open in April again with a new stock.

Chicago Board of Trade Prices

Prices are quoted per bushel of 60 pounds for wheat, bushel of 56 pounds of corn, bushel of 32 pounds of oats, per barrel for mess pork, and per 100 pounds for lard and short rib bacon; flax seed per bushel of 56 pounds.

Chicago, Jan. 31.—The leading futures closed as follows: Wheat—Jan. \$1.04; May 91 1-8; July 85 to 85 1-8.

Corn—July 29 7-8, Jan. 27 1-8; May 28 3-4
Oats—May 23 3-4; July 22 1-2 to 22 5-8.

Mess pork—Jan. \$9.80; May \$9.90
Lard—Jan., \$4.75; May, \$4.85; July, \$4.92 1-2.

Short ribs—Jan., \$4.85; May, \$4.90.

Chicago, Feb. 1.—The leading futures closed as follows:

Wheat—Feb. \$1; May, 95 7-8 to 96; July, 85 5-8.

Corn—Feb., 27; May, 28 3-4; July, 29 7-8.

Oats—Feb., 23 7-8 to 24; July, 22 5-8 to 22 3-4.

Mess pork—May, \$9.80; July, \$9.90.

Lard—May, \$4.80; July, \$4.87 1-2.

Short ribs—May, \$4.85; July, \$4.92.

Chicago, Feb. 2.—Wheat, Feb. 98c. May 95 1-4 to 3-8c. July 85 1-8c. Sept. 77c. Corn, Feb. 26 3-4c. May 28 5-8 to 3-4c. July 29 3-4 to 7-8c. Oats, Feb. 23c. May 23 7-8c. July 22 5-8c. Pork, May \$10.07. July \$10.17. Ribs, May \$5. July \$5.10. Lard, May \$4.90. July \$5.

Chicago, Feb. 3.—The leading futures closed as follows:

Wheat, Feb., 98; May, 94 5-8; July, 84 1-4.

Corn, Feb., 27; May, 29; July, 30 1-8 to 1-4.

Oats, May, 24 1-8 to 1-4; July, 22 3-4 to 7-8.

Pork, May, \$10.20; July, \$10.27 1-2.

Lard, May, \$4.95; Jan., \$5.02 1-2.

Ribs, May, \$5.05; July, \$5.15.

Chicago, Feb. 4.—The leading futures closed as follows:

Wheat—Feb. 98; May 95 1-4; July 84 1-2

Corn—Feb. 27 1-8; May 29 1-8 July 30 1-4 to 30 3-8.

Oats—May 24 1-2; July 23.

Pork—May \$10.27 1-2; July \$10.37 1-2.

Lard—May \$4.97 1-2; July \$5.05.

Ribs—May \$5.10; July \$5.17 1-2.

On Saturday, Feb. 5, wheat opened at 95c for May option and ranged from 94 7-8 to 95 1-4c. Closing prices were:

Wheat—Feb. 98c, May 95c, July 84c, Sept. 77 1-2c.

Corn—Feb. 27 1-8c, May 29 1-8c.

Oats—Feb. 24c, May 24 5-8c.

Pork—\$10.27 1-2, July \$10.35.

Lard—May \$4.92 1-2, July \$5.02 1-2.

Ribs—May \$5.05, July \$5.15.

Flax seed—Cash, \$1.29, May \$1.26 1-2.

A week ago May option closed at 96 7-8c. A year ago May wheat closed at 77c, two years ago at 67 1-8c, and three years ago at 53 3-4c.

McMillan Bros. will open a butcher shop at Shoal Lake, Man.

Chas. F. Peterson, of Calgary, who has been with A. McBride & Co. for some time past, will open a hardware and plumbing establishment at Godwin, B. C.

S. Paul and N. G. McCallum have entered into partnership under the style of Paul & McCallum, in the implement trade at Moosomin, Assa.

A movement is on foot in Great Britain to unite all labor interests in one association.

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Desire to inform the trade that they have entered the field as manufacturers of

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Dealers in CHRISTIE, BROWN & CO'S Unequalled BISCUITS and respectfully solicit a share of the business.

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